AUTONOMOUS MOBILITY
Are We Ready?
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AVS IN PGH
Catalyzing Change

- 1987 – CMU Autonomous Box Truck
- 2007 - CMU/GM DARPA Urban Challenge
- 2015 - Uber/CMU Advanced Technology Center
- 2016 (Sept) - Uber AV demonstration launch
- 2017 (Jan) - AV Proving Ground designation by U.S. DOT
- Today – multiple AV companies and technologies evolving
CONCERNS

• Privacy
• Equitable access / equitable mobility
• Safety and "moral dilemma" of safety
• Congestion and sprawl
• Revenue replacement

BENEFITS

or frustrations

• Safety and adherence to regulations
• Increased mobility
• Lower marginal travel costs
• Lower emissions
MANAGING CHANGE
PREPARING FOR DISRUPTION
SHARED PRINCIPLES
Mobility Principles for Livable Cities

- Plan cities and mobility together
- Prioritize people over vehicles
- Support the shared and efficient use of vehicles, lanes, curbs and land
- Engage with stakeholders.
- Promote equity.
- Lead transition to a zero-emission future and renewable energy.
- Support fair user fees across all modes.
- Gain public benefit via open data.
- Work toward integration and seamless connectivity.
- In dense urban areas, AVs operate in fleets.
That’s a big lift! How do we get there?

Talk to the experts!

User Working Group

Technical Working Group
DEVELOP A COMPREHENSIVE VISION, PLAN AND POLICIES
REVISE REGULATIONS
(CURB MANAGEMENT, PARKING REQUIREMENTS, LANE MANAGEMENT)
PREPARE OUR INFRASTRUCTURE

(COMMUNICATIONS, ENERGY SYSTEMS, TRAFFIC CONTROLS, MAINTENANCE/STATE OF GOOD REPAIR)
Define Data Protocols
SERVE PGH MOBILITY GOALS
(WE ACHIEVE WHAT WE MEASURE)

- VISION ZERO - NO ONE DIES OR IS SERIOUSLY INJURED ON CITY STREETS

- EVERY HOUSEHOLD HAS AFFORDABLE ACCESS TO FRESH FRUITS AND VEGETABLES WITHIN 20 MINUTES TRAVEL FROM HOME.

- THE COST OF TRANSPORTATION + HOUSING + ENERGY DOES NOT EXCEED 45% OF INCOME FOR ANY QUINTILE.

- ALL TRIPS LESS THAN 1 MILE ARE EASILY AND MOST ENJOYABLY ACHIEVED WITHOUT A VEHICLE.