http://smartdrivingcar.com/TRB'17-010817

Sunday, January 8, 2017

Transportation Research Board 96th Annual Meeting
January 8–12, 2017 ▪ Washington, D.C.

Coming Highlights of Annual TRB Conference

Data Encryption:

1. Tuesday, Jan 10, 2:15 - 3:15 Marriott Marquis, Marquis Ballroom Salon 15 (M2) (Panel Discussion)

What Apple's Attempt to Keep the "Back Door" Locked Means for Transportation

SmartDrivingCars:

1. Monday, Jan 9,

8:00 - 9:45 am, Marriott Marquis Union Station Hotel - Woodley Park (M3)
Automated Transit Systems Committee (AP040) Meeting

8:00 - 9:45 am, Hall E, Convention Center (Poster), Event 204
Ke Wan & A. Kornhauser, "Road Pricing Through Financial Derivatives Based on Travel Time"
Lewis Clements & K. Kockelman, "*Economic Effects of Autonomous Vehicles*"
R. Ke, J. Spears & J. Lutin, "*Automated Vehicle - Pedestrian Near - Miss Detection Through Onboard Monocular Vision*"

10:15 - 11:00 am, Hall E, Convention Center (Poster), Event 288
Ke Wan & A. Kornhauser, "*Implicit Scenario Mixture Models for Travel Time Estimation*"

10:15 - noon, Convention Center, 207B (Panel Discussion)
J. Anderson , S. Shladover, B. Smith... "*Automated and Connected Vehicles and Tort Law: A Primer*"

1:30 - 3:15, Hall E, Convention Center (Poster)
P. Lustgarten & S. Le Vine "*Public Opinion and Consumer Preferences for Selected Attributes of Automated Vehicles*"

1:30 - 3:15, Convention Center 145B (Panel Discussion)
S. Burks, presiding, "*Autonomous Trucks: Realities and Myths*"

3:45 - 5:30, Convention Center 151a (Panel Discussion)
S. Barnes, presiding, "*Connected and Autonomous Vehicles: What Transportation Organizations Need to Know*"

2. Tuesday, Jan 10,
8:00 - 9:45, Convention Center, Salon C
M. Venner, presiding, "*Managing the Transition to Shared Automated Vehicles*"

10:15 - noon, Convention Center, Salon C
S. Shladover, presiding, "*Development of Regulations on Automated Driving Systems*"

1:30 - 3:15 pm, Hall E, Convention Center (Poster), Even 671
Shirley Zhu & A. Kornhauser, "Interplay Between Fleet Size, Level of Service, and Empty Vehicle Repositioning Strategies in Large-Scale, Shared-Ride Autonomous Taxi Mobility-on-Demand Scenarios"
Goncalo Correia & B. van Arem, "*Model for Estimating Urban Mobility Patterns Under a Scenario of Automated Driving: Application to Delft, Netherlands*"

3. Wednesday, Jan 11
8:00 - 9:45 am, 145B Convention Center (Lecturn), Event 810
Advanced Automated Transit Trends: Implications for Policy Makers
A. Kornhauser, "Advanced Transit Automation: An Opportunity to Lower Costs and Improve Accessibility"

8:00 - 9:45 am, Hall E, Convention Center (Poster), Event 847
Artur Filipowicz, J. Liu & A. Kornhauser, "*Learning to Recognize Distance to Stop Signs Using the Virtual World of Grand Theft Auto 5*"
Paul Carlson, & M. Poorsartep, "*Enhancing the Roadway Physical Infrastructure for Advanced Vehicle Technologies: Case Study in Pavement Markings for Machine Vision and Road Map Toward Better Understanding*"

Uber debuts Movement, a new website offering access to its traffic data
D. Etherington, Jan 8, "...The basic idea is that Uber has a lot of insight into how traffic works within a city, and it can anonymize this data so that it isn't tied to specific individuals in most cases. So where that's possible, Uber is going to begin sharing said data, first to specific organizations who apply for early access, and then eventually to the general public.

Uber says it was looking at all the data it gathered and began to realize that it could be used for public benefit, and assembled a product team to make this happen. The result of this effort was Movement, which aims to address problems city officials and urban planners encounter when they're forced to make key, transformational infrastructure decisions without access to all of, or the proper information about actual conditions and causes.

Essentially, according to Uber, it's hoping to make it easier for those with influence over a city's transportation picture to make the right decision, and to be able to explain why, where and when the changes are happening with accurate data backing them up. (emphasis added by Alain) It also wants to do this in a way that makes it easy for organizations to work with, so it's releasing the data organized around traffic analysis zones within cities, which are agreed-upon geographic demarcations that help with existing urban planning and traffic management... Read more *Hmmm... Kudos Uber!!! Please release the data to everyone ASAP. Everyone working on SmartDrivingCars should also make publicly available **all** of the real-time data that they capture about the driving environment. The competitive race to achieve ultimate safety with SmartDrivingCars should NOT be waged with proprietary data about some corner conditions that one just happen to have tripped over. All data about all 'corner cases' (and boring cases) should be made available to everyone to use, if they so desire. Being more creative about how to more safely address corner cases is advantage enough. Alain*

Self-Driving Vehicles Update
T. Guarriello, Jan 5 Episode 26 Podcast *Hmmm... Fun PodCast. :-) Alain*

On the More Technical Side
http://orfe.princeton.edu/~alaink/SmartDrivingCars/Papers/

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

Why we aren't ready for self-driving cars - yet
J. Gallagher, Jan 7, "In the push to put autonomous vehicles on the nation's roads, the most challenging aspect might be with the roads themselves, and the bridges, tunnels and other infrastructure.

Cities and states have done little to grapple with the enormous demands that autonomous vehicles will place on transportation infrastructure and on civic policy. States and municipalities barely able to fill potholes today could soon be charged with creating the world's most sophisticated roads with embedded sensors, cameras and communication devices to help autonomous vehicles talk to one another and the environment around them.... Read more *Hmmm... Nope! No one in the self-driving business is asking cities to do anything. There is a driver in the car who is expected to deal with the non-self-driving situations.*

Now if Gallagher's talking about 'driverless' (which is not what was being pitched by any OEM at CES, maybe even Google has moved it to the back burner and Uber isn't anywhere close) then the whole article is infinitely premature.
Plus there is no one working on driverless that is risking his/her future success on any infrastructure improvements (other than maybe paint and signage that first and foremost helps conventional '20th century' human drivers). Alain

Calendar of Upcoming Events:

January 8-12, 2017
Washington, DC
Princeton Alumni & Friends Banquet
Tuesday, 6:00pm Jan 10