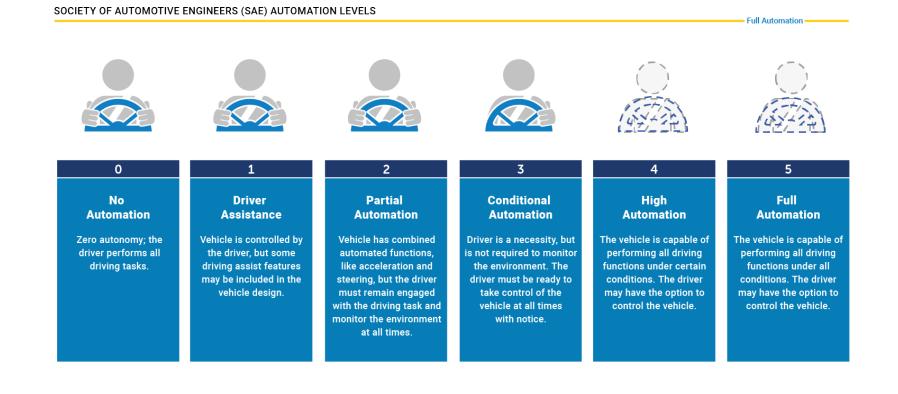
Building a New Paradigm for L3 Autonomy

Central Question

How might we design an L3 conditionally autonomous vehicle that: Transforms the driving experience, fosters trust, keeps the driver in command, and gives a unique freedom to the user?

What is L3?

L3 is known as conditional autonomy and is the highest level that still has a "driver." It has a unique potential to maximize the driving experience and provides an opportunity to eliminate the troughs of driving and emphasize the peaks.



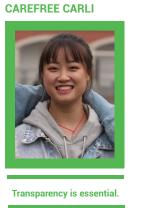
Design Process

User Research

In order to narrow our approach to better understanding the world of driving, we spoke to users in interviews and generated 5 personas to capture their key values.

CRITICAL CLYDE





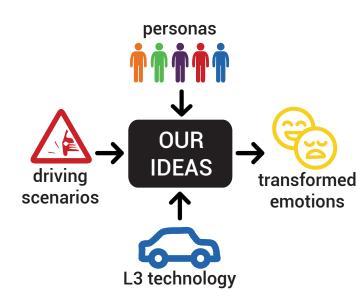






Ideation

target emotions.



The Essentials

The key values in the driving experience we learned from our users wasn't the revolutionary vehicle we were imagining. However, these values are essential to our users. So we decided to rebrand these key values into key assumptions in the driving experience that must exist for the experience to not fall apart. If one of these was missing from the experience, our drivers wouldn't get in the car a second time.

Safety

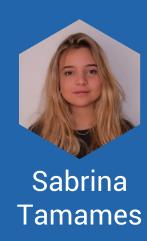
Drivers have expectations of physical safety features and assistive driving features.

Trust

The car should build a strong sense of reliability, it should behave the way the user expects.

Transparency

Users should be clear on what's appening in the car at all times and should not encounter situations where they don't understand what is going on.



The New Paradigm

Through our design process, we generated insights to capture our learnings and generated ideas based on them. We also created a list of hypotheses to that could be tested and would serve as new insights once validated or invalidated. Rather than testing ideas explicitly, groups of ideas together test the higher level concept captured by the hypotheses.

We grouped our insights, hypotheses and ideas into 6 themes. Building on top of the essentials with these groups creates the full paradigm.

time

Insight: In order to have valuable self making time, people need to expect and intentionally plan it.

Hypothesis: More time on its own does not inherently add more value.

We used a black box framework to generate ideas that would remap the emotions users felt in specific scenarios to new

Hypothesis: L3 can improve the feeling of safety in and beyond the autonomous mode.

AR Safety

safety

Insight: People are hesitant about

AVs but support the idea of

technology preventing crashes.

fluff

Insight: People don't use their cars the same way all the time.

Hypothesis: Nonessential fluff is important because it's fun and people notice when it's missing.

draw-in scenery

Drivers should recognize specific features of the car based on their past experiences, thus providing comfort and predictabilty.

Familiarity

Control

To feel comfortable in a car, a driver must feel as if they have complete control. The car is a direct extension of the driver's intent

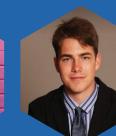


Camille

Xue



Lepore



llva

Besancon



Barno

Adivsor: Alisha Sarang-Sieminski

Liaisons: Elaine Zelmanov, Trevor Sherts, Leonidas Kiliaris, Chris Billman

Level 3 Autonomy is conditional and symbiotic, enables versatility and freedom, which maximizes the entire driving experience.

🖨 🛱 parking relief

relationship

Insight: The vehicle has the potential to elevate you and make you a better you.

Hypothesis: L3 provides the means to choose and deepen your relationship with your car.

دمr sidekick

space

Insight: We want to stretch familiarity far enough to be exciting but not break the experience.

Hypothesis: Transforming the physical space is essential to transforming the driving experience.

້ moving seats

essentials

control

Insight: The versatility of L3 enables the driver to fine tune their experience.

Hypothesis: More, new ways to interact with a responsive car can empower the driver.

ばか focus mode



