



# AV REVOLUTION – MORE THAN TRANSPORTATION

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# Wisconsin AV Concerns

- Increase in population of older adults and people with disabilities = need transportation
- Rural and suburban = connectivity needed
- Transit – 10% fatality rate of motor vehicles, but ...
- Safety – unknown, but ...



**Mobility Management** is the practice of using all available resources, and developing new ones to improve mobility, increase efficiency and reduce costs.

- Wisconsin Association of Mobility Managers
- Great at coordination and finding solutions
- Educated workforce
- Cheese curds, beer and football
- Proceeding with deliberate speed



# Planning without crystal ball



- Donald Rumsfeld quote:
  - Reports that say that something hasn't happened are always interesting to me, because as we know, there are known knowns; there are things we know we know. We also know there are known unknowns; that is to say we know there are some things we do not know. But there are also unknown unknowns — the ones we don't know we don't know.



# WHO PAYS? WHO GETS QUALITY SERVICE?

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## All Transportation Is Subsidized

Sidewalks

Bikeshare and bike lanes

Roads

Free or low-cost parking

Transit

Ridehailing and microtransit

Soon – autonomous vehicles

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## **Three-class transportation system: ACCESSIBLE? EQUITABLE?**

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**1<sup>st</sup> Class: People with cars or other transportation that is always available and, if there is a problem, it does not cause major financial or other problems.**

**2<sup>nd</sup> Class: People with cars or other transportation that is unreliable, infrequent, inconvenient, or, if there is a difficulty with transportation, it causes major financial or other problems.**

**3<sup>rd</sup> Class: People with disabilities – NOT a monolithic group**



## Time out for safety – After Tesla and Uber fatalities

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- **Autopilot ≠ Autonomous**
- **ITE has come out AGAINST level 2 and 3 vehicles – belief they are unsafe on open roads**
- **ITE calling for evaluation, laws, and regulation that strike a: “balance between stifling innovation and protecting public safety, but lives should not be sacrificed to advance private sector interests.”**



# State and Federal Legal Landscape

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**Federal legislation in flux**

**State laws and regulation – different approaches:**

- **Welcome mat is out**
- **Trust, but verify**
- **We are saying yes, but our law really says no**



# Business Models

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- Personally owned car, light truck, or bike
- Human services transportation
- **Shared use fleets of ridehailing, microtransit, and transit – small, medium, large, on-demand, and scheduled fixed route**
- Bikesharing
- Mobility as a Service – MaaS for all types of areas
- Walkable and bikeable street networks
  
- **WE DON'T REALLY KNOW** - Some are betting driverless will be status quo of cars in every driveway.



## Exists Now

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### Human Services Transportation – volunteer driver programs, wheelchair accessible vans, voucher programs

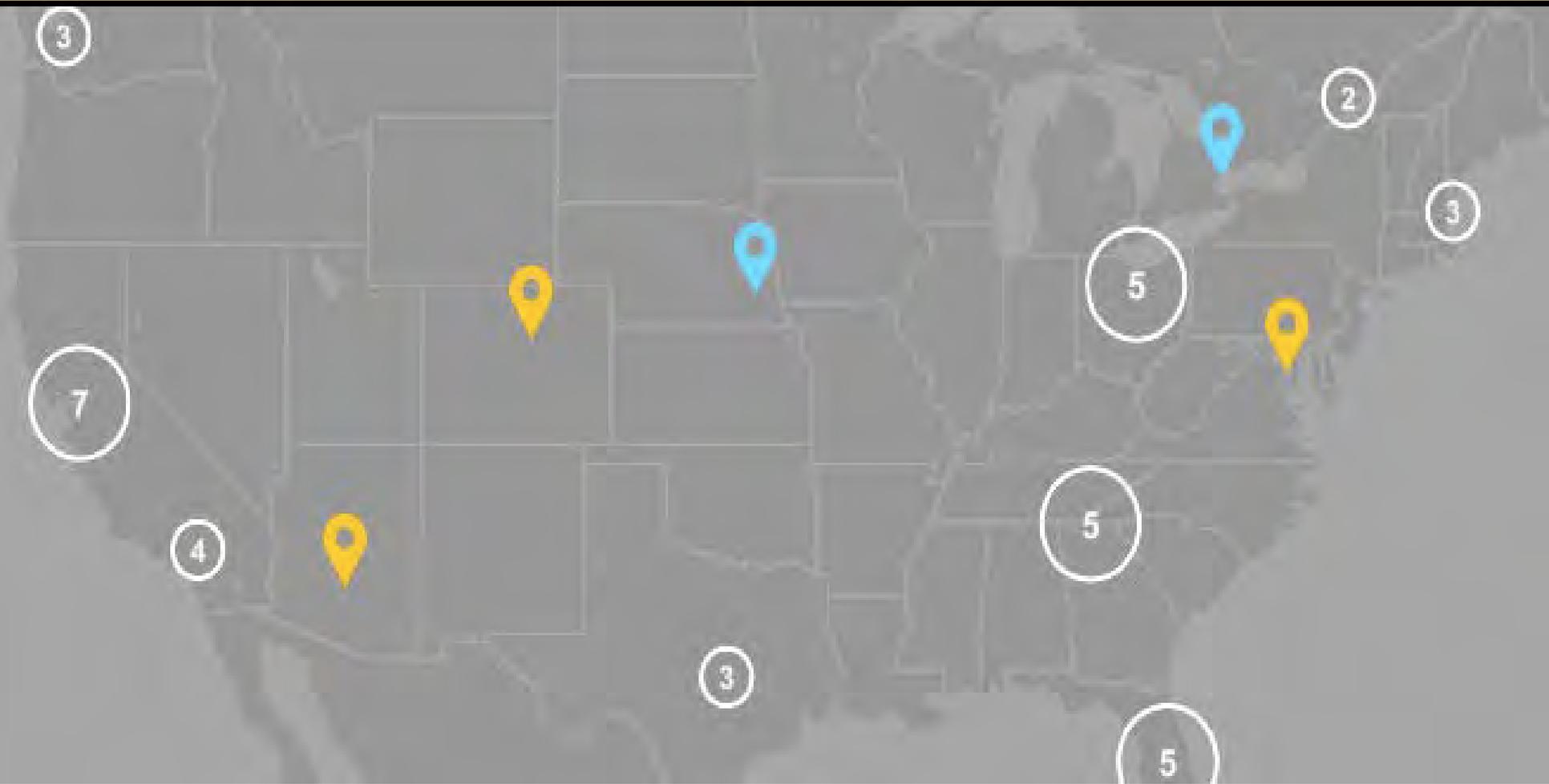
- Use of private resources for public services
- Cost effective in rural areas – volunteer driver program (barriers include insurance, liability category)
- On demand
- Often serve only older adults and persons with disabilities

# Where are AVs roaming around NOW?

## Initiative on Cities and Autonomous Vehicles



From <http://avsincities.bloomberg.org/>



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## Autonomous Vehicle Pilots

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- **Contra Costa Transportation Authority and Bishop Ranch**
- **Not to be confused with Babcock Ranch**
- **Arlington, TX**
- **Las Vegas**
- **Minneapolis**
- **University of Michigan**
- **Tampa**
- **Villages Golf and Country Club, retirement communities in San Jose, CA, and near Orlando, FL.**



# REALITY – Actual Planning and Pondering

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## Planning

Columbus, OH

**Boston**

## Pondering

**Portland, OR**

Seattle

Toronto

Atlanta

Nashville



## NACTO Vision – Not necessarily your vision

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Streets in the autonomous age should give ultimate priority to pedestrians, bicyclists and transit riders. Smaller and fewer lanes can minimize conflicts and crossing distances for pedestrians and allow space for robust bicycle infrastructure on all streets. Transit should have priority operation in dedicated lanes and be the backbone of the urban mobility system. Curbsides could be flexible and allow for a myriad of public and private uses—from loading zones to parklets. Speeds can be restricted to 20 mph and overall travel lanes for private vehicles can be drastically reduced. Travel times could remain unchanged due to the greater capacity of active travel, dedicated transit lanes and shared vehicles, as well as smoother intersection movement at low speeds. This street of the future would add value for everyone using it through sound design and smart policies.

# Rural Transportation Equity = Connectivity

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**ARE WE GOING TO SEE RURAL AREAS LEFT BEHIND?**

**NOT enough density for profitable shared-ride AVs.**

**Unknowns:**

**Cost of AVs**

**Profit point of population density**

**Walkability and co-location**



# Transportation Equity = Accessible Vehicles and Interfaces

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Some good signs for older adults and people with disabilities:

Shuttles are accessible.

Acknowledgement of need for accessible interfaces.

Unknowns: Commitment and cost to serve people who need assistance.





## Keep your eyes on the prize

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**What do you need from the private sector and from government?**

**What are Wisconsin's goals?**

**Transportation access for all people in Wisconsin**

**Data**

**Emergency preparedness**

**Safety, privacy and cybersecurity**

**END UP WITH A BETTER TRANSPORTATION NETWORK THROUGHOUT WISCONSIN AND TO OTHER STATES!**

# CONTACT ME

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