

# Automated shuttles in a residential area

## Video-observations of interactions with other road users in Ski - Hebekk

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- 193 traffic situations involving the automated shuttle were explored, using external video observations.
- We identified several types of inadequate shuttle's reactions (such as too "hard", too long, unnecessary or delayed stops), especially at right-hand priority intersections.
- The inadequate reactions can be attributed to the "defensive" style of the shuttle's decision making and its strict reactions when there is an object detected within the shuttle's safety zone/priority area.
- When the shuttle in automated mode encountered a pedestrian walking on the right side of a road section (in the proximity of shuttle's trajectory), it stopped instead of driving around the pedestrian. Therefore the shuttle drivers were proactively taking control in such situations.
- Regarding the reactions of other road users, our observations indicate that car drivers were more likely to disobey the right-of-way for shuttle than for other cars at right-hand priority intersections.