

## Comment from STEVEN LUMP

Unlike the self-driving cars, humans dread crashing..

It's interesting watching the automated-car industry, the media and now our government struggle to compartmentalize the issues raised related to the Tempe, Arizona self-driving fatality, and automated driving systems in general. Response to the death of the homeless woman struck by the Uber self-driving vehicle has been understated and overly procedural. Questions raised by this incident are both technical and existential.

An Industry consultant was quoted as saying he would not expect artificial intelligence to struggle with preventing such an incident. If all movement was done by the self-driving cars, that would be a reasonable expectation. But a pedestrian represents the possibility of completely unpredictable behavior, if you will, human failure.

Artificial intelligence may assume that a person is well fed and alert, and not suffering the impacts of homelessness or other human conditions. Human failures often interfere with the technical assumptions. It's just that they shouldn't result in deaths.

The driver behind the wheel in that failed experiment was there "to take over the vehicle" when the autonomous systems failed. That may assume the driver is (was) not looking elsewhere at the time, which appears to have introduced a second human failure.

The existential failure however, is perhaps the most striking, and it has been missing from most autonomous vehicle post-accident analysis. Artificial intelligence in its current form does not have to live with its mistakes. Most of us sincerely dread the idea of hitting a pedestrian or crashing while operating a vehicle on any roadway, and that dread PRECEDES any potential occurrences, intensifying our precaution.

We do not care whether pedestrians or other motorists are following the rules or not; we will risk a great deal to avoid hitting them. Programming anticipatory remorse into artificial intelligence would require a level of self-awareness on the part of the navigation system. However, going down THAT road could trigger Armageddon of unintended consequences. A "pause in operations" for self-driving vehicles is insufficient. They should be eliminated, until there is restricted access to the paths on which they would operate, as with elevators and automated trains.

Let us continue to anticipate random human behavior, without introducing a threat without conscience.

(So wrote Joseph Reilly, Scottsdale, AZ , taken from the Opinions section, Arizona Republic) And wholly supported by the (below listed) submitter, a retired Arizona State Department of Public Safety-Highway Patrol Trooper).