

# SMART DRIVING CARS



<http://smartdrivingcar.com/Obsolescence-022516>

[Thursday, February 25, 2016](#)

Toronto ▼



[Vancouver councillor wants city to prepare for driverless cars](#) T.

Fletcher, Feb 18 "Driverless cars might seem like a futuristic dream, but a city councillor doesn't want Vancouver to take a hands-off approach to the emerging technology. Coun. Geoff Meggs is steering a motion slated for next Tuesday's council meeting asking city staff to look into the impact of self-driving vehicles and how to maximize the benefits of the technology for Vancouver and the city's economy.

Although the city's transportation 2040 plan, which outlines a strategy for how people and goods will move in and around Vancouver for the next 30 years, was adopted only four years ago, Meggs said it fails to address driverless technology.... "It may be a powerful tool or there may be problems with it, but at the moment, it's an empty category in a lot of our thinking," Meggs told Metro. "We don't want our (transportation) plan, which we just did, **to be obsolete before it even starts.**"..." [Read more](#) *Hmmm...Yup! Obviously, "obsolescence before ribbon cutting" is something all cities should try to avoid. Alain*



[How Driverless Cars Can Reshape Our Cities](#)

P. Sisson, Feb 25 "A potential shift to a society of riders could reclaim roadways for green space and help reshape the public realm.." [Read more](#) *Hmmm...Of course I like my comments. :-) I don't think we'll do "shared-ownership". We'll buy the mobility "by the drink" from a mobility service company" and not buy with our neighbors a "bottle to share" . Remember, "fractional ownership" is a real struggle in the air mobility and vacation home industries. No one is happy! Alain*



[Secretary Of Transportation: 'I See The Future' When I'm In A Self-Driving Car](#)

Feb 22, R. Siegel, "NPR's Robert Siegel speaks to Secretary of Transportation Anthony Foxx about the legal ramifications of self-driving automobiles and what the government is doing to usher in this new technology....." [Read more](#) [See Also](#) *Hmmm... Excellent! Alain*



### [The Lipinski Transportation Note \(Feb. 25, 2016\)](#)

Feb 25 " \$500 million will be made available for transportation projects across the country under another round of the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. The 2016 TIGER grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities..." [Read more](#) *Hmmm... Real Economic Recovery can also be generated by Investing in research in automated vehicles. Just a thought... since it is supposedly all about "reliable, safe and affordable" and there doesn't seem to be any other federal AV money until 2017 at the earliest for something where the Feds are already playing catch-up*  
Alain

## JALOPNIK

### [NHTSA Just Approved GM's Fancy New Rear-View Camera Mirror](#)

Feb 22, J. Westbrook, "In the letter below, released by the National Highway Traffic Safety Administration today, the organization deemed Cadillac's new mirror/camera equipment, called the "Full Display Mirror," legal under the existing safety requirements for an inside rear view mirror:...It always interests me how these letters are worded, with NHTSA essentially saying "it's not NOT allowed," which is equivalent to an okay..." [Read more](#) [Listen to Story](#)  
*Hmmmm...Another step forward. (And to some..If the lens gets dirty, clean it; if the sky falls, be under it.)* Alain

## CAR AND DRIVER

### [Semi-Autonomous Cars Compared! Tesla Model S vs. BMW 750i, Infiniti Q50S, and Mercedes-Benz S65 AMG](#)

Feb '16 , "So while we're getting worse behind the wheel, the sensors and algorithms capable of saving us from ourselves are getting better. And though we're not convinced that this will ever yield totally hands-off personal transportation, [scores of manufacturers are working feverishly to prove us wrong](#)..As usual, our test regimen is a balanced mix of on-road evaluations and proving- grounds tests. Other than noting which car can and which can't steer you snugly against a curb, we skipped automatic-parking maneuvers. All these cars and many others on the market keep watchful eyes on your blind spots, a second form of artificial intelligence we're taking for granted here. To verify that adaptive cruise control works to maintain a safe interval between your car and the one immediately ahead when an intruder barges into your lane, we used a foam-filled Volkswagen Golf decoy owned by Bosch to supplement our over-the-road observations....

" [Read more](#) *Hmmmm...Well worth reading. Just the facts, mam!* Alain



### [Car Sharing Will Keep Growing, but It Will Not Disrupt the Automotive Industry](#)

Feb. 23, "While the Growth of Car Sharing Will Create New Opportunities for Incumbents and New Players, It Will Reduce New-Vehicle Sales by Only 1%,... At the same time, the extremely high utilization rates of AVs will likely limit sales into car-sharing fleets." [Read more](#) especially the [Report](#) *Hmmmm...Agreed, Car-sharing is challenged as noted above and BCG does identify that automation and Ride Sharing will disrupt the auto industry. Alain*



### [Toyota create 'crash test cyclist' to help develop driverless cars](#)

M. Glaskin, Feb 10 , "The car maker has built a cycling crash test dummy in order to assess the radar technology on the driverless cars it's developing..." [Read more](#) *Hmmmm...Great! Alain*

## Some other thoughts that deserve your attention



### [Carnegie Mellon gets \\$5 million gift from Posner family](#)

D. Erdeley, Feb 19 "...Carnegie Mellon University added \$5 million to its Presidential Scholarship Fund, courtesy of a gift in memory of the late Henry Posner Jr. and his wife, Helen.

CMU officials said the gift from CMU trustee Anne Molloy and her husband, railroad entrepreneur Henry Posner III of Pittsburgh, will underwrite a minimum of five undergraduate scholarships a year at the Oakland school. [Read more](#) *Hmmmm...This is Extremely kind and generous of the Molloy/Posners. Alain*

## [On the More Technical Side](#)

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



### [Comments on Proposed AV Regulations in California](#)

R. Peterson, Feb 23, "...Although section 38750 attempts to assign the regulation of "autonomous vehicles" to the DMV, the definition of "autonomous vehicle" was unworkable and outdated soon after its adoption. The definition attempts to draw a distinction between systems that "enhance safety or provide driver assistance" (listing, but not limiting them to a list

of systems that existed at the time), but attempts to exclude from these safety enhancing features, those technologies “capable” of driving the vehicle “without active control or monitoring of a human operator.”

There are two faults in this definition. First, it seems to attempt a distinction between safety enhancing features and autonomous vehicles. This is a false dichotomy. By taking drunk, distracted, careless, and sleepy human drivers with their limited skills out of the primary role of driving, autonomous technology is safety enhancing. It just happens to bring in its train a number of additional utilities and benefits that most safety features do not deliver. This is hardly a vice.

Secondly, the definition turns on “capability,” not the OEM’s purpose or intention. 227.02(d). Almost as soon as section 38750 was adopted, and before these proposed regulations were published, vehicles “capable” of driving themselves within the parameters for which they were designed were on the roads and legal in every state, including California. [Read more](#)

*Hmmmm...Excellent. Alain*

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



### [SELF-DRIVING CARS: WILL THEY REDUCE ENERGY USE?](#)

Energy Leeds, Feb 2016 "... Energy Use = Energy Efficiency of Travel × Travel Demand ... people generally prefer the privacy and convenience of car, but also appreciate the driving-free experience of public transport...The lower travel and concomitant energy use and carbon emissions, could increase by 5% from mid-level automation to *Excellent, so far, but...* up to 60% for a high penetration of self-driving cars in the USA ...Thus, stopping short of fully self-driving cars may be more beneficial from an energy perspective. *That is where the Half-baked comes in. Leeds fundamentally assumes that individuals, as opposed to fleets, are going to buy driverless vehicles. My expectation is that Fleets (aka Ubers) will easily outbid individuals to buy and operate the fully driverless vehicles in a shared-ride mode; So the +60% actually becomes -50% in Figure 1. [Read more](#) and Related pieces [Will self-driving cars reduce energy use and make travel better for the environment?](#) and [Help or hindrance? The travel, energy and carbon impacts of highly automated vehicles](#) assume that fully automated vehicles will be owned by individuals. I respectfully disagree. That world view is the critical assumption. We'll need to wait and see which reality plays out in this Universe. Alain*