

# WA AV CAT Policy Development Workshop

## Infrastructure and Systems Subcommittee

<b>1 - Organize for Innovation</b>	<b>Votes</b>
A lot of the strategies are too specific. E.g. Strategy 3 could be simply "Restructure agency budgets" and Strategy 2 could be "Review organizational structures."	1
Should the Mobility Data Specification actions move under Strategy 5? They are currently under the Livability goal	0
Regarding safety vs. preservation budgets, both are chronically underfunded by the legislature. The point is that the societal cost of safety is enormous and the funding for safety is negligible. It could be it belongs in the Safety section. We do have to ask: should we preserve facilities that don't enhance safety? Or should we prioritize safer parts of the network for preservation actions?	0
Safety and preservation are linked. If pavements are blown up it will cause accidents. Of course with bridges the link is well known. I definitely agree with the intent, just wanted to have clarification it is a two prong issue that needs to live within that agency. It is good to highlight it to the legislature though as well	0

<b>2 - Shared Mobility</b>	<b>Votes</b>
If ride hailing isn't supporting transit, and isn't required to be ADA accessible, than it is undercutting transit, therefore limiting...	2
Clarify that 1D "support" means the application of public funds.	1
Move 1F to land use	0
Vanpools operated by Metro and others should be given more incentives and become electric. Also test AV vanpools on a few geofenced routes	0
Strat 01, 1-E Not needed - no TNC company will promote transit over their own services	0
Station areas along ST LRT extension will provide great opportunity for shared mobility and TOD	0
...transit options for disabled community members.	0
For 1E, some transit agencies, such as King County Metro have pilot projects using ride-hailing apps for on-demand shuttle service to transit. It is done through a partnership with private sector.	0
Strategy rewrite: Increase the proportion of homes that are within a 10 min (walk or shared ride) to a 15 minute headway transit service.	0

Strat 02, 2-C We should recommend the need not the re-utilization let the leg decide.	0
The new strategy 6 is more of an action than a strategy.	0
Consider narrowing the focus. As drafted reads like a mobility choice plan, not shared mobility specific to CAT infrastructure needs policies	0
2-c should be Provide guidance to local agencies and professionals on how to re-utilize the existing road space that support the use of emergent modes.	0

<b>3 - Economic Vitality and Livability</b>	<b>Votes</b>
For 6-A how about for clarification "Work with private industries to identify needs for different approaches and technologies for local entities.	2
6A- Suggest that the wording be revised to emphasize partnership between entities and local govt to adapt instead of 1-way	2
Strategy 1: The privacy issues associated with MDS need to be addressed. MDS is somewhat controversial in the micromobility industry.	1
Consider combining 1-D and 1-E	0
recording Eric's question on understanding Goal 03-06-action A... "adapt"	0
What is the controversy re privacy issues?	0

<b>4 - Infrastructure and Context Sensitive Street Design</b>	<b>Votes</b>
1E - (alternate to roadway types, focus on corridors) Identify priority corridors for CAT deployment and tie these corridors to funding opportunities e.g. interstates for truck platooning and urban corridors for MaaS/curb management.	1
Eric: 5A/5B minimize jargon and tech. language	1
The state should leave the 5.9ghz un-reserved and partner with private carriers who have more expertise in managing spectrum use for better efficiency.	0
For 1-C In the spirit of what i understand Chess's explanation how about " Prioritize roadway AV investments based on the benefit verses cost for the implementation.	0
Strategy #4 - include local government, who often manage curb space mentioned here	0
The multi-agency connected vehicle data platform - this data needs be anonymized prior to sharing/storage.	0

<b>5 - Land Use</b>	<b>Votes</b>
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1B "encourage innovative parking management policies" instead of "eliminate parking requirement";	4
Recognizing that not everyone has cars and on-street parking is a give-away to car-owners.	1
Cities and agencies are starting to study AV/s impact on parking reduction. The group could facilitate those efforts	1
Provide support to local jurisdictions to accommodate regional shared mobility needs within their land use plans	1
1-B) Provide support and technical assistance to cities and counties to reduce or eliminate parking requirements in a way to support desired mode shift	0
Land use is a local issue and the actions need to be consistent with the goal statement. It is a difficult goal to tie actions to.	0
We need policies that de-incentive using public space for car storage	0
The goal is not needed, Land use is part of local jurisdiction.	0
1B modify eliminate parking requirements to eliminate MINIMUM parking requirements. Note that some jurisdictions are implementing MAXIMUM parking requirements.	0

<b>6 - Equity</b>	<b>Votes</b>
New action for Strategy 3: Use equity as a project evaluation criterion.	3
As the rep for the health and equity subcommittee I think this goal needs some work to be consistent with gov's equity principle	2
Identify and address barriers to using active modes, such as bike shop deserts and lack of basic mechanics/maintenance knowledge.	1
2B - Concern with specifying TNC technology. The goal is to improve accessible mobility - doesn't need to be TNC	1
Add requirements for TNCs to be accessible if they are to be used for paratransit. Accessible includes mobility needs for wheelchair users, car seat users, etc.	1
Many regions in the country have seen TNCs undercut fixed route transit. Fixed route is required to be ADA accessible. TNCs are not	1
Work with transit agencies to ensure equitable access to TNC service to diverse groups.	1
Add an action to Strategy 2 (or modify 2B) to make it clear that public funds for TNCs/private mobility providers must be tied to accessibility requirements, especially for paratransit.	1

article on how TNCs undercut fixed route transit, leaving disabled riders without transit. <a href="https://www.wcpo.com/news/transportation-development/cincinnati-accessible-taxi-shortage-makes-direct-commutes-rare-for-people-in-wheelchairs">https://www.wcpo.com/news/transportation-development/cincinnati-accessible-taxi-shortage-makes-direct-commutes-rare-for-people-in-wheelchairs</a>	1
Modify 2B from TNCs to private mobility providers and modify Use to "evaluate". (There are studies showing how TNCs are harmful to equitable mobility.)	1
3-A_ Consult with marginalized communities to then prioritize and fund their mobility needs.	1
Transit does not need additional funding for ADA training. We don't need to recommend funding this out of this effort.	1
3-A & C We should not be recommending funding - this is a leg function. Our recommendation should be the outcome and let the leg decide funds	0
Identify and address barriers to shared mobility mode use such as inadequate lighting, long headways and other issues that make users (especially women) fear for their safety. Strategies like CCTVs are preferred by transit users.	0
Perhaps instead of performance measures for accessibility it should be permitting criteria for TNCs?	0
The edits to Action 3A modify the meaning of the action. The edits should be added as a new action rather than replacing the existing one.	0
Strat 05, 1-A training material is fine, certification creates a barrier for entry for the TNC's to provide services.	0
3C (new) Remove "alternative", to provide mobility options that don't need to be "alternative" to improve mobility access	0

<b>7 - Safety</b>	<b>Votes</b>
Align the Target Zero CAT activities to the CAT policy framework Safety goal actions and strategies.	3
Work with DOL to incorporate testing/education for advanced vehicle technology.	1
Potential conflict of truck platooning and on-ramp merge areas on urban Interstate.	0
Strategy 2 - establish licensing competencies/registration category for ADAS-equipped vehicles.	0
Eliminate Strategy 03 and update Strategy 02 to: Promote solutions that have the potential to to reduce fatal and serious injury crashes, including those strategies identified in the 2019 Target Zero Plan/WA State Strategic Highway Safety Plan.	0

Automated enforcement has equity issues but those are associated with how it is implemented rather than the technology itself. It avoids the biases in policing.	0
For 2-D shouldn't it also include the operator or passenger. Example: safely disengage when the automation cannot function.	0
Strat 05, 5-B What does a safes shutdown mean? For full autonomy - does that mean the road is not usable?	0
We don't need to expanding automated enforcement when the autonomous vehicle should be able to avoid committing the infraction in the first place	0
Add Activity to Strategy 02: Educate the public on how and where Level 4 and 5 AVs will be deployed, how they operate, and what to expect from AVs.	0
New strategy: Evaluate existing laws and regulations in Washington and other states and create an regulatory environment that will allow AV's to be tested and deployed in a safe manner. (Put the activity "Establish a uniform minimal level of safety assessment..." under this strategy, and we can add more)	0
New Strategy: Assess infrastructure elements, such as signing and striping and the potential need for roadside communication equipment, so that they are conducive to enabling and supporting the operation of (ADAS and ) AVs. (There are many activities that could be added under this.)	0
Update current Strategy 04 to: Gather AV related data and use Data-Driven Safety Analysis for decision-making.	0
Add as an activity under the current 04: Develop data gathering and data integration methods in order to measure the safety impact of ADAS and automated vehicles on reducing fatalities and serious injuries.	0

<b>8 - Environment</b>	<b>Votes</b>
How can we reduce VMT? Can we discuss reducing VMT as a goal?	6
Reducing VMT is also critical to reducing emissions. Is there a CAT action that aligns with VMT reduction?	3
Would love to see alignment with the legislatures goals for reducing carbon emissions to below 1990 levels by 2035	2
Make the strategies and actions consistent with other statewide goals for decarbonization.	2
2-c) How about "Include reduction of pollution as a measure of effectiveness for Mobility based transportation projects.	2

Reducing VMT will hurt autonomous deployment and should not be included as a goal	2
The idea behind person-throughput is that it's a better measure of system effectiveness than VMT.	2
DOH definitely supports including active transportation as an option for reducing pollution, GHG's while improving health.	2
Disagree that reducing VMT will hurt AV deployment. Ensuring that autonomous deployment does not result in an increase of VMT, congestion and emissions is a critical CAT policy objective.	2
Make the strategies and actions consistent with other statewide goals for decarbonization - state actions required within HB 2311 and the updated goals are included in this updated legislation	1
2-A, Consider using term Zero Emissions Vehicle (consistent with new ZEV program - SB 5811)	1
There is good VMT and bad VMT. Bad VMT is at times of congestion; good VMT is the rest of the time. A better goal would be to reduce congestion and to move to electric transportation to reduce emissions at all times	1
Washington State should make electrification of transportation an explicit goal of state utilities, as California did in SB350	1
Electrifying transportation has a positive financial benefit for the State. Washington imports all of its oil from other states and countries and spends over \$10billion a year that goes out of the state, according to the department of Commerce. Important consideration	1
See Seattle Times op-ed by Chuck Collins, former head of Metro Transit and original proponent of vanpools.	1
Eliminate throughput as a measure of decarbonization. Reduction of VMT and use of less carbon intensive fuels are the key factors to decarbonization.	0
CAT includes other modes, such as micromobility which depending on your definition includes only active modes or includes active modes and other non-active but more ecofriendly modes up to 500 lb vehicles.	0
strat 02, 2-h rather than create a whole new program, why not use manufacturer fuel economy numbers for estimates on each vehicle?	0
Strat 04, 4-A - We need to clarify if this is applicable to all lanes or just HOV/HOT lanes. Also, I don't believe this will incentivize autonomous vehicle use	0
Consider shared mobility's impact on car ownership reduction which may result in lower VMT. Studies by Shaheen Susan shown that 11-26% of carsharing participants sold a personal vehicle and 12-68% postponed or entirely avoided a car purchase.	0

<b>General Comments and Ideas</b>	<b>Votes</b>
<a href="https://medium.com/starsky-robotics-blog/the-end-of-starsky-robotics-acb8a6a8a5f5">https://medium.com/starsky-robotics-blog/the-end-of-starsky-robotics-acb8a6a8a5f5</a>	1