

Planning for the Future(s)

Guidance on ACES Considerations into Long Range Transportation Plans

**AMPO Conference
September 26, 2018**

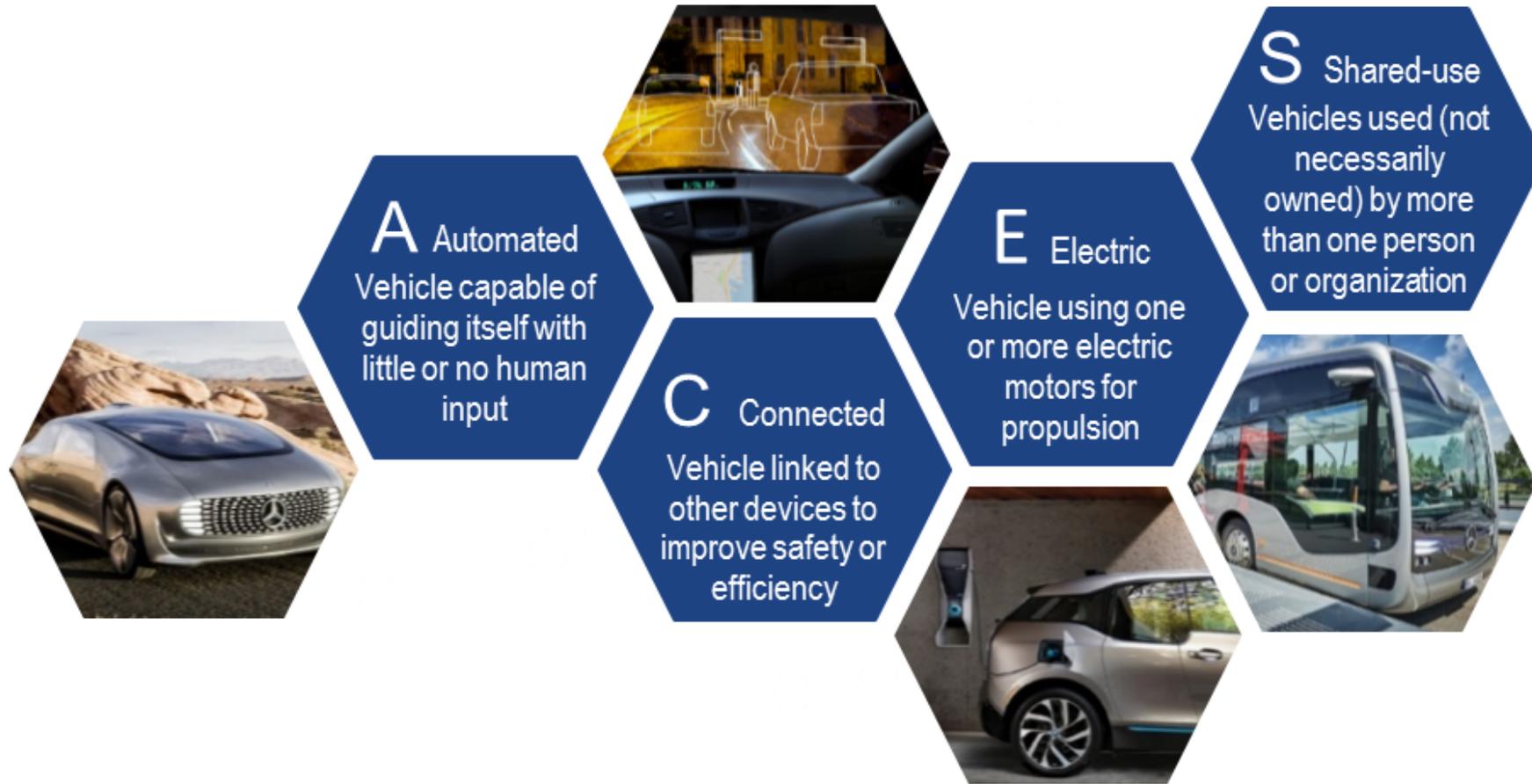
Agenda

- Definitions
- Purpose & Approach
- Guide Overview
- Key Findings
- Questions



Source: www.tmcnet.com

ACES Defined



Purpose & Approach

Volkswagen expects first self driving cars on the market by 2019

GM states autonomous cars could be deployed by 2020 or sooner

BMW to launch autonomous iNext in 2021

First autonomous Toyota to be available in 2020

NVIDIA to introduce level-4 enabling system by 2018

Ford CEO announces fully autonomous vehicles for mobility service by 2021

Audi to introduce a self-driving car by 2020

NuTonomy to provide self driving taxi service in Singapore by 2018

Delphi and MobilEye to provide off the shelf driving system by 2019

Uber fleet to be driverless by 2030.

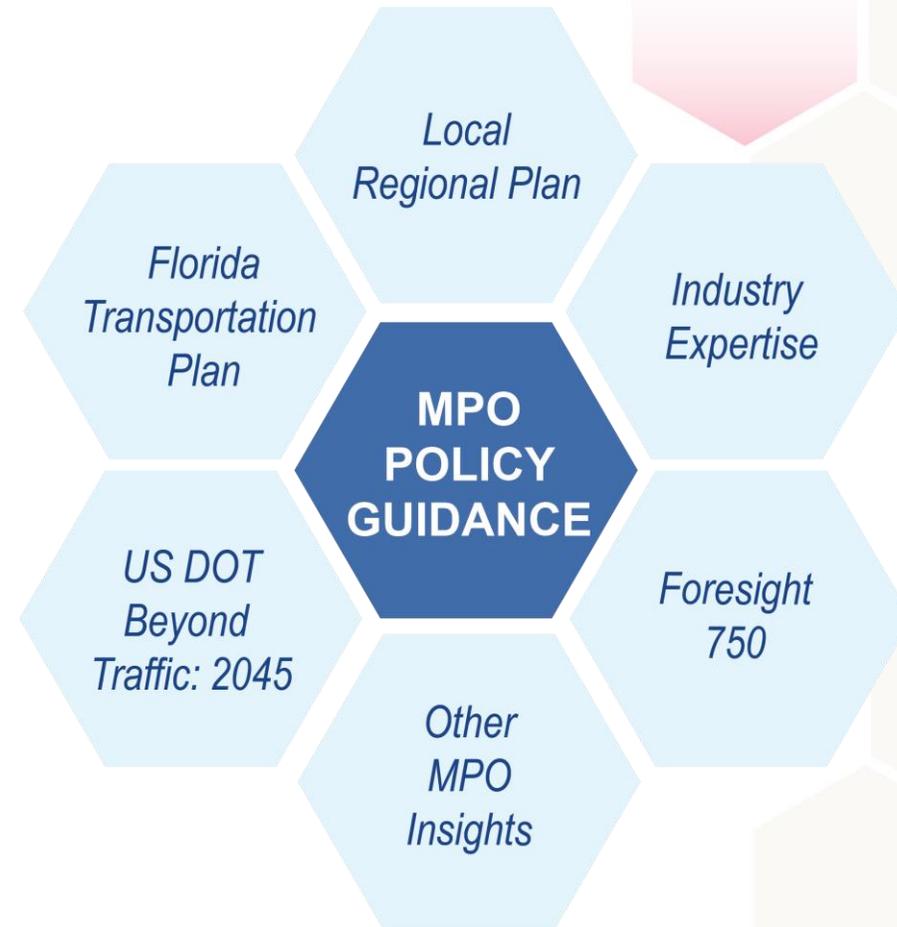
Purpose & Approach

Literature Review

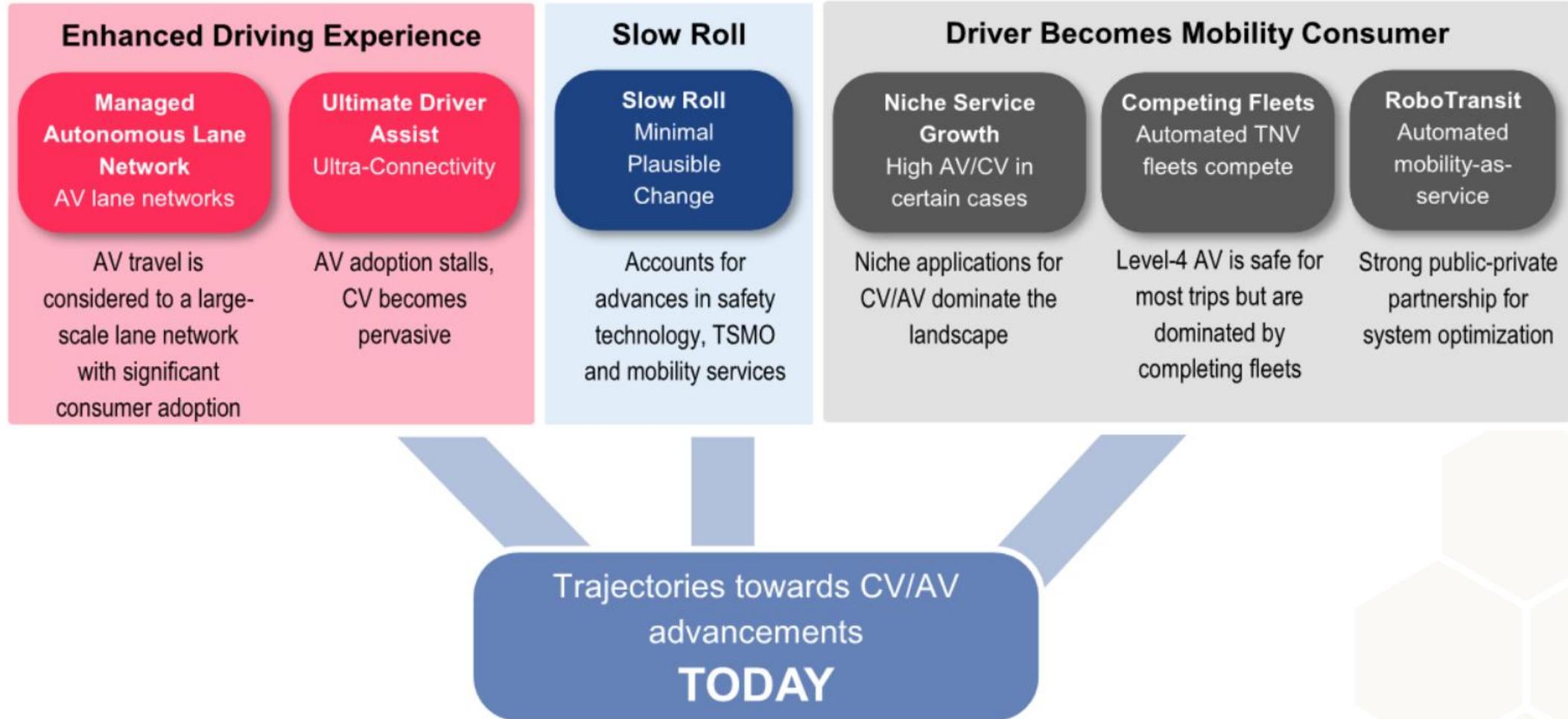
MPO Survey and Interviews

FHWA scenarios

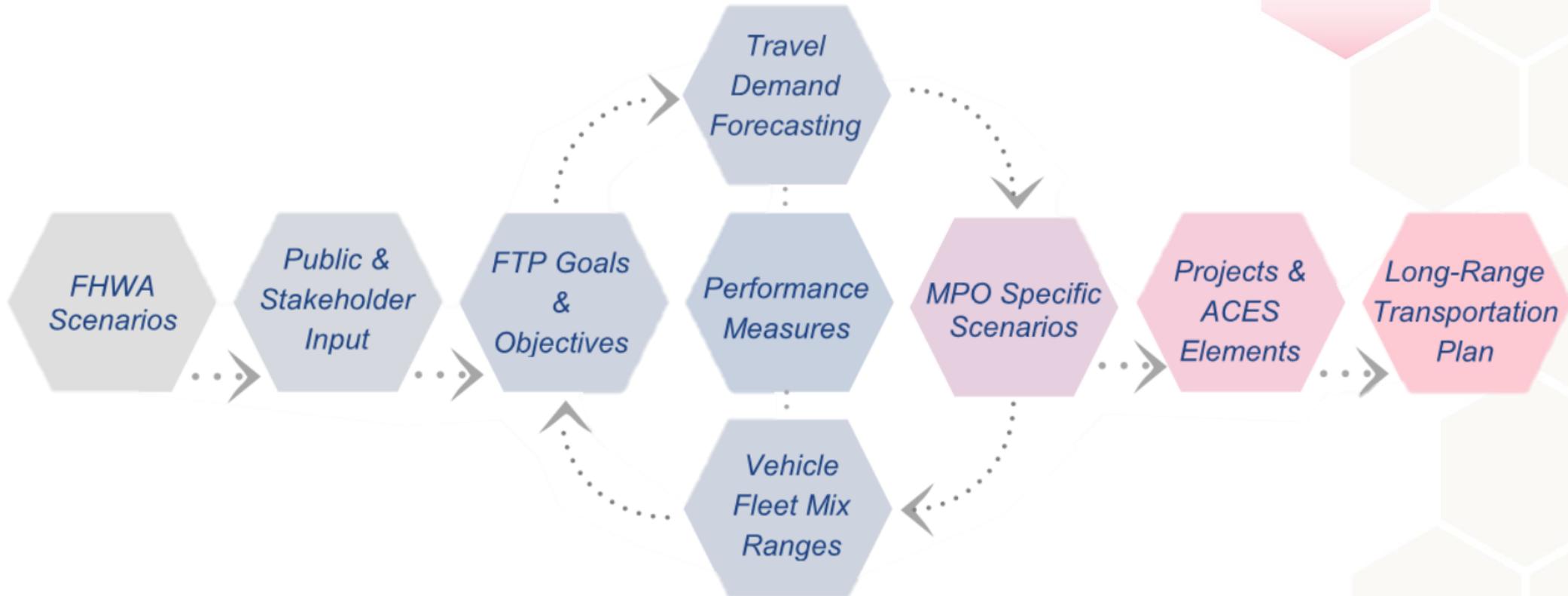
4-step Travel Demand Modeling



ACES Planning Process



ACES Planning Process



Policy Guide at a Glance

- Technology Overview
- Safety Impacts
- Travel Demand Impacts
- Highway System Impacts
- Transit System Impacts
- Funding Impacts
- Planning Processes
- Education & Engagement
- Considerations



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Key Points: Safety

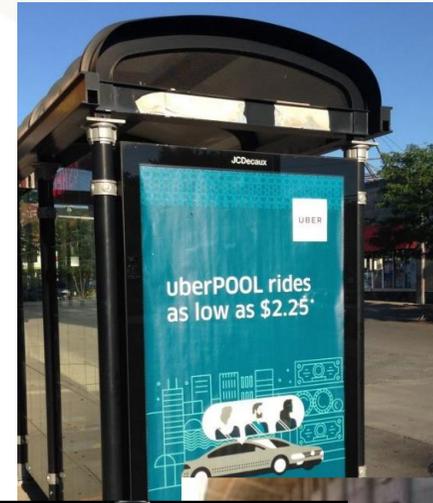
- **Fatalities in Florida are on the rise, ACES may help reverse the fatalities trend.**
- **During transition, partial automation may increase risks associated with distracted driving.**

Technology	Received Benefit
Forward collision warning	<ul style="list-style-type: none"> ▼27% Front-to-rear crashes ▼20% Front-to-rear crashes with injuries ▼7% Claim rates for damage to other vehicles ▼14% Claim rates for injuries to people in other vehicles
Forward collision warning plus autobrake	<ul style="list-style-type: none"> ▼50% Front-to-rear crashes ▼56% Front-to-rear crashes with injuries ▼13% Claim rates for damage to other vehicles ▼21% Claim rates for injuries to people in other vehicles
Lane departure warning	<ul style="list-style-type: none"> ▼11% Single-vehicle, sideswipe and head-on crashes ▼21% Injury crashes of same types
Blind spot detection	<ul style="list-style-type: none"> ▼14% Lane-change crashes ▼23% Lane-change crashes with injuries ▼9% Claim rates for damage to other vehicles ▼12% Claim rates for injuries to people in other vehicles
Rear automatic braking	<ul style="list-style-type: none"> ▼62% Backing crashes ▼13% Claim rates for damage to the insured vehicle ▼26% Claim rates for damage to other vehicles
Rearview cameras	<ul style="list-style-type: none"> ▼17% Backing crashes
Rear cross-traffic alert	<ul style="list-style-type: none"> ▼22% Backing crashes

Source: IIHS

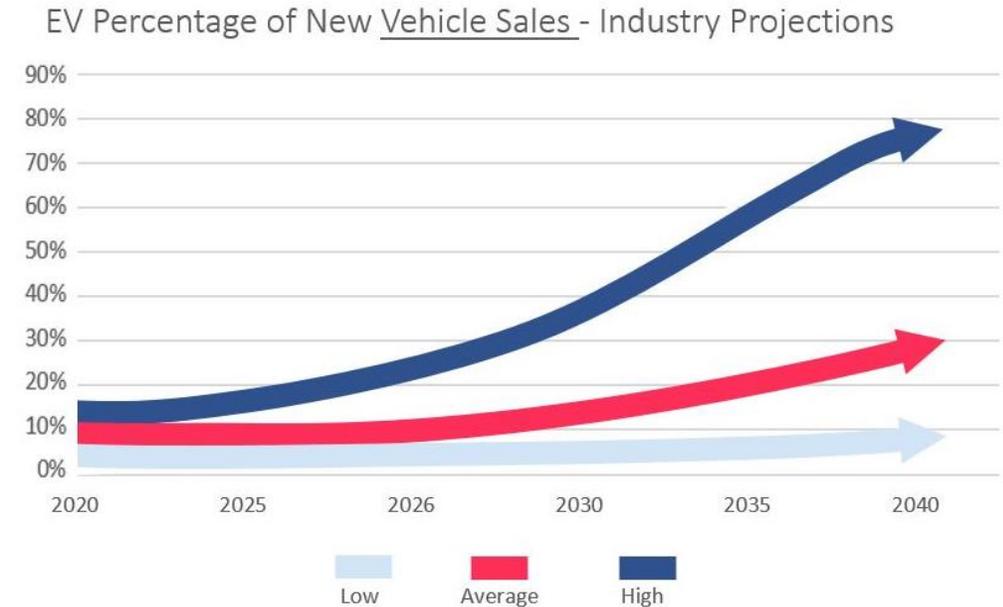
Key Points: Transit

- ACES may indirectly reduce demand for transit but create opportunities for more cost effective and customer friendly service.
- MPOs are in a unique position to help local transit agencies adapt by transforming into “mobility managers” that help broker trips using multiple providers across an area.



Key Points: Funding

- Financial scenarios can help evaluate the impact on MPO fiscally constrained capital programs.
- Transportation funding relies heavily upon the motor fuel tax; the future of which is uncertain.
- Coordination with federal and state agencies is crucial to develop new funding mechanisms that will be successful in the face of ACES.



Key Points: Planning Processes

- ACES will transform performance-based planning and, with it, the types of projects MPOs prioritize and plan.
- Collecting, storing, and the use of data will change
- Finding locally meaningful data may require MPOs to conduct or participate in pilot ACES projects.



Key Points: Engagement

- ACES introduces equity and other issues that may affect how MPOs define their community visions, goals and performance measures.
- MPOs will face new and perhaps unprecedented demands on public engagement staff, resources and technical knowledge to address new needs and new stakeholders.
- ACES opens up new and more complex communication needs and opportunities across many broad topic areas.



Consumers Desire More Automated Automobiles

Consumers Trust Driverless Cars



57%

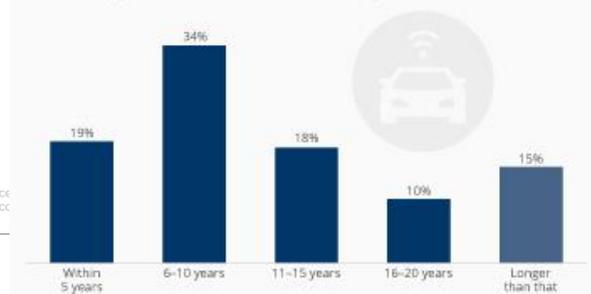
of consumers, globally, trust driverless cars—even more so in emerging markets



Source: Cisco Customer Experience survey of 1,511 consumers in 10 cc

Americans Expect Driverless Cars to Be Common in 10 Years

*How soon do you think driverless cars will be commonly used in the U.S.?



Source: Statista; n=1,503 adults, aged 18+

statista

Considerations Topics

Education and Engagement

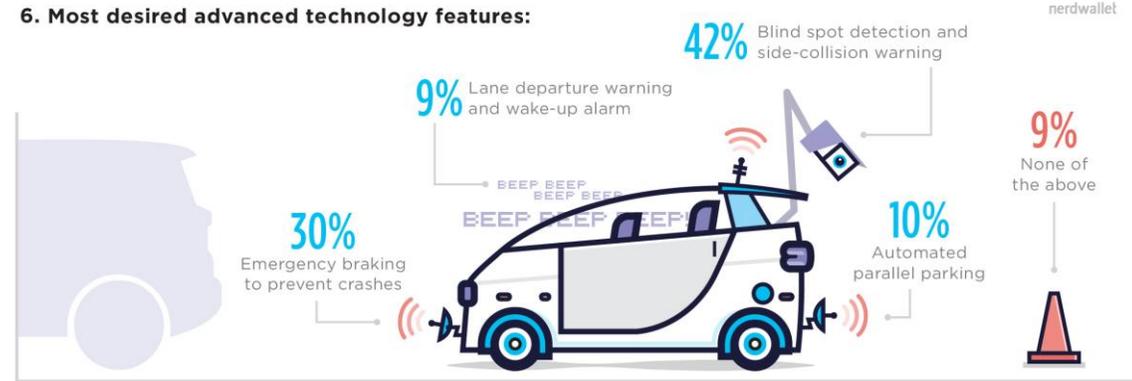
Planning – Fiscal, Urban

Modeling

Policy

Project Generation and
Prioritization

6. Most desired advanced technology features:



Considerations – Education and Engagement

4 Identify and develop staff skills and knowledge on advances in ACES to help them better inform and serve the public, local decision-makers and other participants in the planning process.

1	Coordinate with other organizations regarding ACES communication roles and responsibilities.
2	Report ACES impact on transportation system performance and other community vision, goals, objectives and assets.
3	Collaborate with the private sector to deploy ACES technologies in more uniform, predictable ways.
4	Identify and develop staff skills and knowledge on advances in ACES to help them better inform and serve the public, local decision-makers and other participants in the planning process.
5	Help the public understand ACES technology so that community decisions about related investments and impacts are made in a timely, factual and sustainable fashion.
6	Develop a roadmap of appropriate interactions between MPOs and industry, legislatures, federal government and others to facilitate ACES deployment and accelerate the accompanying societal benefits.
7	Consider developing an ACES committee to inform other policy committees on the trade-offs of ACES.
8	Develop an industry council to identify opportunities for private-sector ACES interactions and collaboration.



Considerations – Fiscal Planning

1 Determine potential effects of ACES on infrastructure funding, revenue sources and stakeholder support.

1	Determine potential effects of ACES on infrastructure funding, revenue sources and stakeholder support.
2	Explore funding scenarios to evaluate effects of revenue shortfalls and alternative revenue sources on capital programs.
3	Investigate road pricing and other non-traditional funding sources that better support desired community outcomes.
4	Coordinate with ACES committee and the public to weigh the benefits and drawbacks of non-traditional funding sources to determine whether there is the political will to adopt and sustain those sources in support of a community vision.
5	Coordinate with federal and state agencies to ensure that new funding mechanisms create opportunities to replace local revenue sources disrupted by ACES.
6	Capitalize on the funding opportunities at federal, state and/or local funds.

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HOW SMART CITY INITIATIVES SHOULD BE FINANCED

	By Organization Type		
	Government/ Municipality	Smart Services Providers	Total
Public/Private Partnerships	67.6%	83.8%	74.5%
Government Grants/Subsidies	52.2%	51.5%	51.9%
Tax Incentives	39.0%	45.5%	41.7%
Property Taxes	5.1%	23.2%	12.8%
Only Municipal Funds	8.1%	8.1%	8.1%
Only Private Funds	4.4%	7.1%	5.5%

Grey shading indicates notably higher/lower ratings compared to all other groups combined.

Q1-19. What would be (or is) the most effective financing model for "smart city" initiatives? (Select all that apply)

Considerations – Urban Planning

b. Identify and prioritize major corridors where fixed route transit can be most effective in an ACES future and plan for supporting transit features and land use.

1	Refine or re-evaluate MPO goals in light of ACES opportunities, impacts and uncertainties.
2	Link local ACES-related long-term goals with state and federal goals to take advantage of benefits and future opportunities.
3	Use regional planning processes such as development of unified work program and scenario planning to capture new data and trends that can be used to achieve regional vision and goals.
4	Transit Planning
a.	Reconsider current transit development plan in light of ACES-related opportunities and threats.
b.	Identify and prioritize major corridors where fixed route transit can be most effective in an ACES future and plan for supporting transit features and land use.
c.	Support integration of transportation payment and trip planning systems across public and private mobility service providers
d.	Identify locations for mobility hubs where flexible taxi services can interface with fixed route transit.
5	Performance Measures
a.	Develop and continually refine a flexible approach to determining ACES-driven system performance needs and measures.
b.	Create and test new or refined performance measures that better reflect federal and state regulatory requirements while better meeting community needs, preferences and expectations.
6	Smart Cities
a.	Work with municipalities and the private sector to define, collect and share “smart cities” data relevant to long-range planning
b.	Facilitate generation of smart city data
c.	Partner with municipalities and the private sector to define, collect and share “smart cities” data relevant to long-range planning

b. Create and test new or refined performance measures that better reflect federal and state regulatory requirements while better meeting community needs, preferences and expectations.



Considerations – Modeling

Terminal Times, Friction Factors, modifying the Trip Table are three areas to account for ACES technologies in travel demand models

1	Terminal Times, Friction Factors, modifying the Trip Table are three areas to account for ACES technologies in travel demand models
2	Socioeconomic data may be a factor in market penetration rates of ACES technologies in certain zones
3	Travel Characteristic surveys may also be used to refine inputs within the Value of Time parameter for additional demand model refinements
4	ACES impacts on the relationships between VHT, VMT and network speeds within the model vary between FHWA scenarios and may influence goals and objectives
5	Freeway lanes may realize higher capacity improvements due to fewer friction factors and the lack of pedestrian crossings
6	The complexity of models impact the results of capacity, speeds, and VMT depending on scenario used. Therefore, no two model results may be alike.

Freeway lanes may realize higher capacity improvements due to fewer friction factors and the lack of pedestrian crossings



Source: citilabs

Considerations – Policy

2 Coordinate with local governments on land-use and parking policies to achieve local and regional goals.



Source: www.planetizen.com

1	Identify ACES solutions to mitigate potentially increased VMT and vehicle emissions.
2	Coordinate with local governments on land-use and parking policies to achieve local and regional goals.
3	Work with the local transit agency to develop policies that integrate ride hailing and TNCs with traditional transit, including integrated payment.
4	Develop a comprehensive freight strategy that addresses private sector and military freight needs and trends.



Considerations – Project Generation and Prioritization

1 Build consensus with MPO members regarding how to account for ACES in project development and prioritization.

a. Increased road marking implementation and maintenance for machine vision (e.g. electronic lane markings that allow use of V2I to provide more accurate lane markings and to provide changing road lanes for work zones.)

1	Build consensus with MPO members regarding how to account for ACES in project development and prioritization.
2	Explore how best to implement new ACES-related infrastructure needs and standards into project planning, including such considerations as the need for:
	a. Increased road marking implementation and maintenance for machine vision (e.g. electronic lane markings that allow use of V2I to provide more accurate lane markings and to provide changing road lanes for work zones.)
	b. Increased pavement maintenance for safe automated vehicle operation
	c. Electric vehicle charging and related power generation and distribution systems
	d. Supplementary or supportive ITS investments
	e. Dedicated or priority lanes for exclusive use by ACES vehicles (intermittently or uniformly)
	f. Signal priority for ACES vehicles
	g. Parking access and priority for ACES vehicles
	h. Evaluation of future operations related to lane management and restrictions (truck platoons operating in the left lanes rather than the right lanes, for example), pick up zones for transportation network companies, etc.
	i. Other ACES-related needs as identified
	j. ACES-related impacts on non-transportation related programs (911, Meals on Wheels, Air Quality, etc.)
	k. Incorporate into existing or planned Complete Streets projects
3	Incorporate ACES-related investments into already programed TIP/STIP and fiscally constrained LRTP infrastructure plans and individual projects.



Source: www.wonderfulengineering.com

Questions and discussion



Source: Mercedes Benz
(mbusa.com/mercedes/future/model/model-All_New_F015_Luxury)

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