

AV Safety Subcommittee Work Plan

Guiding Principles

The following statements will be considered in developing subcommittee recommendations:

- Accelerate the adoption of automated technologies in a safe manner, in order to increase overall road safety.
- Balance the benefits for all road users, city/counties, manufacturers, businesses, rural areas, and the impact on all people, particularly disadvantaged populations, etc.
- AVs should not have a disproportionate negative impact to disadvantaged populations
- Ideas will be vetted through a stakeholder group that included both public and private sector organizations.
- For consistency and harmonization, recognize and consider:
 - Federal government (NHTSA, etc.) guidance and regulations
 - Other states' policies and regulations, especially Oregon, Idaho and California, Arizona and Nevada
 - Guidance from national organizations, such as American Association of Motor Vehicle Association (AAMVA), National Highway Traffic Safety Administration (NHTSA) and Governor's Highway Safety Association (GHSA)
 - Any local ordinances

Definitions

Advanced Driver Assistance Systems (ADAS) – Electronic systems that aid a vehicle driver while driving, intended to increase road safety by minimizing human error and either warn the driver of potential danger or take over some portion of control of the vehicle. Common ADAS features include forward and rear automatic braking, pedestrian crash avoidance mitigation, lane departure warning, automatic lane centering, and blind spots warnings. Primarily level 1 and 2 automated vehicles.

Highly Automated Vehicles (HAV) - Vehicles that have the ability to operate independent of a driver, within an operational design domain (defined area and conditions that the vehicle can operate within). Primarily level 4 and 5 automated vehicles, may also include level 3.

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Primary Focus

In addition to subcommittee meeting 4-6 times per year, sub-groups will be formed to develop information to share, and recommendations to be brought to the entire subcommittee membership for consideration.

AV Education

Increase stakeholders and the general public's knowledge of AV, promoting the safe operation and potential benefits.

- 1) Develop an AV education approach (Leads: Kenton Brine and Debi Besser)
 - a) Identify audiences needing education about ADAS and HAV
 - b) Develop key messages for each audience (and identify overlap)
 - c) Brainstorm channels and approaches for communicating to each audience
 - d) Prioritize and determine next steps and available resources
- 2) Implement the plan as resources allow

Crash Data

- 1) Consider how law enforcement could access appropriate non-proprietary EDR, sensor, video and other vehicle data from a vehicle after a crash in an understandable format for crash investigation. (Lead: Steve Marshall)
- 2) Coordinate with the WTSC crash data project to determine additional data needed in crash investigations and safety analysis, to understand the safety impacts of ADAS and HAV. (Lead: Debi Besser)

Definitions and Foundations

- 1) Review and provide feedback from a safety perspective on regulatory and legislative concepts regarding the overall testing and deployment of HAV's in Washington

Additional areas to consider in the future

- 1) Consider a uniform method by which law enforcement and other road users can identify an HAV on the road.
- 2) Identify training needs for law enforcement and first responders in determining automated or driver control, communicating with an HAV, and disabling it if needed.
- 3) Reconcile conventional driving laws with capabilities of HAV's. Consider laws governing distracted and impaired driving and following too closely.
- 4) Identify training needs for prosecutors and judges about how traffic law violations and liability for crash damages apply to HAVs operating automatically.