

Question 1: How would the notion that "driving is a secondary task of the driver's attention" influence the design of the automobile? Think for instance about the following:

- warning systems
- information systems
- control systems / autonomous driving
- safety systems

Question 2: How would the notion that "driving is a secondary task of the driver's attention" influence the design of the roadside infrastructure? Think for instance about the following:

- lane geometry
- roadside information systems and signage
- vehicle to vehicle / infrastructure communication
- traffic laws

Question 3: How would the notion that "driving is a secondary task of the driver's attention" influence the legal / political / insurance system? think of policies that would be viable in terms of issues like the following:

- differences in multitasking tendencies across age groups
- certain technology or number of media systems in the car
- type of cell phone contract
- "real-time" insurance premium taking the driver's actual multitasking activity into account (how to do that?)

Question 4: How could you support "high" and "low" multitaskers in a car equally well by using configurable in-car systems? Think for instance about the following:

- configurable display systems
- configurable warnings (strength, time, media)
- choice of audio or visual communication
- limitation of how many systems / media can be active at a time