Drivers? Where we’re Going, We Don’t Need Drivers…
Phase II Shared Autonomous Vehicle Study

Georgia Smart Communities Challenge 2018
Proposal ID RPRORT

Proposal Lead
City of Chamblee, GA

In Collaboration With
City of Doraville
MARTA
Assembly CID
Stantec
Ellen Dunham-Jones

Point of Contact
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3506 Broad Street
Chamblee, GA 30341
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1 Project Narrative

1.1 Vision

A team of employees from the Centers for Disease Control hop on a shared autonomous vehicle (SAV) to grab lunch in downtown Chamblee to celebrate a birthday. A teen summons an on-demand SAV to play ball at Keswick Park, instead of being shuttled by parents. A resident from downtown Atlanta hops off the train and takes an SAV to work at Third Rail Studios.

All of these scenarios may be possible in Chamblee’s near future. Together, Chamblee and Stantec collaborated on a Shared Autonomous Shuttle Feasibility Study and Concept Plan to establish the framework under which these scenarios may become reality. The plan focused on first/last mile connections to the Chamblee MARTA train station. That is just the first step, though. There are a number of important follow-up steps to get us to that reality.

Current Conditions and Motivations

Improving mobility through increased transit and pedestrian services and infrastructure directly supports the City’s Livable Centers Initiative (LCI) Plan, Chamblee’s revitalization efforts, and the vision for Chamblee, as stated in the 2016 Comprehensive Plan:

*The City of Chamblee aspires to be a healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community valuing families and neighbors, respecting the historic qualities of our city.*

Chamblee has already made investments toward the study of autonomous vehicles, and the final plan was adopted by City Council on April 17, 2018. The City of Chamblee’s *Shared Autonomous Vehicle Feasibility and Concept Plan* outlines the next stages in implementation, which is what the City seeks to fund through the Smart Communities Challenge.

Goals

- **Economic Development goals.** Numerous studies have shown a direct link between infrastructure investment and economic development. Being one of the first in the region to pilot SAVs on public roads will strengthen the identity of Chamblee as a center for innovation and forward-thinking. The cool and newness factors of the technology will attract people from across the region, helping to support a thriving business environment.
- **Mobility goals.** To be efficient and fair, a transportation system must serve diverse demands. An SAV pilot project also directly supports the fourth goal in the Comprehensive Plan: Develop and Maintain Strong Multimodal Connections. Convenient and attractive multi-modal options help reduce the parking challenges in Chamblee’s historic downtown district, while also enabling residents to choose the mode most appropriate for each specific trip (walk to the grocery store, drive to work, transit to dinner, etc.).
- **Environmental goals.** Essential to supporting a healthy lifestyle is a healthy environment. Thirty-one percent of greenhouse gas (GHG) emissions in the Atlanta region come from transportation, as described by the Atlanta Climate Action Plan. As electric vehicles gain market share, reductions in transportation-related greenhouse gas emissions will decrease, helping to achieve regional transportation related GHG reduction targets and improving air quality.
- **Parking infrastructure.** As the downtown core densifies, increasing the necessity of convenient transit connections and bicycle and pedestrian infrastructure. Improving
connectivity from community-wide parking infrastructure to the downtown will increase the economic vitality of the downtown core.

Citizen Input

Citizen input is one of the paramount components of the project process and all processes in the City of Chamblee. While the technology is inevitable, for Chamblee to be a pioneer, the community will need to be supportive of each step in the process. The general sentiment of the public engaged during the Feasibility and Concept Plan was that this is a “cool idea.” We’d like to take it from a cool idea to a reality, with the community supporting it along the way.

In 2017, the City hosted a “Mid-City Stroll,” an innovative public input event for a rail trail and streetscape plan in the form of a pub crawl. With the help of local businesses and volunteers, the City temporarily installed road diets and pedestrian/bicycle improvements so event participants could visualize and experience the proposed alterations for themselves. As part of the Multi-Modal Transportation Plan process, in coordination with this autonomous shuttle planning process, the City plans to host the event again in 2018. This time, Chamblee will work with an AV manufacturer so people can try out the shuttle on a simulated route. This input event reached hundreds more participants than traditional input opportunities, and it was fun—fun for the participants and team working the event! Examples of the marketing materials and images from the event can be viewed below.
Site Map of the Stroll Route

Road Diet Tactical Urbanism Demonstration

Interactive Stop – Pocket Park

Interactive Stop – Wishing Wall

Interactive Stop – Community Survey

Interactive Stop – Community Survey
1.2 Framework

The goals for carrying out the next phase of implementation are lofty, but achievable. This framework outlines the deliverables that will be accomplished through the development of the Phase II SAV Study, the concerns that will be tested, and the motivations behind them.

Chamblee’s Shared Autonomous Vehicle (SAV) Phase II Study Outcomes:

1. Readiness for a pilot AV shuttle;
2. Development of best practices to share with other local governments; and
3. Leadership in implementation of AV technology.

The project will address and test the following concerns of the impacts of autonomous vehicles:

- Cyber-security;
- Sprawl;
- Equity;
- Safety;
- Public health;
- Pedestrian and bicycle mobility;
- Ways to continue to support transit by augmenting, rather than supplanting ridership;
- Funding model to identify revenue replacements;
- Impacts to local regulations (e.g.: site triangle requirements);
- Implications and recommendations for State and Federal regulatory changes; and
- What are we not considering/anticipating? The dawn of sprawl with the widespread use of the automobile were unintended consequences we will face for generations. Can we be better and more deliberate about the outcomes of widespread autonomous vehicle use?

With so many concerns to test, it is important to address why the City is interested in pursuing such a project. Why does the shuttle need to be autonomous? Why is this a solution we are seeking? Anticipated Outcomes:

- Potential for fewer traffic injuries and/or deaths than human-operated vehicles.
- More efficient vehicle movements.
- Beginning to invest in the infrastructure technology can set Chamblee apart and drive economic development.
- Testing the technology.
- Connected vehicles communicate with one another and the infrastructure for increased safety and data collection.

1.3 Plan

Chamblee has selected the topic area for the project to be Smart Mobility. We need to get out in front of the technology so we can be smarter about the unintended consequences sprawl associated with the proliferation of automobiles. The distances people are willing to travel in autonomous vehicles will increase substantially because they can make better use of their time. How can we better understand the technology and its limitations to mitigate the pitfalls of its impact on land use and the built environment?

The following components will be accomplished during the planning process:

- Ongoing public engagement according to communications plan
• Development of system operations plan  
  o Alignment  
  o Priority treatment  
  o Schedule  
  o Number of vehicles  
  o Overnight storage and charging locations  
• Development of preliminary engineering and supporting network  
• Development of funding model for revenue replacement (i.e.: parking, traffic violations, and gas tax)  
• Development of best practices manual  
• Identification of future tasks

Communications Plan
There are always barriers to introducing a new technology, but with proper messaging and communication, the City will be in control of the narrative and concerns from the public will be mitigated. An important first step is thoroughly understanding concerns of local stakeholders, which was initiated during Phase I, to thoughtfully address any issues. This is a learning opportunity for all stakeholders including Chamblee citizens, business owners and the general traveling public. The Project Team will lead development of an overarching communications/education outreach program.

There are multiple fronts on which to launch a communications plan:

Addressing societal issues will be discussed on a micro and macro level. Each community will have concerns and assumptions about how a new technology will impact their community. The program will extrapolate to address the pros and cons on a larger scale as well.

Much of the communication will take place by promotional activities which can include technology demonstrations and various forms of stakeholder engagement (i.e. visioning board at events, Mid-City Stroll, vehicle ride-along, etc.). Working with local media and taking advantage of social media will help distribute project goals and details while soliciting public feedback.

The communication plan will extend through the deployment phase—even beyond the scope of the planning phases.

System Operations Plan
The Project Team will work with the chosen consultant so they understand the breadth of the City’s program needs. The project manager will be the central point of contact among all key stakeholders. A support team will be provided to assist the project manager and fulfill each task, acting as subject matter experts on a given topic.

The implementation plan will include the following items/steps:

• Project description and schedule  
• Charging/Storage/Maintenance plan  
• Routing and signage/signalization criteria  
• Technology provider(s) and operations team and responsibilities  
• Use case scenarios  
• Testing and evaluation plan
• Funding (if applicable) and procurement of system/services
• Risk assessment and mitigation strategies
• Emergency response plan
• Licensing requirements
• Cost estimates

**Preliminary Engineering and Supporting Network**

While quick implementation and modification of service is implied in a pilot project, infrastructure adjustments may be required to ensure safe and efficient operations of this new technology. In addition, it is assumed that there will be temporary infrastructure improvements, requiring the need for transition plans during larger site construction. The Project Team will secure a professional to draft the preliminary engineering concept plans for any corridor infrastructure adjustments that may be required including right of way changes, dedicated paths, curbside docking platforms, etc. The professional will also detail the impact to the energy supply network and telecommunications requirements.

**Funding Model**

Autonomous vehicles may not solve congestion. Capacity on roadways is a limited resource, so we can price it. Understanding how to operate our own autonomous fleet will assist in how we can obtain additional revenue for private market usage through techniques like charging for empty seats and cargo space, supplanting revenues earned from the gas tax as more vehicles become electrically-powered, parking fees, and motor vehicle sales taxes as fewer cars are individually-owned.

**Best Practices Manual**

Local governments are rarely considered leaders for burgeoning technology. This technology will happen, regardless of whether we are ready and willing. Chamblee can position itself to be a leader for all industries, not just local governments. Some of the issues can be transformed into opportunities if we embrace the technology and begin testing it now. Chamblee will develop a manual that scopes out steps other local governments can follow, including lessons learned from our process and template RFPs.

It should anticipate a series of questions for local governments to explore and eventually serve as a turnkey solution for autonomous vehicles and shuttles in a community. For instance, who pays for the installation of the Intelligent Transport System (ITS)? Ordinances could require that private developments install their fair share of the technology, but a system would not be operable until an entire corridor or more has been installed. Can we afford to hold off on initiating the technology for wholesale redevelopment? Probably not. So, do impact fee laws allow funds to be paid in lieu of building the infrastructure? We will test regulations and technology and be able to report to other local governments wishing to follow our path, as well as identify any regulatory barriers toward local government implementation at the local, state, and federal levels.

**Future tasks**

The Phase II planning process has the following anticipated follow-up tasks to be separately funded:

• OEM/Service Provider Procurement— The Project Team will prepare a Request for Proposals to solicit viable Automated Driving Systems (ADS) solutions for the designated
Building the proper team is critical to implementing a successful pilot program.

- **Detailed Design**—Infrastructure improvements and investments will be minor compared to other mobility system installations. SAVs lend themselves to lean and flexible operational environments. However, to create a safe and connected SAV environment, it is likely that some modifications may be required.
- **Construction**—necessary road improvements, traffic engineering, or architectural changes will have been identified
- **System Certification, Verification, and Validation**—work with the selected OEM to ensure they provide CID with industry-approved certification, verification and validation of their SAV technology for safe and reliable passenger transport
- **Deployment**
  - Site mapping and route creation
  - Vehicle delivery, setup, and testing
  - Operations/maintenance training
  - Ongoing public outreach, media relations, and collateral creation
  - Pilot program soft launch (vehicle in operation but ridership limited to authorized personnel) and hard launch (open to the public) dates

### 1.4 Research

**Georgia Tech Research Component: Leveraging SAVs to Achieve Sustainable Urban Design**

**Objectives**

The City is excited to collaborate with Professor Ellen Dunham-Jones to conduct the research component of the project. Ellen and her students will work with us to envision the potential impacts of autonomous vehicle technology on land uses, on attracting next generation residents and employees, on expanding access to MARTA, on prioritizing of pedestrian and bicycle mobility to maintain the human scale in City streets, and on improving public health. The research is important to achieve the City’s overall vision as it is transforming from a more automobile-oriented community to a more urban, transit-oriented, and multi-modal community. This research will focus on how Chamblee can leverage SAVs and the redevelopment opportunities they may provide to achieve its broader goals of livability and sustainable urban design.

**Scope**

Ultimately, the research deliverables will produce a set of recommendations for Chamblee as well as best practices for other local governments to follow as they introduce SAVs onto public streets. The following research components are anticipated:

- Study of how the prevalence of autonomous vehicles will alter user preferences (mode choice, commute distance, parking ratios) that will eventually impact land use patterns.
- Research into the user experience at existing and proposed SAV installations.
- Design of the mobility hub adjacent to the MARTA station.
- Proposals for retrofitting existing parking lots and garages to park fully autonomous fleets or for more intense redevelopment.
**Personnel:**

Principal Investigator:

- Professor Ellen Dunham-Jones  
  Director, MS in Urban Design  
  School of Architecture  
  Fellow, Brook Byers Institute of Sustainable Systems  
  Georgia Institute of Technology  
  Co-author: *Downtown Atlanta 2041: Autonomous Vehicles and A-Street Grids* (SMARTech, 2016: https://smartech.gatech.edu/handle/1853/55814)

Additional Georgia Tech faculty to be invited to participate as resources in workshops and critiques:

- Professor Subrho Guhathakurta, Director Center for Spatial Planning Analytics and Visualization, School of City and Regional Planning
- Associate Professor Kari Watkin, Frederick Law Olmsted Associate Professor, School of Civil & Environmental Engineering

External experts to be invited to participate as resources in workshops and critiques:

- Dan Sturges, Adjunct Professor of Transportation Design at College for Creative Studies, Detroit, MI; inventor of the Neighborhood Electric Vehicle; and a leader in rethinking mobility.
- Jeff Tumlin, Principal and Director of Strategy at Nelson Nygaard in SFO, author of *Sustainable Transportation Planning: Tools for Creating Healthy, Vibrant, and Resilient Communities* (Wiley: 2012)
- Harri Santamala, Director of the Smart Mobility Program at Helsinki Metropolia University of Applied Sciences

**Funding**

This proposal seeks from Georgia Tech: one 9-month tuition waiver for a Ph.D GRAship in addition to $25,000 to cover salaries, workshops, and costs.

- GRA Stipend: $1320/month x 9 = $11,880
- 1/3 month Summer Salary + Fringe Benefits for the P.I. = $6,742
- A multidisciplinary workshop to bring in additional internal and external resource experts: $3,000
- A field trip to study the user experience at an existing SAV operation (possibly Las Vegas, Columbus, OH, Lincoln, NB or Ann Arbor, MI): $3,000
- Local travel and printing costs: $378

2 Execution Plan
2.1 Cost Plan

The City has committed to providing the minimum 50 percent match, up to $50,000 in all cash from the City’s General Fund, and the City’s partners are also committed to providing in-kind support through consultation expertise that would fund the remainder of the anticipated project costs.

The funds will be used to engage a consultant to manage the plan development process and generate all deliverables, as well as fund the 2018 Mid-City Stroll, a district-wide interactive input event.

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2.2 Personnel Plan

Rebecca Keefer will serve as Project Manager and point of contact. Rebecca is an AICP certified planner experienced in project management and grant administration. Her resume is attached for review. Note that Rebecca is employed by CPL and provides contract services to the City of Chamblee; therefore, she will be representing the City for this application. While the project is active, Rebecca will commit a minimum of 10 hours per week dedicated to project administration and coordination with the consultant. To continue to learn about the progressing field of autonomous technology, Rebecca will pursue educational opportunities as they become available.

Rebecca will coordinate activities through a Smart Communities Challenge team or Project Team consisting of the City Manager, Development, and Community and Economic Development Departments. This team will meet monthly, at a minimum, to discuss project progress, deliverables, and upcoming steps to ensure the project objectives, goals, and milestones are being met.
## Personnel

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<tr>
<td>Rebecca Keefer</td>
<td>City of Chamblee</td>
<td><a href="mailto:rkeefer@chambleega.gov">rkeefer@chambleega.gov</a></td>
<td>10 hours</td>
<td>See attached resume.</td>
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<tr>
<td>Consultant</td>
<td>TBD</td>
<td>TBD</td>
<td>15 hours</td>
<td>Expertise in transit planning, AV technology, public participation—minimum qualifications in RFP</td>
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<tr>
<td>Reggie Scales</td>
<td>CPL</td>
<td><a href="mailto:rscales@clarkpatterson.com">rscales@clarkpatterson.com</a></td>
<td>.5 hour</td>
<td>Transportation Planner</td>
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<td>Craig Lewis</td>
<td>Stantec</td>
<td><a href="mailto:Craig.Lewis@stantec.com">Craig.Lewis@stantec.com</a></td>
<td>1 hour</td>
<td>Consultant for Phase I Study</td>
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<tr>
<td>Eric Pinckney</td>
<td>Assembly CID</td>
<td><a href="mailto:EPinckney@integral-online.com">EPinckney@integral-online.com</a></td>
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<td>Developer/Stakeholder</td>
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<td>Ryan Sager</td>
<td>MARTA</td>
<td><a href="mailto:rsager@itsmarta.com">rsager@itsmarta.com</a></td>
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### 2.3 Schedule

See Section 1.3 for a detailed description of each task.

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### 2.4 Collaboration

The City of Chamblee will serve as the lead on this project, with Rebecca Keefer as the project manager. The City will issue a Request for Qualifications for the Planning Services. The competitive bid process will be advertised through American Planning Association, Georgia
Planning Association, and the City’s website. A number of project experts are aligned with the project who will serve an advisory capacity throughout the plan. All collaborators will attend the monthly Project Team Meetings to discuss the project progress and milestones.
Rebecca Keefer

ASSOCIATE / PLANNER

Ms. Keefer, a planner with Clark Patterson Lee, has over 9 years of experience in the areas of project management, community planning, design development, zoning administration, and public outreach. Rebecca, a graduate of the Georgia Institute of Technology, received her Master’s Degree in City and Regional Planning, as well as a Bachelor’s in Architecture. She specializes in identifying a City’s needs and opportunities to define a sense of place for the community as well as developing and implementing master plans.

EDUCATION
- Masters in City and Regional Planning, Georgia Institute of Technology, 2013
- Specialization: Environmental Planning
- B.S., Architecture, Georgia Institute of Technology, 2008

PROFESSIONAL REGISTRATION
- Certified Planner

PROFESSIONAL AFFILIATIONS
- American Planning Association
- Georgia Planning Association
- APA Sustainable Communities Division Sustainable Champion
- American Institute of Certified Planners
- GPA Emerging Planners Group Board Member

PROJECT EXPERIENCE-MUNICIPAL

City of Chamblee, GA  Rebecca served as Development Deputy Director which included staff management, workflow processes, code interpretations, large-scale development project plan review and permitting oversight, Development Task Force management for master plan implementation and capital improvements, land development process management, management of bond and agreement submittals, and site inspections for CO/project closeout. Rebecca currently serves as project manager for the following Chamblee projects, where she provides project oversight, maintenance of a schedule and budget, grant administration, permitting, and public input:
- Peachtree Road Streetscape design to determine the best solutions for the roadway, sidewalk, and amenities along the Peachtree Road Corridor in the heart of downtown Chamblee
- Rail-Trail Extension, a plan to re-inhabit the City’s abandoned railroad right-of-way
- Mid-City Stroll, a street festival event-style public involvement opportunity that allowed people to experience the corridor and provide input on proposed changes
- Grant and award application management
- Sustainability program management, including ARC Green Communities Certification, large-scale community event management, and policy development and enforcement

City of Centerville, GA  The Town Center Master Plan comprises a significant public outreach and participation process, existing conditions analysis, design and aesthetic recommendations, an implementation strategy with action plan for incrementally implementing the designs, and a final master plan document for the City to present the town center vision. Rebecca provided project oversight of the planning process, designed and implemented the public outreach program, personally designed and authored the master plan document, and served as the lead planner and coordinator with the client.

City of Sugar Hill, GA  CPL provides program management for new $42 million, 150,000sf EpiCenter which includes a performing arts theatre, indoor gym, and mixed use office/restaurant space. Rebecca attends OAC meetings to coordinate design and construction activities, manages a rebate program, drafts ordinances for adoption, and develops a monthly infographic project update.

Douglas County, GA  Rebecca manages the process for a small Area Plan for Lee Road land use plan by leading team meetings, presenting to the public at input events and before the Board of Commissioners, and is designing and drafting the master plan document.
Appendix A  Letters of Support
April 18, 2018

Mr. Jon Walker
City Manager
City of Chamblee
5468 Peachtree Road
Chamblee, GA 30341

Dear Mr. Walker,

The City of Doraville is pleased to support the City of Chamblee’s application for the Georgia Smart Communities Challenge to fund the second phase of the autonomous shuttle study.

As you know, the proposed shuttle route will have direct impacts to the City of Doraville with a termination point at Assembly Yards near our shared border. We believe the autonomous shuttle will cement the two cities as leaders in technology, while advancing our economic development goals for the Assembly development. Suffice to say we pledge our full support and follow through in subsequent stages of implementation.

We look forward to continuing our collaborative relationship on innovative transportation solutions and economic development.

Sincerely,

[Signature]

Donna Pittman
Mayor
April 9, 2018

Jon Walker, City Manager
City of Chamblee
5468 Peachtree Road
Chamblee, GA 30341

Dear Mr. Walker:

It is MARTA’s understanding that the City of Chamblee is submitting an application for the Georgia Smart Communities Challenge. The project proposes to pursue the next stage of implementation for prioritizing last mile connectivity to transit stations, with the proposed route initiating and terminating with MARTA’s Chamblee MARTA station. The project will consist of an autonomous shuttle that will connect riders to and from restaurant and rail destinations, trails, downtown Chamblee, and a regional office center being developed at the Doraville GM site.

This project pioneers solutions for transit connectivity and sets Chamblee out as a leader in autonomous shuttle technology not only in Georgia, but also the United States. MARTA recognizes the scale and scope involved in this project and commits personnel resources to work alongside the City of Chamblee in the development of the plans. The transportation planning expertise at MARTA will heighten the quality and scrutiny over the decisions made throughout the process and will ensure inter-organizational coordination.

Again, MARTA pledges its fullest support, and highly recommends this project for the Georgia Smart Communities Challenge and looks forward to hearing about its success.

Sincerely,

Ben Linner, AICP
Assistant General Manager Planning

cc: Rebecca Keefer, City of Chamblee
April 18, 2018

Jon Walker, City Manager
City of Chamblee
5468 Peachtree Road
Chamblee, GA 30341

Dear Mr. Walker:

I write on behalf of Assembly CID in support of the City of Chamblee’s application for the Georgia Smart Communities Challenge to fund the second phase of the autonomous shuttle study. When implemented, the autonomous shuttle can increase mobility and choice in the City and will benefit the job center Assembly is curating down the street in neighboring City of Doraville.

We strongly support this grant application and the City’s focus on continuing advances in autonomous vehicle technology so they may properly prepare for full automation and all the infrastructure and land use implications that come with it. As an organization which values a healthy relationship among the built environment, land uses, and transportation infrastructure, Assembly CID appreciates the City’s efforts to mobilize this technology and become an innovator in the municipal sector.

Through this letter, we acknowledge specific roles and responsibilities we will fulfill in this partnership. In the event this proposal is funded, we would expect our role in the autonomous shuttle study to include:

- Form a genuine partnership to make detailed plans for shuttle implementation and outreach to our stakeholders to garner support in our community;
- Participate in the public engagement process. One of our representatives would be designated as the contact to work on this effort;
- Consultation on signage, engineering, and operations plans;
- Coordination with tenants and stakeholders at Assembly to build ridership and increase awareness;
- Provide connectivity to the autonomous shuttle service that will operate between assembly yards and Doraville MARTA station.

We look forward to working with you in embarking on this endeavor with you.

Sincerely,

[Signature]
Eric Pinckney, Chairman
Assembly Community Improvement District
Appendix B  Documentation of Financial Support
RESOLUTION NO. 2018 - 016

A RESOLUTION TO SUPPORT THE CITY OF CHAMBLEE'S APPLICATION FOR THE GEORGIA SMART COMMUNITIES CHALLENGE FOR A SELF-DRIVING SHUTTLE PRELIMINARY PLANNING PROCESS

WHEREAS, the City has incorporated the findings of a Self-Driving Shuttle Feasibility Study and Concept Plan into the Comprehensive Plan; and

WHEREAS, the City recognizes the burgeoning technology related to autonomous vehicles and the relative infrastructure that will be required to pioneer the modal option; and

WHEREAS, the next stages identified in the process of preparing for the technology include a more in-depth public engagement campaign and the study of alignment, infrastructure adjustments, signalization, and other intelligent transport system (ITS) components; and

WHEREAS, City leaders recognize a need to provide funding and support for following through with the next stages of implementation identified in the Feasibility and Concept Plan; and

WHEREAS, the City values and supports partnerships that will be established with stakeholders to fully implement the next phase of implementation; and

WHEREAS, the City is committed to provide the necessary resources and required match to pursue the City of Chamblee's application for the Georgia Smart Communities Challenge.

BE IT THEREFORE RESOLVED, by the Mayor and City Council of the City of Chamblee, and it is hereby resolved by the authority of the City Council, to support the City of Chamblee's application for the Georgia Smart Communities Challenge.

Adopted this 17th day of April, 2018

BY: 

[Signature]
R. Eric Clarkson, Mayor

ATTEST:

[Signature]
Emmie Niethammer, City Clerk
Appendix C  Letters of Understanding from NGOs
Dear Grant Committee Members,

Stantec supports the City of Chamblee’s request for funding to the Georgia Smart Communities Challenge. I believe their request sets the City apart as leaders in autonomous shuttle technology and will help prepare them for the infrastructure and operational requirements of a shuttle program. Most importantly, this project has an opportunity to serve as a model to other communities on how to implement this technology. The most useful component of the project will be the production of an operations planning manual that will be produced under our guidance.

Stantec partnered with the City of Chamblee for the first phase of autonomous shuttle planning. From that process, a document was produced that contemplated a total of seven (7) potential routes around the City, each originating at the Chamblee MARTA Station. Each route was studied to determine travel time, route distance, proximate population and employment, and compatibility with a low speed shuttle. The momentum from that process carries substantial leadership and community support that will oversee implementation, provided the project is appropriately planned and funded.

As a partner in the City of Chamblee’s application, Stantec commits in-kind resources to fulfill the following scope:

- Advise the project team to develop best practices for application in other communities.
- Advise the team on the production of an Operations Plan for shuttle implementation in Chamblee.
- Guide the content of the Request for Proposals (RFP) draft for movement into Phase 3 of implementation.
- Oversee the overall planning process as a leader in autonomous vehicle research.

Please give this proposal your full attention and if I can answer anything further please let me know. I may be reached at (704) 609-9841 or craig.lewis@stantec.com.

Sincerely,

Respectfully yours,

Craig Lewis, FAICP, LEED AP, CNU-A
Principal - Urban Places
Phone: (704) 609-9841
Craig.Lewis@stantec.com
Appendix D  References and Citations

Phase I Study:  http://chambleega.com/520/Chamblee-Self-Driving-Shuttle-Feasibility