Preparing our Region for Autonomous & Connected Vehicles

East Central Wisconsin
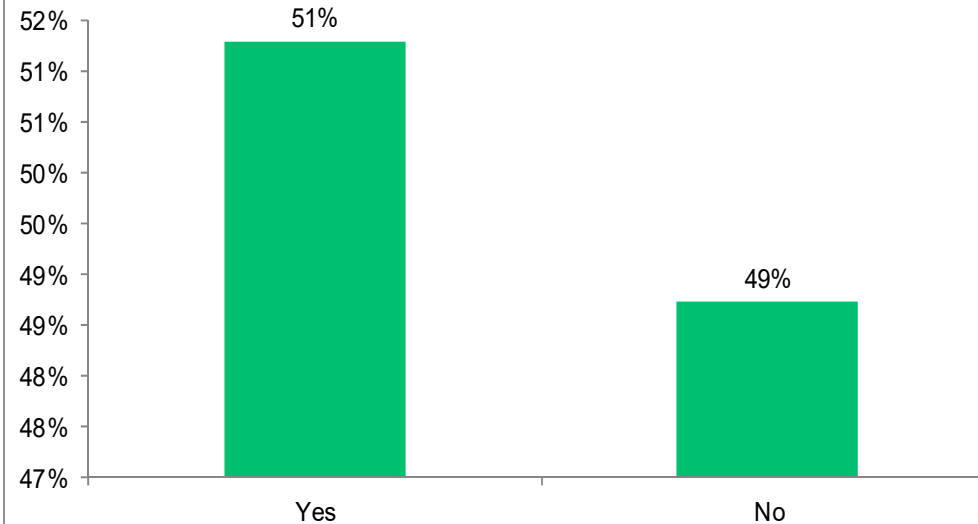Regional Planning Commission
ECWRPC

Mini-conference

The ECWRPC held a "Preparing our Region for Autonomous & Connected Vehicles" mini-conference on Friday, April 26 from 8:30 am to 12 pm at the Hotel Retlaw in the City of Fond du Lac. A total of 44 attendees participated in the "Exploring Our Future" small group facilitated discussion. Each participate was asked to fill out a worksheet on benefits, downfalls and future planning for connected autonomous vehicles. The following is a summary of the worksheet and participant responses:

1. Exploring Our Future Small Group Discussion

Representation	Count
ECWRPC	12
Winnebago	8
Fond du Lac	8
Waushara	2
Dane	2
Waupaca	2
Private Sector	2
Shawano	1
Marquette	1
Menominee	1
Racine	1
Calumet	1
Portage	1
Outagamie	1
Bay-Lake RPC	1
Total	44

2. Within your community, have you formally started the discussion about preparing for CAV technology?

- Yes: 51%
- No: 49%

3. Who's leading the conversation or responsible for leading it? (committee, position, title, etc.)

Summary of Responses

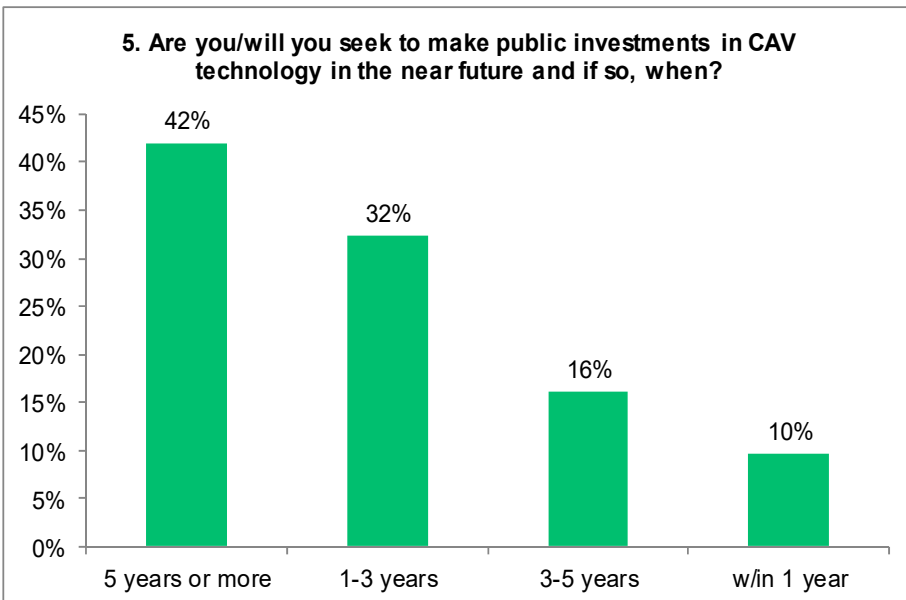| |
|---|
| MPO/RPC's (Planners) |
| Municipalities (IT, Village Boards, Public Works, County Boards, City Councils, Planning Commissions, Highway Commissioners) |
| State and Federal DOT's |
| Wisconsin Bike Fed |
| Transportation Engineers |
| Private Companies (Utility, Tech) |
| Transit Agencies |
| Elected Officials |
| Everyone |
| Universities |

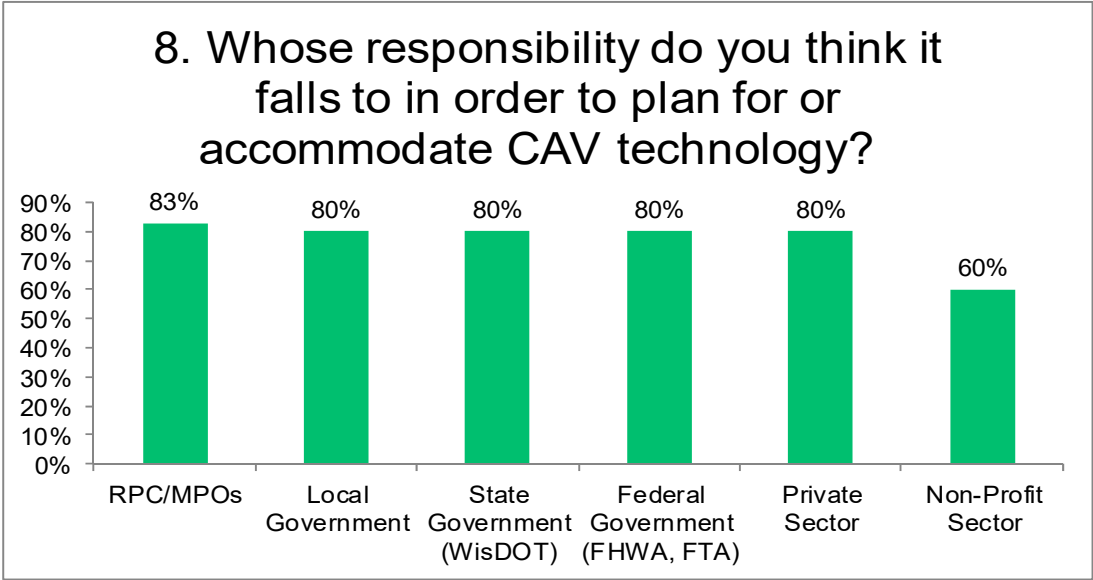# Preparing our Region for Autonomous & Connected Vehicles

4. What barriers exist to getting the conversation going?
Summary of Barriers
Lack of knowledge/education/awareness/perception
Current laws/politics
Public resistance/aversion to technology/getting buy-in
Time limitations/addressing other issues/more urgent needs
Infrastructure (cost, deterioration)
Access to Technology Companies
Forward thinking leadership
Complexity
Is it sustainable
Rural Communities (not included in the discussion, no sense of urgency, not like the urban communities)
5G
Limited resources (Financial/Funding)
No lead agency

6. How might CAV technology change your community for the better?
Summary
Attract millennials
Enhanced mobility for all ages/abilities
Increased traffic flow (connecting stop lights, reduce crashes)
Connecting rural areas to urban
Improved safety
Positive environmental impacts
Adaptive reuse of parking lots/ramps
Coordinate freight transportation
Increased public transportation options (shuttles for 1st/last mile trips, tourism, regional transportation, fill gaps in evening/weekend)

5. Are you/will you seek to make public investments in CAV technology in the near future and if so, when?

Category	Percentage
5 years or more	42%
1-3 years	32%
3-5 years	16%
w/in 1 year	10%

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7. How might CAV technology hurt your community, or perhaps negatively impact it?
Summary
Start up investment/costs and on-going cost to maintain/repair
bicycle/pedestrian safety concerns
cyber-security/hacking concerns
reduce public transit use
affordability concerns (municipalities and personally)
slow public acceptance/resist change/perception
data privacy concerns
possibly creating more congestion (vehicles driving while waiting to provide rides)
reduced revenues from parking fees, gas taxes
liability concerns
loss of jobs in certain sectors
limit freedom of mobility
high costs to implement and maintain
uneven implementation rate (urban vs. rural divide)

8. Whose responsibility do you think it falls to in order to plan for or accommodate CAV technology?

Category	Percentage
RPC/MPOs	83%
Local Government	80%
State Government (WisDOT)	80%
Federal Government (FHWA, FTA)	80%
Private Sector	80%
Non-Profit Sector	60%

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9. Name at least 5 stakeholders/stakeholder groups that need to be at the table when talking about CAV technolo-
Summary
State and Federal DOTs
Elected officials (local, state, federal)
MPO/RPC's
Municipalities (IT, Village Boards, Public Works, County Boards, City Councils, Planning Commissions, Highway Com-
Auto Industry/Dealerships/Tech companies
Energy/Utilities sector
Public Transportation and Specialized Transportation Provid-
Healthcare/EMS sector
Private sector
Non-Profits
Higher Education (Universities and Technical Colleges)
Tourism/Chamber of Commerce/Convention Bureau
Advocacy groups/associations
Freight/Transportation Industry

10. What value, if any, do you see in taking a regional approach to accommodating/promoting CAV technology?
Summary
standardized/cohesive transportation system across urban and rural areas
shared information/costs/resources/learning
decrease learning curve
transportation system has no boundaries (i.e. cities, counties, states)
continuity/uniformity with transportation network
economic development/tourism related opportunities (cultural/quality of life amenities-festivals, concerts, sporting venues, farmers markets, etc.)