

# SMART DRIVING CARS



<http://smartdrivingcar.com/Vote-110616>

**Sunday, November 7, 2016**

## **The New York Review** [Our Driverless Future](#)

S. Helpen, Nov 24, " Review of [Driverless: Intelligent Cars and the Road Ahead](#) by Hod Lipson and Melba Kurma, MIT Press, 312 pp.." [Read the review](#) and [the book](#). *Hmmm... This book is really about 'Driverless' and differentiates it well from 'Self-driving', kudos for that. So while it has no equations, it precisely address the issues. I enjoyed Ch 6, First there were Electronic Highways, especially pages 116,7 and, of course, Chapter 7, Build Smart Cars, not Smart Highways. especially pages 137,8 and the subchapter The value of dumb highways. Chapter 10 Deep Learning: The Final Piece of the Puzzle is a very nice background while much is being advanced 'as we speak'. The book appropriately ends with a chapter about hype, Ch 12 The Ripple Effects which references the Zero Principle, addresses local goods movement and lists the potential losers in this technological revolution. The book ends by supporting the argument that this technological transition is more about the rapid evolution of algorithms than hardware. Bravo! Alain*

## **DRIVE THE VOTE**

[Drive the Vote: free rides to and from the polls on election day](#)

Oct. 2016, " How it Works: Voters send a text to request a ride, and Drive the Vote connects them with a volunteer driver, who picks them up and takes them to their polling place. ..." [Read more](#) *Hmmm...Unfortunately it is not in more place, but this is important in Dayton, Pittsburgh and Philadelphia. Alain*

## **readwrite** [Comma.ai cancels breakthrough self-driving vehicle kit amid federal inquiry](#)

*R. Pierson* ..R. Pierson, Nov 1, "Comma.ai unveiled what could have been a breakthrough conversion kit that turns regular cars into self-driving ones. That is, until a legal challenge pushed its CEO to cancel the product before it even made it to market... This cancellation comes after an [inquiry sent to Hotz](#) by the National Highway Traffic Safety Association requesting proof that the Comma One was safe..." [Read more](#) *Hmmm...Is this*

*justifiable public prudence or the ultimate [Catch 22](#) for any startup. If one can't sell a product, how can one deliver value to the producer and the consumer? More follows below... Alain*

**Scribd.**

[By Certified Mail](#)

US DoT, NHTSA, Oct 27, "Dear Mr Hotz: ...Recently, NHTSA, has become aware that you company intends to sell a product, the "Comma One", that you claim allows certain Honda vehicles...to operate in semi-autonomous mode.... It is essential that you are aware of...your legal responsibilities to ensure vehicle safety before introducing this product into commerce..."

[Read more](#) *Hmmm...Presumably the Comma One included an Automated Emergency Braking (AEB) system, which enhances safety and can be easily demonstrated. In fact, NHTSA has been allowing conventional automakers to sell AEBs that fail to prevent crashes even if the car is going only 12 mph. And, NHTSA has allowed the braking function of intelligent cruise controls to be turned off if the driver only taps the brake. Totally unsafe!! So these manufacturers haven't needed to "ensure vehicle safety before introducing...". Is there a double standard? Moreover, did Honda play any role in triggering this letter? Alain*



[Comma.ai cancels comma-one add-on box after threats from NHTSA](#)

B. Templeton, Oct 28, "... This letter creates several big issues:..." [Read more](#) *Hmmm...In particular Brad points out issues dealing with miss-use of the product (Has Tesla been reprimanded) and use of neural networks (which, if forbidden, would be an enormous unfortunate). Alain*

**Daily Mail**  
.com

[Young bride-to-be, 27, and her tech entrepreneur boss, 44, who were killed when the Tesla they were driving slammed into a tree and burst into a FIREBALL](#)

L. Quinn, Nov 5, "A young bride-to-be and her tech entrepreneur boss were killed when the Tesla they were driving slammed into a tree and burst into flames...Tesla added it appears as though the car's semi-autonomous Autopilot system was not engaged when the crash occurred..." [Read more](#) *Hmmm...Why does the AutoPilot in the car permit the Tesla to travel at a "high rate of speed". It knows which road it is on. It knows the speed limit. If NHTSA was really interested in safety, shouldn't it mandate Tesla drivers to require special permission to "travel at a high rate of speed". Isn't allowing a car to travel at a high rate of speed on most public roadways fundamentally unsafe; yet car manufacturers are regularly permitted to include such unsafe capabilities to be mis-used. I'm so naive :-{ Alain*

THE WALL STREET JOURNAL.

WSJ

### [Startup Zoox's Valuation Soars to \\$1.55 Billion](#)

T. Higgins, Nov 7, " Zoox Inc., the secretive Silicon Valley startup working to build its own self-driving cars, has quietly raised another round of funding that puts its valuation at \$1.55 billion, a big jump from just a few months prior and a sign of increased interest in automotive technology.

The Menlo Park, Calif., company founded by Tim Kentley-Klay, an Australian entrepreneur and designer, and Jesse Levinson, from Stanford University's self-driving car program, raised \$50 million in October, according to people familiar with the matter...." [Read more](#)

*Hmmm...Congratulations. Apparently the NHTSA letter to Comma.ai has not had a chilling effect. Alain*

WIRED

### [Uber's Discrimination Problem Is Bad News for Public Transit](#)

A, Marshall, Nov 3, "...In Seattle and Boston, the researchers used Uber and Lyft profiles with "white sounding" and "distinctively black" names to request rides. In Seattle, UberX and Lyft drivers took 16 to 28 percent longer to accept requests from the apparently African-American profiles.

UberX drivers in Boston, who see their passengers' names and photos only after agreeing to go get them, were twice as likely to cancel a pickup of a black rider while en route, and three times more likely to cancel on an African-American man than a white one...." [Read more](#) *Hmmm...This is UGLY! Alain*

The Atlantic

### [The End of Public Transit?](#)

A. Semuels, Oct 28, "...The ease of Chariot has made me wonder if my friend were right: Why should anyone use public services if the private sector can provide the same service more efficiently? On an individual level, after all, the private bus was much more pleasant and not much more expensive. On the government level, privatization could save money. Privatizing public bus services could save \$5.7 billion a year, according to [a paper](#) published by the National Bureau of Economic Research in March. [Read more](#) *Hmmm...The Beginning of Private Transit. Alain*

### **Semiconductor Engineering** [Will 5G Enable Connected Cars?](#)

A. Mutschler, Nov 3, "...Fifth-generation mobile networks will enable data transmission rates of more than 10Gps, connecting machines to machines, as well as everything else, including smartphones, IoT devices that require a more energy-efficient network, faster data download and upload speeds, and lower latency than today's 3G, 4G, 4G LTE, WiFi, and other connectivity technologies...." [Read more](#) *Hmmm...No mention of DSRC!? Alain*



### [New regs for Monday: Driverless cars, speed limits, quality control](#)

T. Devaney, Nov 4, "Monday's edition of the *Federal Register* contains new guidelines for driverless cars, speed limits for trucks, and ....The NHTSA proposed a federal automated vehicles policy in September, and will now hold a public meeting to discuss the best practices manufacturers can use for the "safe design, development, testing, and deployment" of driverless cars.

The meeting will be held on Nov. 10. [Read more](#) *Hmmm...Must pay attention to this! Why only Speed Limits for trucks???* Alain



### [Bob Lutz on the high-tech future of autonomous cars](#)

J. Gallagher, Nov 5, "...His world of fully driver-less vehicles is just 15 to 25 years away, Lutz said, depending on how quickly governments are willing to invest in the road technology needed for a fully automated, or so-called Stage 4 system to work...." [Read more](#) *Hmmm... While he might be the automotive Industry's most entertaining voice, his suggestion that it will take government investment in road technology to achieve "stage 4" is simply dead wrong. The government won't invest and nor will it need to. Plus going 200 mph on any road other than a rail road is simply Detroit being totally silly, irresponsible and stuck in the '60s. Alain*

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

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

### [Jobs](#)

[https://nrel.wd5.myworkdayjobs.com/en-US/NREL/job/CO---Golden/Transportation-Behavior-Analyst\\_R1580](https://nrel.wd5.myworkdayjobs.com/en-US/NREL/job/CO---Golden/Transportation-Behavior-Analyst_R1580)

[https://nrel.wd5.myworkdayjobs.com/en-US/NREL/job/CO---Golden/Transportation-Data-Project-Leader\\_R1582](https://nrel.wd5.myworkdayjobs.com/en-US/NREL/job/CO---Golden/Transportation-Data-Project-Leader_R1582)

[https://nrel.wd5.myworkdayjobs.com/en-US/NREL/job/CO---Golden/Postdoctoral-Researcher-Transportation-Data-and-Analysis\\_R1574](https://nrel.wd5.myworkdayjobs.com/en-US/NREL/job/CO---Golden/Postdoctoral-Researcher-Transportation-Data-and-Analysis_R1574)

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

The  
New York  
Times

[Whose Life Should Your Car Save?](#)

G. Matter, Nov 3, "... Our research, however, shows that there is also an important ethical dilemma that must be solved before people will be comfortable trusting their lives to these cars....." [Read more](#) *Hmmm...What a self-serving statement! There is nothing 'important' about this thought experiment whose only value is as an alternative to the contemplation of one's navel. The article itself 'eliminates' its own dilemma: "...Ethical dilemmas on the road are exceedingly rare, the argument goes, and companies should focus on eliminating rather than solving them." Eliminating risks **does** solve the dilemma. QED Alain*

MIT  
Technology  
Review

[Uber's Ad-Toting Drones Are Heckling Drivers Stuck in Traffic](#)

M. Rielly, Oct 14, "Drivers stuck in traffic in Mexico City lately have found themselves being buzzed by a fleet of sign-toting drones. "Driving by yourself?" some scolded in Spanish. "This is why you can never see the volcanoes"...." [Read more](#) *Hmmm... Is this really good way to promote casual Ride-sharing? Whatever helps!?! Alain*

Calendar of Upcoming Events:



[5th Connected & Autonomous Vehicle Symposium](#)

[December 8-9, 2016](#)

[Brooklyn, NY](#)