Task Force on Autonomous Vehicles

July 25, 2019
Welcome & Introductions
Review of Minutes
Legislative Update
Schedule and Preparations for Final Report
Upcoming Task Force Meetings

Today: Task Force meeting

August 1-15: Subcommittee meetings

Task Force meeting TBD, week of August 19-23

August 26-Sept 6: Report drafted, circulated for comments, and revised

Task Force meeting TBD, week of September 9-13

REPORT DUE: September 15, 2019
Structure and Outline of Final Report
Draft Report Structure

Definitions and Abbreviations

Executive Summary

Introduction to Automated Vehicles

Task Force Membership, Structure and Process

Task Force Considerations and Recommendations

Conclusion

Appendices
June 28 Bicyclist and Pedestrian Safety Meeting

1) Automated Vehicles: Considerations for People Walking and Rolling
   Becky Gilliam, Regional Policy Manager for the Safe Routes Partnership

2) How Do I Make Eye Contact with a Robot Car?
   Michael Clamann, Senior Human Factors Engineer at the University of North Carolina Highway Safety Research Center

3) Building a Strategy for Safe Automation for All People
   Ken McLeod, Policy Director for the League of American Bicyclists

4) Vision, Black Boxes, and Sophie’s Choice
   A.J. Zelada, board member of the League of American Bicyclists, former chair of the Oregon Bicycles and Pedestrian Advisory Committee, and concerned citizen
Opportunities, Challenges and Risks for Vulnerable Road Users

AV deployment could create new opportunities to support bicyclists and pedestrians:
- More mobility options
- Reduced expense for people who are low-income
- Free up space for walking, biking, and other uses of ROW
- Reduce fatality and injury rate

AV deployment could also create new difficulties and risks for bicyclists and pedestrians:
- Design flaws that increase risk
- Too costly for low-income families
- Inaccessible to people with disabilities
- Increase congestion and pollution
- Difficulty communicating with AVs the way bicyclists/pedestrians communicate with drivers
Suggestions for state and local governments:

• Ensure AV operation is safe for all road users, not just those in vehicles
• Ensure AVs are accessible to people with disabilities
• Recognize and respect traffic safety priorities, laws and regulations
• Consider revenue implications and identify solutions
• Consider impact on availability of public transportation
• Prioritize low-cost transit or shared vehicles
• Use freed up space to enhance livable communities
• Consider needs of bicyclists when re-designing curb space or changing curb-space management practices
• Avoid further pollution and emissions
• Share data and protect privacy
Vote on Subcommittee Materials
# Road and Infrastructure Design Impact Assessments

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Road markings</td>
</tr>
<tr>
<td>2</td>
<td>Road signs</td>
</tr>
<tr>
<td>3</td>
<td>Traffic signals</td>
</tr>
<tr>
<td>4</td>
<td>Work zones</td>
</tr>
<tr>
<td>5</td>
<td>School zones</td>
</tr>
<tr>
<td>6</td>
<td>Vehicle-to-infrastructure applications</td>
</tr>
<tr>
<td>7</td>
<td>Land widths</td>
</tr>
<tr>
<td>8</td>
<td>Parking</td>
</tr>
<tr>
<td>9</td>
<td>Curb space management</td>
</tr>
<tr>
<td>10</td>
<td>EV charging infrastructure</td>
</tr>
<tr>
<td>11</td>
<td>Broadband</td>
</tr>
<tr>
<td>12</td>
<td>Cybersecurity for vehicle-to-infrastructure communications</td>
</tr>
</tbody>
</table>
Impact Assessments for Review

1) Road markings
2) Road signs
3) Traffic signals
4) Work zones
5) School zones
1) Statement on Cybersecurity

2) Statement on Geolocation Data

3) Statement on the Right to Be Forgotten
Subcommittee Updates
Public Comment
Recap and Next Steps