



## MEMORANDUM

DATE: June 17, 2019

TO: Raymond Rogozinski, P.E., Director of Public Works

FROM: Christopher Schaut, Assistant City Planner

RE: Northeast Connected and Automated Vehicle Summit

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On June 12 and 13, I attended the 2019 Northeast Connected and Automated Vehicle Summit in Hartford. Much of the summit focused on the current progress of vehicle automation and how it is being tested and implemented in locations across the country. Presenters and panelists were from the private and public sectors, providing insight into the roles that both play in the process.

This is important for the City of Bristol because as technology advances, there is an increasing need for local municipalities to be involved in the process from a policy and infrastructure standpoint. The following are some key takeaways from the summit.

**Technology** – while automated vehicle technology is advancing, it is still a long way away from completely driverless operation. This means that any testing or use of automated vehicles on the road is done with an operator on board to override the system if an issue arises. Systems are programmed to recognize things like pavement markings, other vehicles and pedestrians, but construction or closed lanes can pose challenges that currently requires manual intervention.

**Infrastructure** – as infrastructure is equipped with technology to communicate with automated vehicles, there becomes the ability to alert the vehicles to upcoming hazards such as construction zones, closed lanes, and accidents. In the short-term, road maintenance including lane striping and the repair of potholes is necessary to make roads suitable for testing of automated vehicles. In the long-term, connecting infrastructure will allow for the cross communication between vehicles and infrastructure like traffic signals to improve traffic flow and safety. In places this infrastructure has been installed, it has been focused on key corridors or where vehicles are being tested rather than broadly across communities.

**Public Private Partnership** – the implementation of automated vehicles takes a partnership between private companies (manufacturers, automated vehicle operators, etc.) and state, local, and federal agencies. This helps leverage technology and data to meet state and local needs. Early coordination with stakeholders is essential to the process. A common theme amongst presenters was that the interaction of municipalities, utilities, and private entities can be challenging. Providing education to the public and stakeholders on automated vehicles also

makes the implementation of any initiatives go smoother. Providence, Rhode Island, for instance, partnered with May Mobility to provide an automated shuttle service in an area underserved by transit as a public education initiative that also served a local need for mobility.

If you have any questions, please call the Land Use Office at 860-584-6225. Thank you.