

# AV Safety Subcommittee Work Plan

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# AV Safety Subcommittee Work Plan

## Guiding Principles

The subcommittee will use these guiding principles in developing recommendations:

- Advance the adoption of automated technologies in a safe manner, when they work to increase overall road safety.
- Balance the safety benefits for all road users, city/counties, manufacturers, businesses, rural areas, and recognize the differing needs of people, including disadvantaged populations, etc.
- AVs should not have a disproportionate negative impact to disadvantaged populations.
- Collaborate with other subcommittee groups at the intersection of safety and their focus areas.
- 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 guidance and regulations, such as [USDOT Automated Vehicles 3.0](#)
  - [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 \(AAMVA\)](#), and
    - [Governor's Highway Safety Association \(GHSA\)](#)
  - Washington's [Strategic Highway Safety Plan: Target Zero](#) (Updated to include AV late 2019)
  - [ULC's Automated Vehicles Act](#)
  - 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 Areas

In addition to subcommittee meeting 4-6 times per year, sub-groups will be formed as needed to diver deeper into primary focus areas. When the subgroup had completed their work in that area, the subgroup may dissolve, or begin working in another related area. Anyone participating in the AV Safety Subcommittee may participate on any subgroup.

The subgroup participants will educate themselves in-depth on the topic, develop information to share, and bring recommendations to the entire subcommittee membership for consideration.

Current subgroups, subject to change are detailed below.

### **Potential RCW 46.37.480 changes**

**Goal:** Review [RCW 46.37.480](#) Television viewers—Earphones and similar RCW's to determine how and if the RCW should be updated. This question was brought about because of a discussion about the current and future use of TV viewers in the semi “platooning” context.

**Lead:** Michael Transue

#### **Action Steps and Timeline:**

- 1) Research and provide a recommendation on action regarding RCW 46.37.480(1) – June – September 2019
- 2) Provide a recommendation for consideration by the subcommittee – November 2019

#### **Resources:**

- RCW [46.37.480](#)
- RCW [46.61.672](#)
- RCW [46.61.673](#)

### **AV Education**

**Goal:** Create a plan for education and outreach efforts (campaign) about ADAS and autonomous vehicles to improve safety.

- Educate policy makers with shared understanding and language, to enable them to improve safety through legislation and policy.
- Ensure that people driving cars with *ADAS equipped* vehicles have the information they need to use them correctly.

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- New car purchases
- Rental cars
- Used car purchase (personal sales)
- New (young) drivers

**Leads:** Kenton Brine and Debi Besser

## **Action Steps and Timeline:**

- 1) Develop an AV education approach - June through December 2019
  - 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 – throughout 2020 and beyond

## **Resources:**

- Safety subcommittee participant expertise and resources
- Relevant blogs and distribution lists
- Partners for Automated Vehicle Education (PAVE)
- Industry associations
- Autonomous Vehicle Workgroup

## **Crash Data Access and Analysis**

**Goals:** In coordination with the WTSC Crash Data project team, determine additional data needed in crash investigations and safety analysis, to understand the safety impacts of ADAS and HAV. Consider how this data could be accessed, through existing databases, or directly from the vehicle (non-proprietary EDR, sensor, video and other data) in a crash.

**Leads:** Debi Besser and Steve Marshall

## **Action Steps and Timeline:**

- 1) Form working group with participants from subcommittee and other interested stakeholders – November 2019
- 2) Develop the project charter and scope – February 2020
- 3) Conduct RFP for consultant – April 2020
- 4) After award, working group will work with consultant to gather information and ideas
- 5) Consultant will produce report with recommendations and next steps - September 2020

## **Resources:**

- Washington Traffic Safety Commission grant funding

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- Subgroup participant expertise and resources
- Other stakeholder participation

## **Definitions and Foundations**

**Goals:** Review and provide feedback from a safety perspective on regulatory and legislative concepts regarding the overall testing and deployment of HAV's in Washington

**Leads:** Subcommittee co-chairs

### **Action Steps and Timeline:**

- 1) Discussion of SAE levels – September/November 2019
- 2) Review Uniform Law Commission's Automated Operations of Vehicles Act – November 2019
- 3) Determine additional documents to be reviewed – as needed

### **Resources:**

- Referrals from AV Workgroup
- Ideas from subcommittee participants

## **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.
- 5) Consider how to encourage purchasing of vehicles with ADAS safety features for state and local fleets and provide employee training for safe and effective operation.