

Good morning. My name is Eric Boerer, 4904 Hatfield St, Lawrenceville,

I'm the Advocacy Director of BikePGH, a 3500 member non profit bicycle and pedestrian advocacy organization dedicated to making Pittsburgh's streets safer for walking and bicycling.

I'm here today to leave a statement about the proposed \$400 thousand Knight Foundation Grant money that will be used to demystify the public about Autonomous Vehicles, a technology that quite frankly, doesn't exist yet. It's worth mentioning that our attempts to demystify the public about bicyclists and pedestrians, real Pittsburghers that exist today, have been met with a fraction of this public relations support.

We're happy that DOMI is proactively working on solutions for what the potential introduction of AVs will do to our City, and share the Knight Foundation's concern that quote "we risk designing cities for new kinds of cars, rather than for people."

We do, however, have our own concerns with this grant, so I'm here to testify in the hope that the City of Pittsburgh will address these concerns, assuming the City receives the money.

In early 2017, shortly after the first Autonomous Vehicle began driving in Pittsburgh, and again in 2019, BikePGH launched a public survey to gauge how people felt about sharing the road with robot cars. Over 2000 Pittsburghers responded over the two years, leaving us with a wealth of information about the day to day interactions with AVs, both positive and negative.

The data revealed many interesting findings, for instance, how bicyclists in particular, actually felt safer sharing the road with AVs than they did with human drivers, which may tell more about Pittsburgh's drivers than AVs. Additionally, the results revealed some patterns that left us with some serious concerns, namely that we found that AVs tended to pass bicyclists with less space when next to bike lanes. And how they didn't often yield to pedestrians in crosswalks. There were even reports about how in one case, an AV passed a bicyclist so close that the side view mirror struck the rider, and in another, someone ran into the tracks on Railroad St resulting in a crash and a broken arm. Neither incident was reported to the police.

One trending comment that we saw over and over was how when these incidents happened, that there was no one to report the information to. The cars don't have a "How's my driving" sticker on them, the City won't keep track unless there's a crash, leaving the AV companies accountable to no one. Lacking a place to report interactions, both good and bad, we decided to start our own reporting form, found on our website. This is a real need for real people.

We've shared our data and analysis with academics, AV companies, national and local media, other cities, and even a DARPA project, yet we saw little to no interest from planners in our own city.

In Tempe Arizona, we've already seen the first fatality due to an Autonomous Vehicle. It was sad, yet not surprising that Elaine Herzberg was a pedestrian walking with a bicycle from a bus stop. There are numerous articles about how AVs may never solve the bicyclist and pedestrian problem.

Dialog and communication is good, but our experience leaves us with concerns about the intention of the grant. We want to make sure that it is used in a productive way that focuses first on the safety of existing residents, and not just on a public relations campaign to make us forget about the real safety, congestion, and environmental challenges that arise due to testing AVs on public roads. We need to have honest conversations about the impact that AVs will have on real people and the design of our streets. We need to make sure we end up in a city built for people, and not just cars. These are big dollars, we need to use them wisely.