

SAE Autonomous Vehicle Engineering Magazine - End Public Shadow/Safety Driving
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If PAVE wants to take the higher ground and actually help field legitimate autonomous vehicles it would say using public shadow driving to develop these systems is untenable, harms people for no reason and advocate doing this the right way.

It is impossible to drive the one trillion miles or spend over \$300B to stumble and restumble on all the scenarios necessary to complete the effort. Many of which are accident scenarios no one will want you to run once let alone thousands of times. You also cannot survive the thousands of needless casualties you will create trying. And finally, as the public, press and soon governments are figuring out, handover cannot be made safe for most complex scenarios, by any monitoring and notification system, because they cannot provide the time to regain proper situational awareness and do the right thing the right way.

There is a way to do this that resolves these issues.

You are missing rest of the iceberg-while handling it wrong these folks r right-they need not b Guinea pigs-public shadow driving can never lead close to AV & harms people for no reason-End Public Shadow Driving-SAE Autonomous Vehicle Engineering Magazine
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California allowing AVs is a huge mistake until the use of public shadow driving for development is stopped-aerospace engineer-Member SA AV Testing task Force - This is my article - End Public Shadow Driving-SAE Autonomous Vehicle Engineering Magazine
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PAVE not addressing gorilla in the room & is part of the problem-public shadow driving kills for no reason and will never lead close to legit AV-better way-aerospace engineer and Member SAE AV Testing Task Force-my article in SAE AV Engineering Magazine -
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