Policy Principles & Recommendations for the Massachusetts AV Working Group

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Source of Policy Principles & Recommendations

• Resource from T4Mass, with assistance from 495/MetroWest Partnership, MAPC, Frontier Group, and others
• Developed over yearlong input process
  • Survey of key constituencies
  • Practitioner interviews from across country
  • Four policy roundtables
  • Diverse constituencies participating in interviews, roundtables, and survey
  • Vetted with key policy makers
• Released in 2016 with recommendations for state, municipalities, private sector, and other key constituencies
Policy Principles

• Protect people and the environment
• Serve everyone
• Encourage innovation
• Share data
• Modernize oversight and address gaps in regulatory coverage for emerging services
• Plan for our future infrastructure needs
• Improve and expand our public transportation, walking, & biking network
Policy Recommendations

1. Set Goals

State government should hold an ongoing dialogue with all key constituencies, public and private, to set overall goals for mobility.... Agencies should develop standards, share data, support pilot projects, develop and evaluate mobility policies, assess implications for land use and other related policies, and work together with the private sector and stakeholders to address challenges and service gaps, while providing best practices and model ordinances and by-laws to municipalities.
2. Maintain core infrastructure and enhance the network with innovative mobility

...while addressing the safety of all users – especially bike riders, pedestrians and people with disabilities – in allocating street space...
3. Encourage electric, shared, autonomous fleets that serve everyone

The public and private sectors should incorporate shared mobility providers into strategies to expand access to and utilization of electric and zero-emissions vehicles in the Commonwealth, support the eventual introduction of AV technology into shared fleets, and ensure that emerging networks serve neighborhoods of low-income and of color, addressing barriers to use for the unbanked.
4. Support pilots and demonstrations

...state government should support innovative pilot projects and demonstration projects by public agencies and private providers to address long-standing transportation problems...
5. Provide regulatory and indirect support for AV testing in Massachusetts

The private sector (including the state’s software development cluster), potential host communities, universities, and state agencies should work to develop AV testing facilities in the state and identify and enact regulations needed to ensure safe and efficient interactions with other road users, particularly with bicyclists and pedestrians.
6. Require selected, standardized, open data

Government agencies should set a minimum level of open data as a condition of entry to the market for TNCs and other providers, with additional reporting for those in contracts with public agencies. Standards for this data collection should ensure interoperability and should separate regulatory data from analytic data for use by the public, public agencies, and private providers while protecting proprietary data and any needed customer confidentiality.
Policy Recommendations

7. Update modeling

Planners should modify existing transportation models used by U.S. DOT, MassDOT, the MBTA, Metropolitan Planning Organizations, Regional Transit Authorities, and municipalities to account for the impact on existing forms of mobility of new services and technologies, rather than assuming existing technologies and travel patterns will continue indefinitely.
8. Encourage regional efforts to regulate taxis and coordinate policy around innovative mobility

...Regional regulation of taxis and regional coordination of innovative mobility would recognize the inter-municipal nature of these emerging services, increase public awareness of mobility options, create efficiencies, coordinate technical assistance resources for municipalities and RTAs, and allow for coordinated introduction of new technologies such as autonomous vehicles.
9. Limit zero-occupancy and single-occupancy use of AVs in congested areas

Policymakers should discourage zero (so-called ‘zombie’) AV and single-occupancy AV travel, including in emerging AV services, especially in portions of the Commonwealth rich in transportation choices, and should incentivize vehicle sharing in AV networks. Policymakers should strictly limit practices like car cruising – when empty autonomous cars idle or use public roadways.
10. Empower municipalities to maximize local benefits of innovative mobility

Cities and towns should be empowered to ensure that new mobility tools serve their communities appropriately and safely; to adopt policies to ensure that interactions between vehicles, bike users, and pedestrians serve the needs of all road users on local roads; and to take advantage of the opportunities presented by new technologies to modernize local zoning rules, parking strategies, and street designs.
11. Anticipate innovative mobility in the design and maintenance of public infrastructure

Maintenance and investment in infrastructure by public agencies should reflect the needs of innovative mobility, such as the installation of sensors, Vehicle-to-Infrastructure (V2I) equipment, and new pavement marking and signage in current roadway designs, as well as needed changes in traffic signal equipment and pavement maintenance.
Policy Recommendations

12. Update minimum parking requirements and fee structures

Because innovative mobility options should reduce the overall amount of parking space needed, parking requirements for developers and public parking should be reduced. Developers should, with encouragement from decision makers, provide alternative mobility products instead, such as packages of transit passes, parking spaces for shared vehicles, and financial credits for shared mobility providers.
Policy Recommendations

13. Support innovative bike programs
Public agencies should continue to invest in and provide separated and protected bike lanes and connections to overcome the currently fragmented bicycle network, while expanding bikesharing by incentivizing qualifying customers’ participation.
14. Adopt pricing policies to deter potential increases in vehicle miles traveled, energy use, and vehicle-generated pollution and carbon resulting from adoption of autonomous vehicles. A key policy tool is the state appropriately pricing zero and single-occupancy driving and parking.
15. Create virtual pop-up “mobility hubs”

facilities provided by public-private partnerships, placed in underserved and other appropriate communities, to provide fixed or on-demand services tailored to neighborhoods, and plan for implementation of permanent mobility hubs in areas where they might provide value.
Thank you

• More at http://www.t4ma.org/fastforward

• Much is happening federally...
  • US Dept of Commerce’s The Employment Impact of Autonomous Vehicles
  • US House approval of the SELF Drive Act

• We look forward to continuing to work with the AV Working Group, Baker-Polito Administration, Legislature & others

Transportation for Massachusetts is a diverse coalition of organizations working together to create safe, convenient, and affordable transportation for everyone. We advocate for transportation funds to be spent fairly and responsibly, for transportation decisions that are transparent and accountable, and to ensure that our transportation network has sufficient resources to meet tomorrow’s needs all throughout the Commonwealth.