What is claimed is:

1. A computer-implemented method of controlling a failover response of an autonomous vehicle, comprising:

determining, by a computing system comprising one or more computing devices on-board an autonomous vehicle, an operational mode of the autonomous vehicle, wherein the autonomous vehicle is configured to operate in at least a first operational mode in which a human driver is present in the autonomous vehicle and a second operational mode in which the human driver is not present in the autonomous vehicle;

detecting, by the computing system, a triggering event associated with the autonomous vehicle;

determining, by the computing system, one or more actions to be performed by one or more systems on-board the autonomous vehicle in response to the triggering event, wherein the one or more actions are based at least in part on whether the autonomous vehicle is in the first operational mode or the second operational mode; and

providing, by the computing system, one or more control signals to one or more of the systems on-board the autonomous vehicle to perform the one or more actions in response to the triggering event.

2. The computer-implemented method of claim 1, wherein the autonomous vehicle is configured to autonomously navigate without interaction from the human driver.

3. The computer-implemented method of claim 2, wherein the autonomous vehicle is in the second operational mode in which the human driver is not present in the autonomous vehicle, and wherein one or more of the actions comprise stopping a motion of the autonomous vehicle.

4. The computer-implemented method of claim 3, further comprising:

providing, by the computing system, one or more other control signals to one or more of the systems on-board the autonomous vehicle to allow the autonomous vehicle to resume motion of the autonomous vehicle without the presence of the human driver.

5. The computer-implemented method of claim 1, wherein the triggering event comprises a defect associated with a communicability between the computing system and another system of the autonomous vehicle.

6. The computer-implemented method of claim 1, wherein the triggering event is associated with at least one of a user-initiated request and a computing device that is remote from the autonomous vehicle.

7. The computer-implemented method of claim 1, wherein the autonomous vehicle is in the first operational mode in which the human driver is present in the autonomous vehicle, and wherein one or more of the actions comprise allowing the human driver manual control of the autonomous vehicle.

8. The computer-implemented method of claim 1, wherein determining, by the computing system on-board the autonomous vehicle, the operational mode of the autonomous vehicle comprises:

receiving, by the computing system, data indicative of a position associated with a physical interface on-board the autonomous vehicle, wherein the autonomous vehicle is to operate in the first operational mode when the physical interface is in a first position, and wherein the autonomous vehicle is to operate in the second operational mode when the physical interface is in a second position.

9. The computer-implemented method of claim 8, wherein the physical interface is a physical switch interface that is adjustable between the first position and the second position.

10. A control system for controlling a failover response of an autonomous vehicle, comprising:

one or more processors on-board the autonomous vehicle; and

one or more memory devices on-board the autonomous vehicle, the one or more memory devices storing instructions that when executed by the one or more processors cause the one or more processors to perform operations, the operations comprising:

detecting a triggering event associated with the autonomous vehicle configured to operate in a plurality of operational modes, wherein the plurality of operational modes comprise a first operational mode in which a human driver is present in the autonomous vehicle and a second operational mode in which the human driver is not present in the autonomous vehicle;

determining one or more actions to be performed by one or more systems on-board the autonomous vehicle in response to the detection of the triggering event, wherein the one or more actions are based at least in part on whether the autonomous vehicle is in the first operational mode or the second operational mode; and

providing one or more control signals to the one or more systems on-board the autonomous vehicle to perform the one or more actions.

11. The control system of claim 10, wherein the one or more systems on-board the autonomous vehicle comprise one or more vehicle control components, and wherein the one or more vehicle control components comprise a brake component and a steering component.

12. The control system of claim 10, wherein the autonomous vehicle is in the second operational mode in which the human driver is not present in the autonomous vehicle, and wherein one or more of the actions comprise at least one of a deceleration of the autonomous vehicle via the braking component or an adjustment of the heading of the autonomous vehicle via the steering component.

13. The control system of claim 10, wherein the autonomous vehicle is in the first operational mode in which the human driver is present in the autonomous vehicle, and wherein one or more of the actions comprise allowing the human driver to manually control the autonomous vehicle.

14. The control system of claim 10, wherein the autonomous vehicle is configured to autonomously navigate without interaction from the human driver, and wherein the operations comprise:

receiving, after performance of the one or more actions, data indicating that the autonomous vehicle is ready to autonomously navigate without interaction from the human driver; and

sending one or more other control signals to one or more of the systems on-board the autonomous vehicle to autonomously navigate the autonomous vehicle without interaction from the human driver.

15. The control system of claim 10, wherein the triggering event is associated with a lack of communicability with an autonomy system of the autonomous vehicle.

16. An autonomous vehicle comprising:

one or more systems on-board the autonomous vehicle; one or more processors on-board the autonomous vehicle; and

one or more memory devices on-board the autonomous vehicle, the one or more memory devices storing instructions that when executed by the one or more processors cause the one or more processors to perform operations, the operations comprising:

determining an operational mode of the autonomous vehicle, wherein the autonomous vehicle is configured to operate in at least a first operational mode in which a human driver is present in the autonomous vehicle and a second operational mode in which the human driver is not present in the autonomous vehicle;

detecting a triggering event associated with the autonomous vehicle; determining one or more actions to be performed by one or more of the systems on-board the autonomous vehicle in response to the triggering event, wherein the one or more actions are based at least in part on whether the human driver is present in the autonomous vehicle; and

providing one or more control signals to one or more of the systems on-board the autonomous vehicle to perform the one or more actions.

17. The autonomous vehicle of claim 16, wherein determining the operational mode of the autonomous vehicle comprises:

determining whether the autonomous vehicle is the first operational mode or the second operational mode based at least in part on data indicative of the presence of the human driver in the autonomous vehicle, wherein the presence of the human driver is detectable based at least in part on a change in a condition associated with the interior of the autonomous vehicle.

18. The autonomous vehicle of claim 17, wherein the condition associated with the autonomous vehicle comprises at least one of a weight load in a driver's seat of the autonomous vehicle and a position of a seat belt associated with the human driver.

19. The autonomous vehicle of claim 16, wherein the one or more actions comprise allowing the human driver to manually control the autonomous vehicle.

20. The autonomous vehicle of claim 16, wherein the one or more actions comprise stopping a motion of the autonomous vehicle.