

Workshop 9 (W9): 23 November 2021

Session 1 (S1): 1400 UTC

Session 2 (S2): 2200 UTC

Wkshp	Time	ID	Src	Comment	Online Discussion	Disposition
	8:14:15	214	P1	[Slide 8] ASTM standards for permanent lane markings. Faded markings does not work at present with lane tracking assist device in recent rented car.		Agreed that current-day lane tracking has difficulty in tracking poorly marked pavement markings. Our goal is to provide the lane information within METR so that future lane tracking systems will be able to know what to look for and thereby provide more accurate assessments.
	8:20:31	215	P2	[Slide 9] METR basic scope is for local rules		Based on our discussion, the group seemed to agree that the scope of METR should include locally-implemented rules.
	8:21:14	216	P2	[Slide 11] hard to implement		Agreed that it would be hard to implement potentially short-lived ad-hoc rules using a pull approach, or even using a centralized pushed approach. It will likely require a local push approach (e.g., a local beacon) and the local push might only provide generic information (e.g., "ad hoc rules in effect")
	8:23:34	217	P1	Regulator may have different meanings in different regions. Activated by highway authorities and enforced by public safety service.		Agreed, it will be important for us to define our terminology. Our working definition for "regulator" is: "agency appointed by a jurisdictional entity to issue rules for a jurisdictional area"

	8:26:55	218	P3	Sound is not good here so I might have missed something. However, I think what's described in both slide 10 and 11 are traffic regulations within the scope of METR.		Sorry about the sound problems. Thank you for your input; you seem to be in agreement with the rest of the group that locally activated and ad hoc rules should be a part of METR.
	8:27:15	219	P1	Advisory, caution, warning by WSM, BSM, CAM or equivalent?	P4->P1: Tom, I think those things will happen, however note that we aren't defining the 'how' here today.	While the ConOps is focused on needs rather than design, we agree that the design for publicizing locally activated and ad hoc rules is likely to use a beacon (e.g., an RSU) broadcasting a short message to the immediate area (e.g., 300 meters). The specific messages would obviously need to be customized to support the rule information that needs to be disseminated
	8:34:28	220	P3	[Slide 15] I agree with Trond.		Thank you; yes, there seems to be agreement that ensuring the operation of METR during major disasters would be highly desired. This is partially due to the fact that conditions are likely to evolve during such events and users need to be aware of the changing circumstances and also due to the fact that unmanned operations might be desired during these events. However, if/when METR fails during such events, emergency vehicles should be designed with a fallback system so that they can be manually operated.

	8:36:17	221	P1	When, e.g., evacuation is activated, METR would, I assume METR is not used and emergency processes is used.		It appears that there is agreement that when an evacuation is activated, the emergency response plans will likely include the activation of emergency rules that override normal METR rules. However, the expectation is that METR will be able to disseminate the emergency rules as well so that ADS-equipped vehicles and driver support systems will be able to properly recognize the change in conditions.
	8:37:25	222	P1	Is kerb a spelling in Oxford or a TM word?		Yes, the UK/Oxford (and preferred ISO) spelling of that vertical rise on the side of a road is "kerb" rather than the US/Webster spelling of "curb" with the same meaning.