

SMART DRIVING CARS



<http://smartdrivingcar.com/5.6-Fleets-031017>

6th edition of the 5th year of SmartDrivingCars

THINKING Highways

[Public fleets of automated vehicles and how to manage them](#)

B. Grush & J. Niles, "...There are two common scenarios for the future of automobility as vehicles become increasingly automated. The first is that most North American households will retain at least one personal automated vehicle (PAV), as now. The alternative view is that almost no-one will bother to own a personal vehicle because it will be so cheap, easy and convenient to obtain a ride in a shared autonomous vehicle (SAV) such as a publicly accessible, robo-taxi or robo-shuttle. While the latter scenario occurs to many urban-transportation thought-leaders as the more desirable of the two, this is neither guaranteed to occur, nor has it been determined how such an outcome might be governed in order to achieve a high level of optimization with respect to time, energy and fleet size. [Read more](#)
Hmmm...A must read mostly because it raises more questions than it answers. I agree with much and disagree with just as much. It is simply not clear how the whole process will shake out, but the thought that there will be one well organized/optimized system is not likely just as today there is really no regional planning or real coordination among the [565 essentially independent municipalities](#) in New Jersey. Most might agree that if we all planned together and worked together New Jersey as a state would be a better place. Yet, those 565 cats refuse to be herded. Alain

The Dispatcher

[Automated Driving News](#)

M. Sena, Mar 11, "...IMAGINE A FEW DECADES into the future. You are being chauffeured in a driverless car to a doctor's appointment. You handed in your driver's license a few years ago. The car enters a work zone where an accident has occurred. Cars are being directed into and through a shopping center parking lot. Before the car gets through the detour, the driving software experiences an overload and starts to shut down. What happens next?..." [Read more](#)
Hmmm...Much interesting reading. Alain

San Francisco Chronicle

[The self-driving car's family tree](#)

D. Baker, Mar 4, "...Here's a partial family tree of the self-driving industry, showing how some of the key players have moved from one company or school to another. Give it a year, and the tree may well grow a few more branches...[Read more](#) *Hmmm...Interesting, but there are many more key players. Alain*

Forbes

[Local Motors CEO On 3D-Printing Self-Driving Buses And Other Projects](#)

P. High, Feb 21, "Jay Rogers is the founder and CEO of Local Motors, a company focused on low-volume manufacturing of open source motor vehicles designed using micro-factories. Local Motors produces its own vehicles, including the Strati, the world's first 3-D printed electric car, and the Olli, an autonomous, electric powered bus...." [Read more](#) *Hmmm...Very interesting. Alain*

The Maryland Public Policy Institute

[How to Spend a Trillion Dollars on](#)

[Infrastructure](#)

R. Utt, Mar 9, "...Since the classic definition of socialism is the public ownership of the means of production, what many contend is an infrastructure crisis is more than likely a crisis of socialism, a policy choice that the many millions of people in the former Soviet bloc can warn us about. As will be discussed later, President Trump's insistence that the trillion dollars he proposes to spend on infrastructure be in close cooperation with the private sector suggests that he intends to move the nation's transportation and water infrastructure policies away from the socialist model. So perhaps we will soon be moving from deterioration and shortages to greater abundance and higher quality in the affected sectors... [Read more](#) *Hmmm...Very interesting and intelligent speculation. Alain*

electrek

[Tesla increases Autopilot 2.0 speed limits with latest update](#)

F. Lambert, Mar 8 "Tesla started pushing a new update to its fleet of vehicles equipped with the second generation Autopilot hardware suite tonight. The update increases the speed limits on the Autopilot's two main features, but it's still not to parity with the company's first generation Autopilot.

Both Traffic Aware Cruise Control (TACC) and Autosteer are seeing slight 5 mph bumps in speed limit restriction with this new update (8.0.2.17.9.3):

TACC speed limit is being increased from 80 to 85 mph (135 km/h)

Autosteer speed limit on highways is being increased from 50 to 55 mph (90 km/h)..." [Read more](#) *Hmmm...Very nice! And that's fast enough for TACC. Go faster and you're on your own! (although we shouldn't let you kill us because we are out there, too.) Alain*



[Ride-sharing Apps: Low Fares Can't Last](#)

M. Keller, Mar 6, "It's no secret that Uber, Lyft and other ride-sharing apps offer fares less than taxis; exactly how much less depends on metro area, time of day, and ride length. Lower fares, the ease of using the app to summon a car, and cashless payments have built a large user base for the dominant players, Uber and Lyft. But with both companies losing hundreds of millions of dollars a quarter, how soon will investors demand a path to profitability? (TechCrunch.com reports that sources suggest Uber lost three billion dollars last year!) ...

But without investor subsidies, and drivers willing to make less than minimum wage, fares can only rise to those comparable with taxi companies, if not even higher...." [Read more](#)

Hmmm...Unless they get to Driverless (Self-driving doesn't help. It, in fact, hurts), which isn't going to happen for these guys in enough places, in enough volume, soon enough. Sorry, they may have been too early. Alain



[Almotive aims to convert regular cars into driverless ones](#)

[inexpensively](#)

O. Solon, Mar 5, "The Almotive office is in a small converted house at the end of a quiet residential street in sunny Mountain View, spitting distance from Google's headquarters. Outside is a branded Toyota Prius covered in cameras, one of three autonomous cars the Hungarian company is testing in the sleepy neighborhood. Almotive is trying to do the same using regular cameras combined with artificial intelligence. ..."The whole traffic system is based on the visual system," explained founder and CEO Laszlo Kishonti. "Drivers don't have bat ears and sonars, you just look around and drive."...[Read more](#) *Hmmm...Simple! I like simple. Alain*



[Will Autonomous Cars Be at Fault in Wrecks?](#)

D. Sabin, Mar 6, "...But car companies are still working out what is going to happen when autonomous cars are on the road, from what data the cars record to whether the company is responsible for accidents. Strategies vary from waiting for national legislation to just declaring to take responsibility, but no one has figured out exactly how this is going to work. And as autonomous cars start driving into everyday life, there is a lot on the line for customers and companies alike...."Anecdotally, a lot of the accidents happening now are people who were distracted," Barry says. "So all of these negative driver behaviors are going to fall by the wayside." He expects that companies that make self-driving cars will ultimately be responsible for crashes. "It's an issue that auto-insurers are looking at and it's going to be a product liability claim on the part of auto self-driving manufacturers,..." [Read more](#) *Hmmm...There will be so many fewer 'wrecks', most of which will be the fault of conventionally insured texting drivers. It will also be more difficult for insurers to run away from manufacturers because they'll have the*

*data (as they've had with anti-lock brakes and electronic stability control). Manufacturers will realize that it is best for them to assume the little that they risk and pocket the difference. :-)
Alain*



RENAULT NISSAN [Renault, UTC and CNRS join forces to create SIVALab, a shared research facility for autonomous vehicles](#)

Press release, Mar 3, "...This scientific and technological partnership is founded on the relationship of trust that has been growing for more than 10 years between the research units of Renault and Heudiasyc. SIVALab (a French acronym for Integrated Systems for Autonomous Vehicles Lab) is being created to provide a structure geared to long-term scientific developments and major programmes. The shared laboratory, whose governance and resources are being provided jointly by Renault and Heudiasyc, will deploy a four-year research programme on perception and localization systems supplying honest, reliable navigation data for communicating autonomous vehicles. [Read more](#) *Hmmm...Excellent! Alain*

[On the More Technical Side](#)

<http://orfe.princeton.edu/~alaink/SmartDrivingCars/Papers/>

Half-baked stuff that probably doesn't deserve your time



[Self-Driving Cars Can't Cure Traffic, but Economics Can](#)

C. Dougherty, Mar 8, "It's easy to get giddy about self-driving cars. Older people and preteens will become more independent and mobile. The scourge of drunken driving will disappear. People will be able to safely play video games while on the freeway to work...."*Hmmm...Please!!! Self-driving cars REQUIRE the driver to remain alert!. Please do NOT ever suggest that they will address the adult beverage issue! Yes, Self-driving will reduce the disutility of personal mobility and won't change its 1-to-1 relationship with vehicle mobility. Thus VMT will increase substantially and so will congestion unless we artificially reduce the disutility through pricing. That's been known forever (or since [Wm. Vickrey](#) was awarded the Nobel Prize in Economics in 1966). The real opportunity is Driverless because it breaks the 1-to-1 relationship between PMT (Personal ...) and VMT (Vehicle ...), especially when one needs it most, during peak times in peak directions. through active vehicle management one will be able to enable travelers to readily share vehicles thus allowing us to travel more, yet congest less. (and since it is driverless, it would allow those who so desire the opportunity to partake in moderation adult beverages.)* This idea of congestion pricing is not completely dismissed the way it once was," said Clifford Winston, an economist at the Brookings Institution. [Read more](#) *Hmmm...Cliff, true, but encouraging ride-sharing when it is available may be an even better way. Alain*



[Americans Feel Unsafe Sharing the Road with Fully Self-Driving Cars](#)

E. Stepp, Mar 7, "A new report from AAA reveals that the majority of U.S. drivers seek autonomous technologies in their next vehicle, but they continue to fear the fully self-driving car. Despite the prospect that autonomous vehicles will be safer, more efficient and more convenient than their human-driven counterparts, three-quarters of U.S. drivers report feeling afraid to ride in a self-driving car, and only 10 percent report that they'd actually feel safer sharing the roads with driverless vehicles. ..." [Read more](#) *Hmmm...These must be the same people that were surveyed prior to November 7. Have any of them ever seen a 'fully self-driving' vehicle, whatever that is. I'm sure these folks also fear aliens. Whatever!! Alain*

[C'mon Man!](#) (These folks didn't get/read the memo)



[The Road to the Future](#)

J. Stoikes, Mar 6, "New research suggests that children born today will never drive a car. The auto industry's embrace of self-driving technology has been accelerating fast and those technological advances mean that by the time today's toddlers come of age, they'll likely never even have to get behind the wheel of a car..."

What that means is that we are going to have to figure out how to begin developing a smarter highway.

So far, the infrastructure behind these autonomous vehicles is lacking, having been built into just a few miles of highway in a handful of states..." [Read more](#) *Hmmm...Sorry... This is all about Smart Vehicles. The Road to the Future is simply fewer potholes, distinctive lane marking and easily readable signs with what we have now. Just maintain well, what we have now. We don't need new fancy-schmansy. [C'mon Construction!](#) Alain*



[Civil engineers say fixing infrastructure will take \\$4.6 trillion](#)

T. Frank, Mar 9, "President Trump's pledge to unleash \$1 trillion in infrastructure spending is generating a flurry of lobbying from an alphabet-soup list of trade groups whose members are jockeying to reap potentially huge benefits.

In the latest and most sweeping publicity effort, the nation's association of civil engineers said Thursday that the nation's roads, dams, airports and water and electrical systems need \$4.6 trillion of work -- more than the entire federal government spends in a year... The overall infrastructure grade was a D+....Among the discrepancies CNN found:

--The engineers society says roads and bridges need \$2 trillion in improvements. The Federal Highway Administration says they need \$836 billion....[Read more](#) *Hmmm...C'mon ASCE don't be so self-serving. It is embarrassing. Alain*