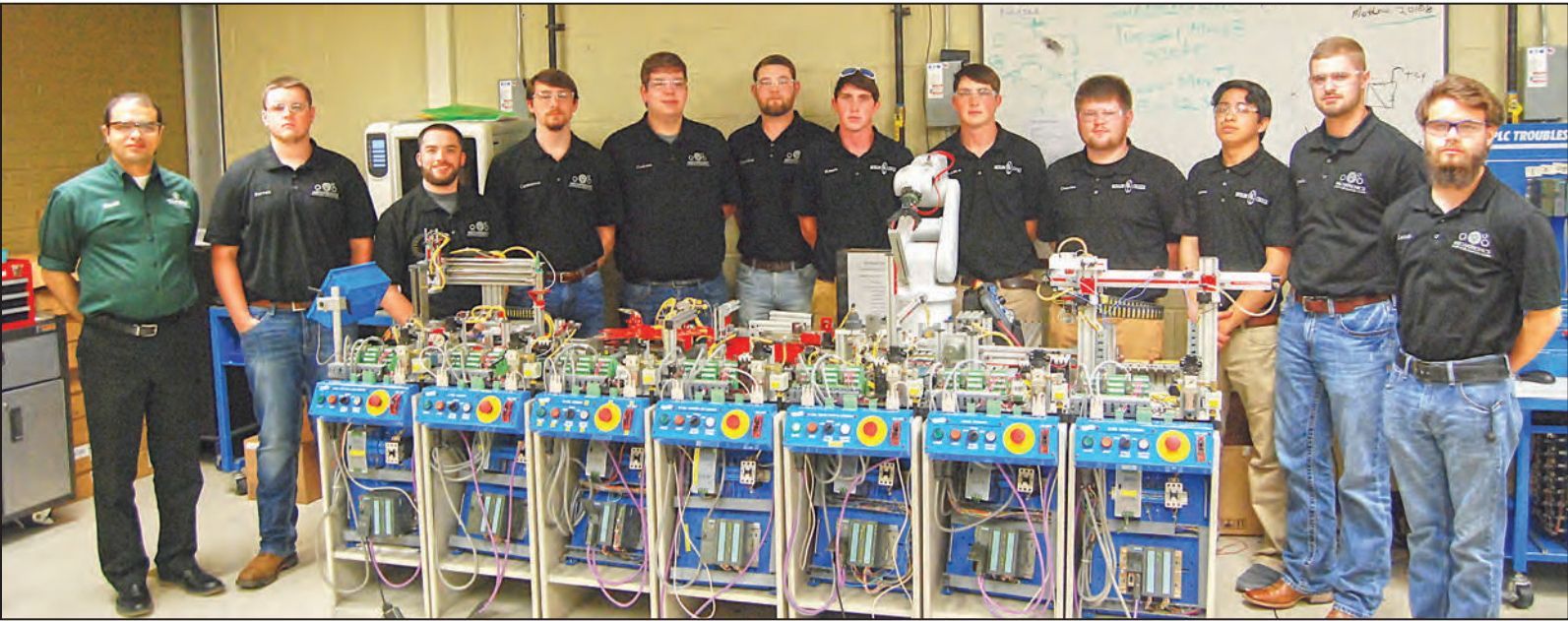


Robot builders



Motlow students recently completed a 15-week project where they built and programmed a robotic arm from scratch. The arm could pick up a part and screw a screw into it. Pictured with instructor Khalid Tantawi, far left, are students, from left, Steven Hale, Mitchell Simpson, Cameron Miller, Dakota Kelsey, Landon Morgan, Zach Estes, Luke Estes, Dustin Hale, Johnny Gaona, Justin Sells and Kalob O'Neal.

BUSINESS HIGHLIGHTS

BOSTON (AP) — A Harvard University forum has examined how a recent death linked to self-driving technology is causing concern about safety.

“It’s a little bit like the Wild West out there right now,” said Deborah Hersman, president and CEO of the National Safety Council.

Hersman was part of a Friday panel discussion at Harvard’s T.H. Chan School of Public Health that explored whether the field is advancing too quickly as dozens of companies have begun experimenting on public streets in several U.S. states.

She joined other panelists in expressing optimism that eventually “machines will be better than us” at driving safely, while also worrying about the transition period before the technology is improved and society adapts to it.

Some experts are pointing to the March death of a pedestrian struck by a self-driving Uber vehicle in Tempe, Ariz., as cause for serious safety concern. It was the first death involving a fully autonomous test vehicle.

“It may actually get worse before it gets better,” said Jay Winsten, who directs the school’s Center for Health Communication. “People will be killed and injured by autonomous vehicles who never would have been without autonomous vehicles.”

It’s important, however, to not overreact and consider the long-term potential benefits for road safety, said Winsten, who led the 1980s-era marketing campaign to reduce drunk driving by encouraging designated drivers.

Current federal regulations have few requirements specifically for self-driving vehicles, leaving it for states to handle. Some panelists called for stronger regulations, including requiring companies to share more data about how their vehicles are performing.

SAN FRANCISCO (AP) — Most hotels already offer quick checkout. Now, a growing number are selling briefer stays, too.

Through an app called Recharge, some 50 hotels in San Francisco and New York offer rooms by the minute — at 40 cents to \$2 per minute, depending on demand and time of day. That means the opportunity to take an hour nap in a comfortable bed for \$24 to \$120 before the usual taxes and other fees collected by hotels.

That isn’t exactly a bargain. For instance, two of the participating hotels recently were offering full-night stays for \$269, before taxes. That works out to about \$12 per hour, assuming a regular check-in and check-out time.

But it’s a savings over the full-night rate for those who don’t need the full night. Recharge says its app has drawn interest from travelers needing a nap after an overnight flight and from nursing mothers looking for some privacy and comfort.

WASHINGTON (AP) — U.S. employers stepped up hiring modestly in April, and the unemployment rate fell to 3.9 percent, evidence of the economy’s resilience amid the recent stock market chaos and anxieties about a possible trade war.

Job growth amounted to a decent 164,000 last month, up from an upwardly revised 135,000 in March, the Labor Department said Friday. The unemployment rate fell after having held at 4.1 percent for the prior six months largely because fewer people were searching for jobs.

The gains reflect an economy that has been steadily expanding for almost nine years, gradually putting more people to work after the country endured the worst financial meltdown since the Great Depression in the 1930s.

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