

ITEM #15: PUBLIC COMMENT PERIOD

Members of the public are invited to address the HRTPO Board. Each speaker is limited to three minutes.

ITEM #16: SUBMITTED PUBLIC COMMENTS

There were no submitted public comments. Any written public comments received after the preparation of this agenda will be distributed as a handout at the meeting.

ITEM #17: TRANSCRIBED PUBLIC COMMENTS FROM PREVIOUS HRTPO MEETING

The transcribed public comments from the November 21, 2019 HRTPO/HRTAC Concurrent meeting are attached.

Attachment 17

**Transcribed Public Comments from the
November 21, 2019 HRTPO Board Meeting**

*The views and opinions expressed during the public comment period
do not necessarily reflect the opinion or policy of the HRTPO.*

***Will Christopher
Future of Hampton Roads***

Thank you sir, Mayors, Chairs, Delegates and Special Guests. Good morning, my name is Will Christopher. I am here representing the Future of Hampton Roads Board. You asked for my address, which is 39 Cooper Drive, Portsmouth, Virginia 23702. Very quickly, I am going to read this letter and then there will be copies for you to take home if you'd like. I will refer to autonomous vehicles as AV throughout this. With mass production of autonomous vehicles projected by 2025, it is critical for municipalities to begin planning and building for the 21st century infrastructure and connectivity. Communities must be actively engaged in assessing their own mobility requirements and deciding the size, scale, and use of AV that best fits their current and future goals. The future of Hampton Roads petitions HRTPO to consider action to prepare Hampton Roads for the introduction of highly automated and connected vehicles on its roadways by taking a leadership role and including three items: AV working groups, future mobility scenario planning tools, and public outreach demo days. The first recommendation: *AV working groups*; cities round the country have begun to form AC working group committees with a wide range of stakeholder to initiate a conversation around community goals, potential policy barriers for AV implementation, and an action plan for integrating emerging technologies. Such a group could help unravel the range of options and potential impacts to better understand what the future may look like, what choices jurisdictions should be making and what changes to make to regional comprehensive plan to shape a deployment of AV and supporting the community's vision. Second recommendation: *future mobility scenario planning tools*; as the 20th century car model changes, it is important to quantify and capture competing transportation forces from new technologies. Scenario planning tools are designed to build out potential future scenarios of how specific mobility options both legacy and the new automated are introduced and adopted. The tools designed to help public and private agencies as well as engineers and planners to understand long range transportation impacts for AV integration. By better understanding what the future could look like for transportation, jurisdictions are able to prepare for impacts to existing infrastructure, transit ridership, pricing schemes, parking demands, land use, and more. Third recommendation: *Autonomous vehicle outreach and education clinics*; also known as demo days. While AVs have received much media coverage and hype, the technology remains widely misunderstood. The technology is largely viewed as expensive and unattainable for the masses. People are skeptical of a machine's ability to be as safe as a human driver and cyber hack-free. Self-driving vehicles dare to threaten our passion for driving and are expected to displace millions of service jobs. Secretary of Transportation Elaine Chow acknowledges that the public has a legitimate concern about the safety, security and privacy of automated vehicles and has challenged the industry to step up and help address these concerns and help inform the public about the benefits of automation. A core US DOT strategy for integrated AV is to engage stakeholders and the public by providing accurate information through direct public outreach and demonstrations. Consumers need to understand what the technology is and is not capable of, when does it require human intervention, when can it be operated, et cetera? Studies show that individuals prefer to learn about advanced cyber technologies through a method that demonstrates a demonstration. The future of Hampton Roads encourages efforts to accelerate the awareness and education of autonomous vehicle technology through a series of events, such as public clinics, educational workshops, and informational materials designed to create an experiential learning opportunity through direct exposure. With intent for maximizing benefits and minimizing negative impacts, the future of Hampton Roads engages HRTPO and the cities to consider these above examples to help the region and better understand and adopt to the future of transportation. Thank you and I'll have copies of this petition letter outside.

**Transcribed Public Comments from the
November 21, 2019 HRTPO Board Meeting**

The views and opinions expressed during the public comment period
do not necessarily reflect the opinion or policy of the HRTPO

John Gergely
Newport News, Virginia

My name is John Gergely from Newport News, Virginia. About 20 years ago or a little less than that this was a dysfunctional organization. With the help of Mr. Rucker and his organization, they forced it to be this great group of people it is now. You've done an awful lot, and with the help of the General Assembly and House Bill 2313, we have money to build our projects. We're building several things, the High Rise Bridge, the Hampton Roads Bridge-Tunnel, extension 64, but the worst problem that we have is this fanatical push for HOT lanes. Look, \$800 million to build them. Your own consultant told you there's no money that comes from them. The only people that will be able to afford to use them is this group around here who are either wealthy enough or on expense accounts. Your constituents, the ones working for a living, won't be able to afford the HOT lanes. Please do not push in the lanes anymore. Build the roads, let your constituents use them, and I've been here for a long time, longer than most of you been coming and through those years, I want to thank for the last 8 years my delegate not the one I can vote for but my delegate David Yancey for pushing the stuff he's done to help this group survive. By the way I'm a long-term SAE member and a mechanical engineer, and autonomous vehicles would be the worst thing that ever happened to our traffic situation. Thank you.