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Connected + Autonomous Vehicle (CAV) Technology

Are We Holding Autonomous Vehicles To Impossibly High

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Standards? *Autonomous Vehicles Symposium | Land Use and the Built Environment* ~~Study On Autonomous Vehicle Transportation~~

Abstract: “Autonomous vehicles are expected to offer a higher comfort of traveling at lower prices and at the same time to increase road capacity – a pattern recalling the rise of the private car and later of motorway construction. Using the Swiss national transport model, this research simulates the impact of autonomous vehicles on accessibility of the Swiss municipalities.

~~Cruising into a driverless future: Research on autonomous ...~~
Autonomous vehicles are expected to revolutionize the transportation industry. The goal of this research is to study

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the heterogeneity in traffic flow dynamics by comparing different penetration rates of four different types of vehicles: autonomous cars (AC), autonomous buses (AB), manual cars (MC), and manual buses (MB).

~~Simulation Study of Autonomous Vehicles' Effect on Traffic~~

~~...~~

This study explores how people with disabilities and public transit agencies perceive autonomous vehicle transportation (AVT). Focus groups were used to determine perceptions of AVT. Expectations, concerns, and needs of people with disabilities regarding AVT were identified.

~~A focus group study on the potential of autonomous ...~~

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The Success Of Autonomous Vehicles Hinges On Smart Cities. Inrix Is Making It Easier To Build Them. ... It's a one-stop-shop for transportation data analysis, visualization, and insights; an ...

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Beep, a Florida-based autonomous Mobility-as-a-Service (MaaS) provider, will deploy the first autonomous shuttles at Yellowstone National Park with the National Parks Service (NPS) in May 2021. The pilot program will test multi-passenger, electric automated vehicle platforms to provide visitors a safe, innovative and eco-friendly transportation alternative while exploring Yellowstone.

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~~Beep launching autonomous shuttle pilot in 2021 at ...~~

Abstract. This study investigates the challenges and opportunities pertaining to transportation policies that may arise as a result of emerging autonomous vehicle (AV) technologies. AV technologies can decrease the transportation cost and increase accessibility to low-income households and persons with mobility issues.

~~Autonomous vehicles: challenges, opportunities, and future ...~~

As is the case in all disruptions, AVs will bring slowdown and present new opportunities in the form of new business models. In this series of Expert Notes titled “The impact of autonomous vehicles,” we are only trying to identify the

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entities that may be impacted (at very high level) due to the launch of autonomous vehicle.

~~The impact of autonomous vehicles — part 1~~

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Connected and autonomous vehicles projects: case studies 4
September 2020 — Collection Collection of case studies for projects led by the Centre for Connected and Autonomous Vehicles (CCAV).

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~~Centre for Connected and Autonomous Vehicles - GOV.UK~~

The U.S. Department of Transportation (USDOT) will develop this study in coordination with the U.S. Department of Labor, U.S. Department of Commerce, and U.S. Department of Health and Human Services. To date, this study has focused on the long-haul trucking and transit bus sectors, which will result in a Report to Congress, expected in late 2020.

~~Impact of Automated Vehicle Technologies on Workforce | US ...~~

Autonomous vehicles (AVs) are expected to revolutionize mobility by turning cars into mobility robots and allowing more dynamic and intelligent forms of public transportation. A

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multitude of transport services are conceivable with AVs, yet it is largely unclear which ones will prevail.

~~Cost-based analysis of autonomous mobility services ...~~

Self-driving cars, or Autonomous Vehicles (AVs), are increasingly becoming an integral part of our daily life. About 50 corporations are actively working on AVs, including large companies such as Google, Ford, and Intel. Some AVs are already operating on public roads, with at least one unfortunate fatality recently on record.

~~A Comprehensive Study of Autonomous Vehicle Bugs~~

A new study says that while autonomous vehicle technology has great promise to reduce crashes, it may not be able to

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prevent all crashes caused by humans. By TOM KRISHER
AP Auto Writer. June 4 ...

~~Study: Autonomous vehicles won't make roads completely ...~~
New autonomous and wireless connectivity in vehicles will provide many commercial opportunities for innovation. However, this automotive world will also prove attractive to smart criminals. Those...

~~5StarS: developing a security framework for autonomous and ...~~

The University of Pittsburgh will lead a consortium of institutions to study how autonomous vehicles can be made accessible to those with physical disabilities. The U.S.

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Department of...

~~Pitt To Study How Autonomous Vehicles Can Better Serve ...~~

A closer look into the driverless car phenomenon can be found in their recent report titled Preparing a Nation for Autonomous Vehicles. Based on their current research, annual U.S economic benefits could be in the range of \$25 billion annually with only 10 percent market penetration, and roughly \$450 billion at high penetration rates.

~~Autonomous Vehicles: A Disruption Case Study | Innovation~~

~~...~~

A self-driving car (also known as an autonomous car, 43 personal automated vehicle, driverless car, or robotic car) is

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defined as a motor vehicle capable of automated driving and navigating entirely without direct human input. Self-driving cars sense their surroundings with techniques such as radar, GPS, and computer vision.

~~Public Perceptions of Self-driving Cars: The Case of ...~~

Motional, the driverless vehicle development company created by Hyundai Motor Group and Aptiv, has released its inaugural Motional Consumer Mobility Report, which examines Americans' perceptions of driverless vehicles. The study found that one-fifth of Americans are more interested in driverless vehicles than they were before the pandemic.

~~Survey suggests public has safety concerns about ...~~

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Bryant Walker Smith, a University of South Carolina law professor who studies autonomous vehicles, said it was bad enough that Tesla was using the term “Autopilot” to describe its system but...

Better public policies can make the road smoother for self-driving vehicles and the society that soon will depend on them. Whether you find the idea of autonomous vehicles to be exciting or frightening, the truth is that they will soon become a significant everyday presence on streets and highways—not just a novel experiment attracting attention or giggles and sparking fears of runaway self-driving cars. The

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emergence of these vehicles represents a watershed moment in the history of transportation. If properly encouraged, this innovation promises not only to vastly improve road travel and generate huge benefits to travelers and businesses, but to also benefit the entire economy by reducing congestion and virtually eliminating vehicle accidents. The impacts of autonomous vehicles on land use, employment, and public finance are likely to be mixed. But widely assumed negative effects are generally overstated because they ignore plausible adjustments by the public and policymakers that could ameliorate them. This book by two transportation experts argues that policy analysts can play an important and constructive role in identifying and analyzing important policy issues and necessary steps to ease the advent of

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autonomous vehicles. Among the actions that governments must take are creating a framework for vehicle testing, making appropriate investments in the technology of highway networks to facilitate communication involving autonomous vehicles, and reforming pricing and investment policies to enable operation of autonomous vehicles to be safe and efficient. The authors argue that policymakers at all levels of government must address these and other issues sooner rather than later. Prompt and effective actions outlined in this book are necessary to ensure that autonomous vehicles will be safe and efficient when the public begins to adopt them as replacements for current vehicles.

The automotive industry appears close to substantial change

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engendered by “self-driving” technologies. This technology offers the possibility of significant benefits to social welfare—saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises.

This book takes a look at fully automated, autonomous vehicles and discusses many open questions: How can autonomous vehicles be integrated into the current transportation system with diverse users and human drivers? Where do automated vehicles fall under current legal frameworks? What risks are associated with automation and

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how will society respond to these risks? How will the marketplace react to automated vehicles and what changes may be necessary for companies? Experts from Germany and the United States define key societal, engineering, and mobility issues related to the automation of vehicles. They discuss the decisions programmers of automated vehicles must make to enable vehicles to perceive their environment, interact with other road users, and choose actions that may have ethical consequences. The authors further identify expectations and concerns that will form the basis for individual and societal acceptance of autonomous driving. While the safety benefits of such vehicles are tremendous, the authors demonstrate that these benefits will only be achieved if vehicles have an appropriate safety concept at the

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heart of their design. Realizing the potential of automated vehicles to reorganize traffic and transform mobility of people and goods requires similar care in the design of vehicles and networks. By covering all of these topics, the book aims to provide a current, comprehensive, and scientifically sound treatment of the emerging field of “autonomous driving”.

Autonomous Vehicles: Technologies, Regulations, and Societal Impacts explores both the autonomous driving concepts and the key hardware and software enablers, Artificial intelligence tools, needed infrastructure, communication protocols, and interaction with non-autonomous vehicles. It analyses the impacts of autonomous driving using a scenario-based approach to quantify the

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effects on the overall economy and affected sectors. The book assess from a qualitative and quantitative approach, the future of autonomous driving, and the main drivers, challenges, and barriers. The book investigates whether individuals are ready to use advanced automated driving vehicles technology, and to what extent we as a society are prepared to accept highly automated vehicles on the road. Building on the technologies, opportunities, strengths, threats, and weaknesses, *Autonomous Vehicles: Technologies, Regulations, and Societal Impacts* discusses the needed frameworks for automated vehicles to move inside and around cities. The book concludes with a discussion on what in applications comes next, outlining the future research needs. Broad, interdisciplinary and systematic coverage of

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the key issues in autonomous driving and vehicles Examines technological impact on society, governance, and the economy as a whole Includes foundational topical coverage, case studies, objectives, and glossary

Once a feature from science-fiction movies and books, self-driving cars are now a reality on public roads throughout the United States. I argue that until extensive data and research on self-driving cars is made available to the public, a flexible, place-based framework should drive local development of autonomous vehicles. Through existing literature, I highlight how autonomous vehicles will create different benefits and costs in safety, energy use/emissions, employment, congestion, and the built environment. However, variation in

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spatial patterns will lead to different outcomes with self-driving cars across urban, suburban, and rural areas in the United States. I created a flexible local policy framework to analyze case studies in King County, Washington through demographic, geographic, and transportation data. These case studies are representative of urban, suburban, and rural areas throughout the county. Furthermore, I conclude that spatial variability in each community will influence how policy and planning shape the path for autonomous vehicle development. Through analyzing the fundamental differences between demographics, geography, and transportation behaviors in each study area, I conclude that local policymakers and planners should account for spatial variability when crafting tools to manage autonomous vehicle

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development in each neighborhood.

"A Vision for Safety replaces the Federal Automated Vehicle Policy released in 2016. This updated policy framework offers a path forward for the safe deployment of automated vehicles by: encouraging new entrants and ideas that deliver safer vehicles; making Department regulatory processes more nimble to help match the pace of private sector innovation; and supporting industry innovation and encouraging open communication with the public and with stakeholders."--Introductory message.

Policy Implications of Autonomous Vehicles, Volume Five in the Advances in Transport Policy and Planning series

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systematically reviews policy relevant implications of AVs and the associated possible policy responses, and discusses future avenues for policy making and research. It comprises 13 chapters discussing: (a) short-term implications of AVs for traffic flow, human-automated bus systems interaction, cybersecurity and safety, cybersecurity certification and auditing, non-commuting journeys; (b) long-term implications of AVs for carbon dioxide (CO₂) emissions and energy, health and well-being, data protection, ethics, governance; (c) implications of AVs for the maritime industry and urban deliveries; and (d) overall synthesis and conclusions. Provides the authority and expertise of leading contributors from an international board of authors Presents the latest release in the Advances in Transport Policy and Planning series Updated release

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includes the latest information on the policy implications of autonomous vehicles

Autonomous Vehicles and Future Mobility presents novel methods for examining the long-term effects on individuals, society, and on the environment for a wide range of forthcoming transport scenarios, such as self-driving vehicles, workplace mobility plans, demand responsive transport analysis, mobility as a service, multi-source transport data provision, and door-to-door mobility. With the development and realization of new mobility options comes change in long-term travel behavior and transport policy. This book addresses these impacts, considering such key areas as the attitude of users towards new services, the consequences of

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introducing new mobility forms, the impacts of changing work related trips, and more. By examining and contextualizing innovative transport solutions in this rapidly evolving field, the book provides insights into the current implementation of these potentially sustainable solutions. It will serve as a resource of general guidelines and best practices for researchers, professionals and policymakers. Covers hot topics, including travel behavior change, autonomous vehicle impacts, intelligent solutions, mobility planning, mobility as a service, sustainable solutions, and more Examines up-to-date models and applications using novel technologies Contains contributions from leading scholars around the globe Includes case studies with the latest research results

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Alex Davies tells the dramatic, colorful story of the quest to develop driverless cars—and the fierce competition between Google, Uber, and other companies in a race to revolutionize our lives. The self-driving car has been one of the most vaunted technological breakthroughs of recent years. But early promises that these autonomous vehicles would soon be on the roads have proven premature. Alex Davies follows the twists and turns of this story from its origins to today. The story starts with the Defense Advanced Research Projects Agency (DARPA), which was charged with developing a land-based equivalent to the drone, a vehicle that could operate in war zones without risking human lives. DARPA issued a series of three “Grand Challenges” that attracted visionaries, many of them students and amateurs, who took the

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technology from Jetsons-style fantasy to near-reality. The young stars of the Challenges soon connected with Silicon Valley giants Google and Uber, intent on delivering a new way of driving to the civilian world. Soon the automakers joined the quest, some on their own, others in partnership with the tech titans. But as road testing progressed, it became clear that the challenges of driving a car without human assistance were more formidable than anticipated. Davies profiles the industry's key players from the early enthusiasm of the DARPA days to their growing awareness that while this spin on artificial intelligence isn't yet ready for rush-hour traffic, driverless cars are poised to remake how the world moves. Driven explores this exciting quest to transform transportation and change our lives.

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Autonomous vehicles have recently gained the attention of researchers due to their expected potential benefits on highway traffic streams, such as improving roadway capacity, among others. It is imperative to investigate how these expected benefits can be leveraged in the transportation sector. Understanding the safety and operational benefits helps the concerned transportation agencies and other key stakeholders to make necessary infrastructural and policy adjustments to accommodate such future traffic operation changes. The main goal of this dissertation is to study the impact of connected and automated vehicles on freeway capacity. The simulated environment was created to emulate autonomous vehicle behaviors, connectivity between

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vehicles, and various scenarios that answer research questions to achieve the research goal. The first case study uses simulated traffic flows at different percentages of human-driven heavy vehicles (HDHVs) and automated passenger cars (APCs) to investigate the impacts of both HDHVs and APCs on freeway capacity. In addition, the future applicability of the current design guidelines presented in the Highway Capacity Manual (HCM) is investigated. This case study provides information on how passenger car automation affects freeway capacity. Also, a modified formula is proposed in place of the current HCM formula for determining vehicle adjustment factors due to HDHVs and APCs in the traffic stream capacity. Also, a modified formula is proposed in place of the current HCM formula for determining vehicle

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adjustment factors due to HDHVs and APCs in the traffic stream. Another case study investigates the impact of connected and automated heavy vehicles (CAHV) on freeway basic section capacity. Various simulations were conducted considering the percent of human-driven heavy vehicles (HDHV) in the mix, platoon size, and percent of CAHV on HDHV and lane restriction. The simulation results provide insights into how these factors impact the freeway's capacity. In particular, freeway capacity significantly increased with CAHV and lane restriction scenarios. The increase in capacity was apparent at a higher percentage of trucks in the traffic mix. Regarding CAHV platoon size, the capacity does not appear to significantly change with platoon size for a given percent of trucks in the traffic mix. Furthermore, a system-

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wide case study is conducted in Michigan, covering all the interstates. The model developed using simulated results is used to assess how the introduction of CAHVs alters the current capacity and their respective level of services without incurring any infrastructural changes. The observed positive benefits at the system-wide level are discussed, and recommendations are provided to transportation agencies. Lastly, the study investigates how the adoption of connectivity and automation in the vehicle industry will strengthen transportation equity, especially for people with disabilities and non-motorized user groups. The survey on non-users was used to identify factors associated with differences in the perception of the feasibility of the autonomous shuttles for solving the first and last-mile travel. The results provide

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insight to transportation planners on the possibilities of solving the first and last mile problem among people with disabilities. At the same time, they provide information about the concerns of the non-motorized users should the technology be adopted and operated on the same infrastructure as those used by the non-motorized users.

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