CAV Working Group -- Registrants Were Asked:
How can your organization help in use of CAV to enhance safety of Maryland's VRUs?
We will soon release a smart intersection solution based on decades worth of hardware safety, software safety and sensor fusion.
We would love to apply the new techs in our engineering design.
Promoting Social Awareness, developing new signage at intersections, as well as other alert systems.
IOT device connections and network security
The Maryland Transportation Builders and Materials Association (MTBMA) is dedicated to promoting and protecting the needs of the transportation construction and materials industry. We aim to identify, address, and resolve issues impacting contractors and aggregate producers while ensuring their voices are heard in the legislative arena. Additionally, we organize and promote meetings, classes, seminars, and conferences to keep the industry well-informed and engaged. With over 30,000 employees and 200 firms operating in the transportation space, it's our responsibility to represent and advocate for their interests.
Through research projects.
V2X, V2G, Quantum Communications, EV Charging infrastructure, critical infrastructure resilience, policy, emerging tech/trends
Securing innovation funding prototyping, commercializing, and testing CAV to enhance safety of Maryland's VRUs while training underserved and disadvantaged students with the STEM skills to contribute and lead the industry.
Kittelson is the lead consultant for BMC's CAV Integration project, developing recommendations for local jurisdictions in the Baltimore region to prepare for CAVs.
To provide passenger interactivity tools that can check out the connection to commercial transport access areas. The map represents, based on location, the possible modes of available reservation platforms as a roaming service. Finding the suitable manner of service match- visualization on the map
Data analysis
controllers that can utilize the data to either enhance signal timing to protect pedestrian crossings, or distribute the data to vehicles.
Personal experience and business relationships are knowledge to assist with CAN and VRUs application deployments
It is unclear to me what role the public utility commission can play in enhancing safety of Maryland VRUs, other than working with the State to target vehicle safety requirements.
We are doing research to ensure that these systems are safer and more reliable for all users.
1) Include specialized CAV training in driver testing. 2) Recommend legislation that requires CAV manufacturers to improve VRU sensing, and access to data shared on networks for MDOT analysis to identify trends, and activity that leads to VRU damage. 3) Identify drivers whose driving history demonstrates higher VRU collision risks and require those drivers to attend specialized training. Eventually, penalties if dangerous driving continues. 4) Develop AI tools to assimilate CAV data to recommend signage, lighting, and roadway changes to avoid VRU collisions
Johns Hopkins is collaborating with CAV and is committed to its success!
Leverage our current project/research around VRU solutions and how they fit into the V2X tech stack.
Want to learn the current technology helping address VRU issues.
Law Enforcment Expertise
Signage?
Anyway we can

Via designs and deploys AVs to provide useful, safe, and efficient public transit services. We leverage our transit technology to deploy AVs as shared, demand-responsive transit networks deeply integrated with existing public transit.
Advocacy, Education, Collaboration
PBEAT can present related topics to our group of professionals and advocates dedicated to VRU safety
Our organization provides low-cost cutting-edge technology solutions for CAVs and all other vehicles that can provide advanced VRUs detection, as well as enhancing the safety of work zones with 'smart traffic signs'.
Conducting research into methods for assuring autonomy for all users
VRU technology research, evaluation and validation.
Merlin helps eliminate accidents and enables VRUs particularly in rural or suburban areas
Kapsch has implemented pedestrian safety use cases using our CV and AI-based video detection platforms
Data Exchange
through deployment of demonstration pilots - combining emerging sensor technologies with CV2X
Beep is an agnostic service provider, integrating multiple AV platforms into viable use cases. At CES in January, we revealed partnerships for two next gen platforms that will fuse camera, LiDAR and radar for enhanced AV and connected technology. One will be with Mobileye using their technology to create live maps around the world.
Our organization can share information with our members.
Law enforcement interaction with VRUs
thru interaction with AAA members, familiarize and educate our members.
We are happy to partner with any organization that is interested in additional/better education or communication with Maryland's older drivers including understanding the technology in their cars, changes in the roadways, and more.
Not sure, but are willing to advance and implement appropriate concepts
MDOT SHA can assist by ensuring infrastructure is equipped with the proper technology for transmitting information to CAVs, including SPaT with pedestrian phases and pedestrian presence detection
Through coordination on federal AV/ADS initiatives that potentially overlap with Maryland VRUs.
We have been working on dashboard designs, use cases and training modules for smart city managers and emergency reaponse planners
We have EV solutions - charging Infrastructure and commercial vehicles as well as sUAS that support delivery of urgent needs.
BMC and the BRTB are supporting local jurisdictions in their understanding of how CAVs might impact the Baltimore region's transportation infrastructure, by beginning to plan for these impacts (both positive and negative), and to work towards having CAVs support local goals, particularly related to equity, safety, environmental stewardship, and reliability.
We can help spread awareness.
OTMO is already engaged.

1) Request legislature mandates a standard communication model for all CAVs e.g.a) Standard data sets, structure, access, etc. b) Adopt a policy of safety over privacy 2) Develop/contract a standard phone app that notifies VRU of danger when detected. (Life 360) Requires location-based data on VRU device turned on 3)Modify traffic signals based on CAV data. 4) Establish specialized lanes for CAV vehicles for migration to 2035. 5)Recomss to data mend legislation that requires CAV manufacturers to improve VRU sensing, and acceshared on networks for MDOT analysis to identify trends, and activity that leads to VRU damage. •On-screen (in your face) notification to CAV of the Manufacture's recall and update MVA records when completed •Improve training/use of CAV safety tools oInclude specialized CAV training in driver testing (manufacture supplied. oDevelop/Contract simulator training booths on CAV operation by vehicle make/model/year (Mfg expense) Make available online and require certification. oIdentify drivers whose driving history demonstrates behavior that data shows higher VRU collision risks and require those drivers to attend specialized training. Eventually, penalties if dangerous driving continues. •Develop AI tools to assimilate CAV data to recommend signage, lighting,