

The background of the top half of the page features two wireframe cars, one above the other, with glowing red and green sensor waves emanating from them. The scene is set against a dark space background with stars and a grid pattern. Orange geometric lines, including a large crosshair, are overlaid on the image.

CONTENT SPOTLIGHT

STARTING THE CIVIC ENGINE EARLY FOR DRIVERLESS CARS

In the era of Uber and Lyft, local governments need to be proactive in anticipating transportation disruption.

That means getting an early start laying the groundwork so that regulatory, economic, and safety issues aren't a roadblock for the autonomous vehicles (AVs) of tomorrow.

Right now, the city of Boston is running models to determine the potential effect of these vehicles on traffic and parking. Kris Carter, co-chair of the Boston Mayor's Office of New Urban Mechanics, says they've found that **AVs will create a reduction in traffic and parking needs**, but an increase in distance travelled per vehicle. As a result, officials may choose to adjust parking prices and road access to guide both industry and citizen behavior.

But what about safety concerns? Boston is also now giving out tiered licenses to companies for AV tests on public roads. By setting a norm before the industry develops fully, Carter suggests that **Boston will be able to maintain more control over how valuable roadway space is best put to use for citizens.**

FURTHER RESOURCES

[Smart Transportation Playbook](#)

[National Conference of State Legislators – AV Enacted Legislation](#)

[Autonomous Vehicles – Boston's Approach](#)

