

Comment from Kalea Young-Gibson

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The proposed rule here would create a framework for Automated Driving System safety that would optimize safety of these systems. Specifically, the Agency is looking to identify key components of safety while allowing for innovation in ADS design. The requestors of the extended comment period want more time to consult with experts, as the vagueness of this ANPRM has raised a lot of questions. I agree with the requestors in this proposed rule, and think that a proposed rule should outline some sort of beginning framework or thought process for the requestors to go on and base their analysis. Right now, the only thing stated in this proposed rule is the end goal: to improve the safety of ADS. There is no indication on how NHTSA intends to do that, and this proposed rule would benefit from having some sort of outline where NHTSA has brainstormed some key components already and sent them out the requestors, so that they and their experts have something to begin analyzing to keep all agencies on a similar track. Potential components of ADS could be but are not limited to: passenger and driver safety features, traffic sensing features, automatic road-side assistance measures when an accident is detected, and personal scans/health checks of the driver and the vehicle to ensure they are okay (aren't falling asleep, intoxicated, car issues, in-trip car diagnostics etc.)