

March 20th ITE Luncheon on - Connected and Automated Vehicles – An Update

Donald Shupp

Western Pacific Signals, Infrastructure Treatments and Preparation to Ready Arterials for Connected Vehicles

The presentation focused on Dynamic Speed Harmonization, which relates to decisions made at the Traffic Management Center and then communicated to affected traffic. Connected vehicle standards are in flux, but municipalities can ready themselves to be well-positioned for federal funding, when it becomes available, by inventorying and improving existing infrastructure and developing a wish list.

Jim Misner

Consultant, Automation is in the Eye of the Beholder: How It Might Be Viewed by the Traffic Engineer

There is a spectrum of the different levels of automation, which are differentiated by the various levels of reliance on human control. While the potential transformative implications of automation are clear (e.g., complements shared economy, fits needs of older population, makes long-distance and local-goods movements more efficient), there are many implications related to data (e.g., cyber security, data ownership) and testing (e.g., certifications, licenses, etc.) and infrastructure. As this is an evolving yet dynamic field, there are many more questions than answers about automation as well as deploying and managing connected vehicles at this time.

Michael Maile

Mercedes Benz R&D, V2V and V2I Based Safety Applications

The presentation reviewed Mercedes' work related to communications safety applications for both V2V and V2I. A security credential management system is important for both, i.e., making the technology hacker-proof. NHTS will be coming out with a Notice of Proposed Rulemaking in July 2015, which is a built-in deadline for Mercedes to finalize their applications.