

MEETING NOTES

Iowa Advisory Council on Automated Transportation (ATC) Public Safety & Enforcement Subcommittee Meeting

Skype Conference Call – 319-467-1100, conference ID: 8442672#

Thursday, August 15, 2019

2-3pm

1. Introductions (10 minutes) – Anna Dizack, University of Iowa National Advanced Driving Simulator

Attendees:

- Nathan Fulk (Public Safety & Enforcement Subcommittee Chair), Stephan Bayens, Catherine Lucas, Randy Kunert – Iowa Department of Public Safety
- Shirley McGuire – Federal Motor Carrier Safety Administration
- Nick Riley – Iowa Firefighter’s Association
- Mark Peterson – AAA Iowa
- Adam Shell, Donna Matulac, Alexander Jansen, Steve Gent, Sara Siedsma – Iowa DOT
- Dan McGehee, Anna Dizack – UI National Advanced Driving Simulator
- Neal Hawkins – ISU InTrans
- Peter Rafferty, Todd Szymkowski – Gannet Fleming
- Ginny Crowson – Athey Creek Consultants

2. Update on ATC meeting held Wednesday, June 12th (5 minutes) – Colonel Nathan Fulk, Public Safety & Enforcement Subcommittee Chair
 - Nathan Fulk – Subcommittee chairs presented on respective areas, Scott Marler provided an updated on the National Strategy for Highway Automation (what’s being done at the national level and the future), recent legislation SF302 and HF387, update on ATC plan and vision effort. Discussion of safety and crash analysis – working with Commissioner Bayens to look at crash analysis technology.
 - Anna Dizack – ATC and subcommittee meeting information on SharePoint site. Let her know if you have issues accessing.
3. ATC vision project (10 minutes) – Peter Rafferty, Gannett Fleming
 - Peter Rafferty – reviewed three-prong approach, six strategic focus/objective areas, Public Safety & Enforcement four pursuits (adapt to changing laws, explore vehicle automation indications, promote crash data & investigation, and ensure safe incident management).
 - Adam Shell – attended Automated Vehicle Symposium in July. A lot of questions in defining safety—how safe is safe enough? Where are we willing to accept error from a machine? Benchmarking how safe we will accept machines to be. Europeans exploring how to use humans as a benchmark for establishing safety parameters to determine liability. Also, need consistent terminology and education. The language we use is important.

- Dan McGehee – National Transportation Safety Board (NTSB) will investigate all automated vehicle crashes (like Tesla crashes). At AVS there was a mock trial of an AV crash. [Access session description here.](#)
4. HF387 Discussion – a bill relating to distance requirements for motor vehicles (30 minutes) – Colonel Nathan Fulk, Public Safety & Enforcement Subcommittee Chair and Catherine Lucas, Counsel, Iowa Department of Public Safety
- Reasonable and prudent elements in the law
 - Uniformed nationwide identification standards for connected and automated commercial vehicles capable of platooning (license plates, vehicle markings)
- Catherine Lucas – in-house DPS attorney for 8 weeks. Nationwide, there are four different types of following distances. One is time and distance restrictions and subjective “sufficient space to occupy without danger” are the other three
 - Reasonable and prudent is the most common and what’s used in Iowa. This was implemented in the 1960s.
 - As more states are moving to the reasonable and prudent standard, rather than specific distances, there’s been a nationwide trend to challenge this standard, saying it’s constitutionally vague. Would not be surprised if a case arises among commercial vehicle carriers in Iowa as well.
 - What should law enforcement regard reasonable and prudent as? Law enforcement doesn’t have to reinvent the wheel. The 300’ and 500’ following distances are less than what the DOT and its training manual for CDL claim is the stopping distance for 70mph. The DOT’s training manual – 65mph stopping distance is 525’ (longer than what people are being ticketed for before).
 - Reasonable and prudent won’t automatically encourage drivers to travel closer – it may even have the opposite impact.
 - With platooning vehicles, there are enforcement challenges with knowing if/when ADS is engaged when closer following is observed, especially if there are no indications of automation. How will a law enforcement officer be able to identify a vehicle with this type of technology and how/if it is operating?
 - Need for a uniform nationwide identification standard for connected and automated commercial vehicles capable of platooning. Trucks driving on our interstates are not just Iowa trucks. May be from other states with other regulations.
 - Reasonable and prudent gives our officers more safety on our roads, greater flexibility in managing following distances.
 - Dan McGehee – Having ongoing conversations with California DMV and California Highway Patrol. May have an opportunity to bring in CHP and others to present to us.
 - There are challenges with faking technology or altering display of markings.
 - Catherine Lucas – how would an officer know if a driver is faking and could initiate a traffic stop?
 - Dan McGehee – can show pictures at next meeting to show how vehicles can be identified from manufacturer characteristics.
 - Anna Dizack – asked if Federal Motor Carrier Safety Administration (FMCSA) had any comments.

- Shirley McGuire – nothing to elaborate on, having similar conversations with the industry.
- Anna Dizack – how many vehicles receive tickets for violations in following distance?
 - Nathan Fulk – research from work with DOT and ISU determined following distance is the primary reason for fatalities/crashes, behind speeding. It's critical for officers to understand the new following distance requirements, to consistently enforce and testify on it.
 - Steve Gent – looks at crash data in his work. Calculated "safe" distance around 100' at 70mph but then looking at Google Earth and seeing a lot of passenger vehicles following 30-60' on I-80. It is very hard to know what is reasonable.
 - Alex Jansen – Josh Halterman at DOT can provide reports on the number of tickets.
- Nathan Fulk – tomorrow doing a press release on drinking and driving. Could use the media to get the word out.
- Anna Dizack – how does education for officers work?
 - Catherine Lucas – quarterly updates at each post to update officers on legal changes, county attorneys do similar things at a local level. Confident most deputies know about this change in reasonable and prudent.
 - Nathan Fulk – try to connect with the Sheriff and Deputies Association. Use the associations and Iowa Police Chiefs Association and Iowa Law Enforcement Academy to work with DOT to identify the problem. Everyone knows there's a problem but getting the word out there that it's a problem and how it's enforced.
 - Anna Dizack – working with DOT communications staff on AV website. Weaving together following distance risks and AVs may be a way to push out more information/education on this.
- Adam Shell – nationwide standard – marking standards are further along than lighting standards. They're still in a research phase. Could get Ritchie Huang (Daimler) to participate in a call.
 - Dan McGehee – agrees it would be good to get Ritchie Huang or Steve Boyd (Peloton) on a call.
 - Nathan Fulk – Scott Marler has presented on a National Strategy for Highway Automation – he could carry a message about the importance of this to DC through his participation in national efforts.
- Nathan Fulk – moving forward, how can we address this issue? Provide some good statistical data on the concern with following distance in Iowa. Show the crash data that shows it's a problem. Then take that data to provide a training to attack the problem and educate law enforcement.
 - Catherine Lucas – yes, it's just a continued education. If there is an increase in citations people tend to tell others and that would be a step in the right direction to reduce following too close.
- Nathan Fulk – connect with Iowa FMCSA and Iowa Motor Trucking Association to get their perspective on the issue. It's not just the commercial drivers but also passenger vehicles. Adapting to changing laws. Uniform nationwide identification standards – gain a good knowledge base of what the industry is providing. Stay connected with UI and DOT on national movement.

- Dan McGehee – the social network is strong amongst commercial drivers and it could be a vehicle for educating/informing, especially with aerial observation capability.
- Anna Dizack – Iowa Motor Trucking Association usually on the call, could not attend today. Don Egli or someone else from this group could provide an update/their perspective.
- Neal Hawkins – Scott Marler and IMTA have presented to the safety council and this would be a good topic.
- Nathan Fulk – the more we collaborate with others it will benefit Iowa
- Dan McGehee – we can take a global leadership role because the marking of vehicles is an international question and an international standard. We have contacts in Europe and Asia – can start asking these questions about what they are doing for vehicle markings and lighting.
- Nathan Fulk – hazmat transportation signage standard that came from national authorities. It's a uniform standard across the country. Could use it as a model for further discussion about AV identification.

5. Information and key upcoming dates

- Iowa ATC meeting: Thursday, September 12th, 10:30am-12:30pm
- Neal Hawkins – reported installation of DSRC/RSUs in Dubuque on US20 this week in partnership with Siemens; SPaT transmissions are happening along with other V2I/V2V capabilities (e.g. forward collision, speeds). Offered to do a presentation on this in the next meeting.
- Dan McGehee – we're working Oxford on transmitting TMC data to CAVs. Invited subcommittee members to visit National Advanced Driving Simulator to see things firsthand.

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