ABSTRACT
Upon receiving the USDOT’s Smart Cities Grant in June of 2016, the City of Columbus created a plan to make the city safer, more mobile, and sustainable by outlining fifteen projects pertaining to smart logistics, sustainable transportation, access to jobs, connecting residents, and connecting visitors that could be implemented to meet this goal. The following report is a benchmark/case study analysis of project #9; Connected Electric Automated Vehicles at Easton Town Center. The purpose of this benchmark/case study analysis is to provide insight on how Columbus can effectively implement EAV Shuttles in the Easton area, with the ultimate goal of increasing sustainable transportation and access to work places by creating a first and last mile transportation solution.

This study utilizes information drawn from the examination of existing EAV shuttle framework in the U.S. as well as other countries including France, Switzerland, Greece, and The Netherlands. By comparing the specifics of these cities and their EAV programs to Columbus and its capability to host such a program, extracting the applicable features, and considering the faulty aspects of the case studies, we incurred a conglomeration of information that we recommend the city use in future of the application of this project.

RESULTS
1. The best investment cities can make is educating technical staff involved with infrastructure and transport planning on the automation technology → strongest asset of cities that had multiple projects over multiple years.
2. Local engagement leads to a higher acceptance rate and therefore increased socio-economic impacts.
3. Policy change is usually necessary to implement such systems.
4. All effective frameworks utilized some form of signage or updated infrastructure.

RECOMMENDATIONS
The City of Columbus should first implement the necessary legal framework associated with adopting EAVs. Next, establish secure infrastructure, both physical and digital. Implement training and certification programs in order to secure the operating environment and minimize risk and injury. Finally, public acceptance must be addressed with a demonstration and pilot program to illustrate the benefits to potential riders and ensure them of their safety.

BIBLIOGRAPHY

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