



CAV Policy and Programming – DDOT’s Perspective



TPB CAV Webinar #2
June 25, 2020

DDOT's Approach

- Shaped by unique characteristics
 - Highly visible environment
 - High proportion of out-of-state travel
 - Many stakeholders
 - High non-vehicle mode share
 - Arterial roadway network
- Guiding principles
 - Strategic, goal-oriented planning and coordination
 - Limited physical infrastructure investment
 - Piloting before full-scale implementation

POLICIES

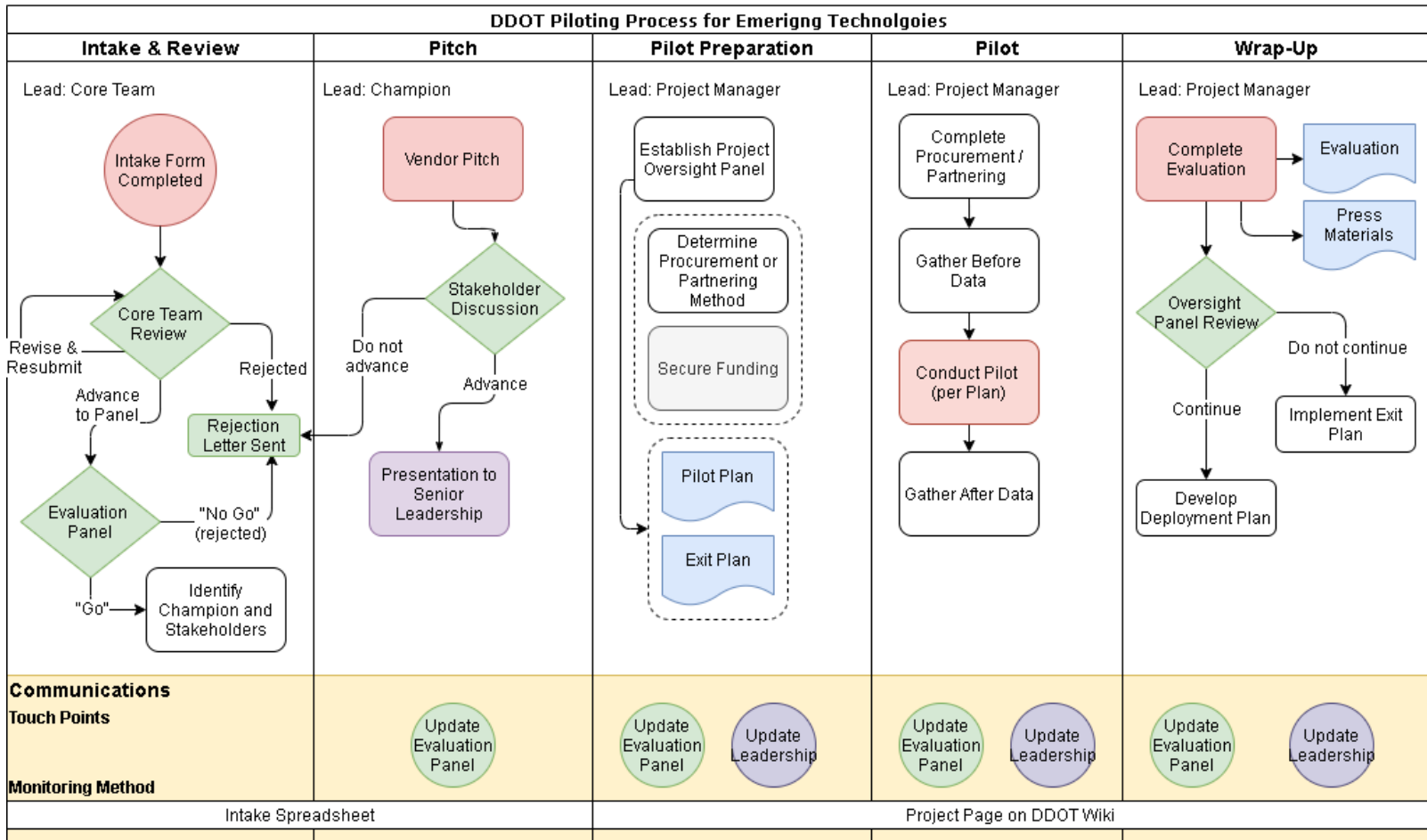
AV Testing Program Rulemaking

- Background
 - 2012 Autonomous Vehicle Act (Law)
 - 2014 DMV Proposed Regulations (Draft)
 - 2019 Autonomous Vehicles Testing Program Amendment Act of 2019 (Bill)
- Autonomous Vehicle Testing Program Rulemaking (Draft)
 - Permitting process
 - Framework for testing
 - Includes sections on testing with safety operators, driverless testing, testing with non-traditional vehicles, and data sharing

Pilot Evaluation and Screening

- Consistent, strategic approach for emerging technology pilots and demonstrations
- Components
 - Strategic Framework
 - Online portal with a common application:
<https://forms.gle/hCH1inh8ERUfqu7C6> .
 - Evaluation panels and a voting/scoring system
 - Standard Operating Procedure

Pilot Evaluation and Screening





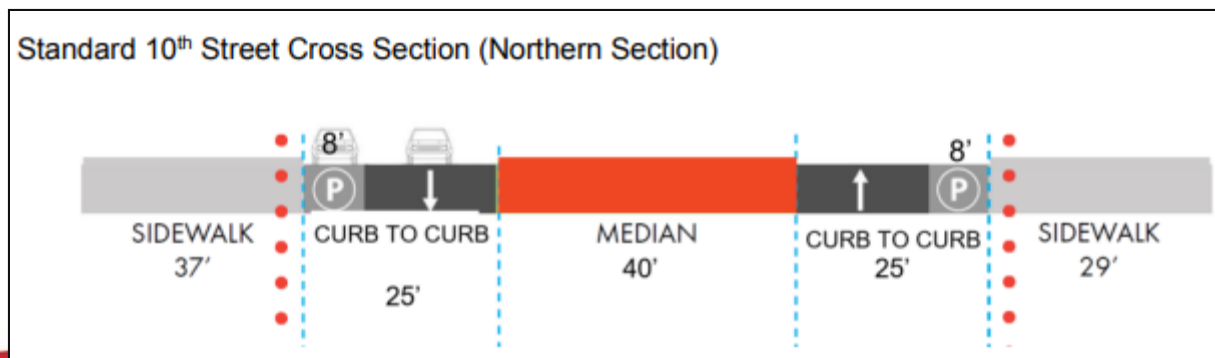
PARTNERSHIPS

Working Groups

- Citywide AV Working Group
 - Broad range of stakeholders led by DMPED
 - Principles Statement and Impact Matrix developed October 2018
- DDOT AV Working Group
 - Venue to improve internal awareness and opportunities for collaboration
 - Key stakeholder groups include operations, research, planning, safety, parking, policy, and senior leadership
- Involvement in a variety of national and regional working groups on CAV

AV Shuttle Exploration SWBID

- Southwest Business Improvement District interest in deploying AV shuttle to connect L'Enfant Plaza and the Wharf
- RFI released February 2018
- DDOT, in conjunction with SWBID and other District agencies:
 - Advised on RFI language
 - Developed a comprehensive set of interview questions to assess potential operators
 - Carried out interviews
- Ultimately did not move forward



Ford/Argo

- DC entered partnership with Ford/Argo in October 2018 that includes:
 - On-road testing
 - Job training
 - Commercial service



“Through this partnership with Ford, we can ensure that as self-driving technology advances, we’re introducing it in a way that works for our community and our residents”

– Mayor Muriel Bowser

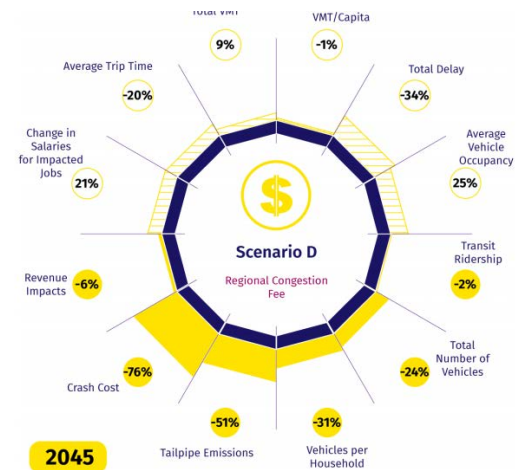
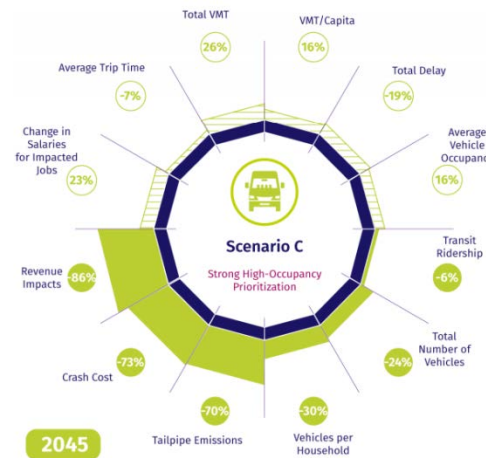
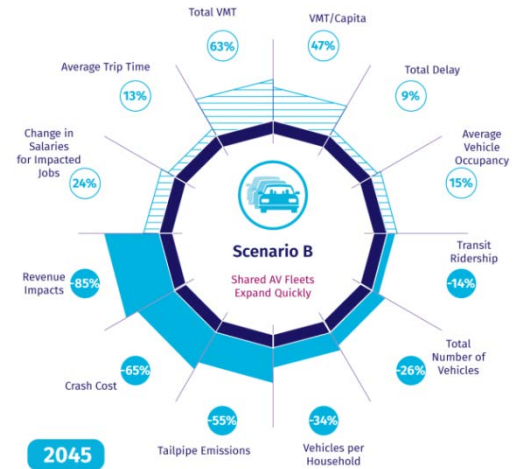
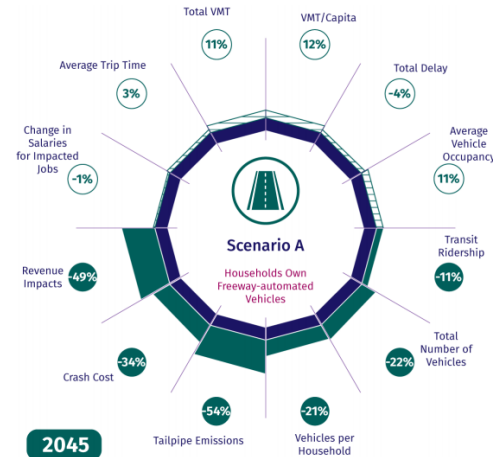


ACTIVITIES

Study on Effects of AVs

- Scenario-planning approach used to analyze range of potential effects
- Report includes policy, research, operational and organizational, and data recommendations
- Publicly available as of April 2020:

<https://lms.dccouncil.us/downloads/LIMS/44545/Introduction/RC23-0172-Introduction.pdf>



“Sandbox” Corridors

- Developing “sandbox” corridors for demonstration and evaluation of emerging technologies
 - Starting with solutions for pedestrians and cyclists in intersections
- Program management and evaluation with consultant support

SPaT Portal

- Portal established January 2018:
 - API for real-time traffic signal data
 - Shared with third parties who sign data use agreement
- Study completed in January 2020 documents:
 - Value proposition
 - Financial, policy and institutional implications of continued investment
 - Information from peer agencies

Signal Phasing Data Service

Register Log in

The District Department of Transportation's (DDOT) Signal Phasing Data Service (SPDS) provides approved users with access to DDOT's traffic signal phasing data to utilize in applications that will improve transportation efficiency and enhance the lives of motorists, pedestrians, cyclists and transit users.

Interested parties that wish to subscribe to SPDS must first fill out an application, which will be vetted by DDOT staff to ensure that the traffic signal phasing data is being used properly. Once approved, users can consume DDOT's traffic signal phasing and timing data in real-time or on a periodic basis.

For more information, please view this program's Terms and Conditions.



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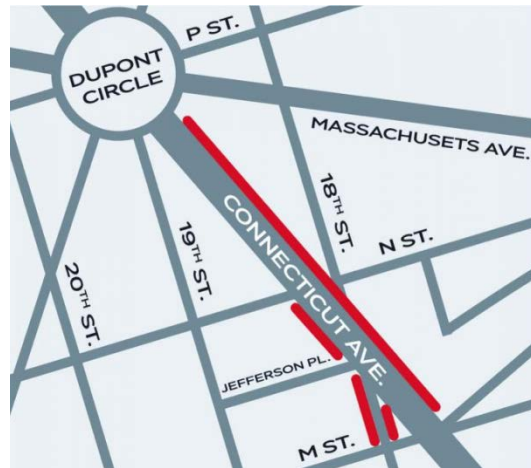
Personal Delivery Device Pilot

- Sidewalk robots for last-mile food delivery
- Managed and monitored via public-right-of-way occupancy permit since 2017



Adjacent Innovations

- Other emerging technology solutions provide framework and insight for future CAV deployment
 - Dedicated pick-up/drop-off zones for use by transit, taxis, and TNCs
 - Demand-based parking
 - Dockless vehicle operations
 - Transit signal priority
 - Use of probe vehicle data to inform planning and operational decision making

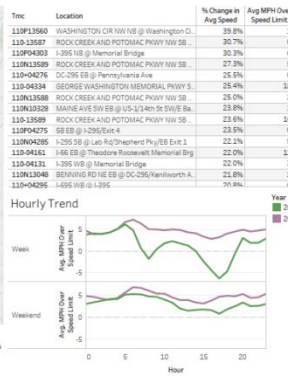


Speeding During COVID-19

For the week starting June 15, 2020:

Average speeds are up 7.2% compared to the same week last year

Where the average speed is over the speed limit:



Challenges



- Understanding and addressing infrastructure investment and maintenance needs
- Being strategic about pilots, projects, and other investments
- Finding workarounds to traditional procurement
- Workforce development

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District Department of Transportation

