RTD’s 61AV Pilot Project

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Overview

• 61AV background
• Goals
• Process
• Results
• Lessons learned
• Next steps/future application
What is 61AV?

• A six-month demonstration of a first and last mile solution using an automated shuttle vehicle (AV)

• First automated shuttle vehicle operating on a public roadway in Colorado
Background

Route Information

Location: RTD’s 61st & Peña Station
Route Length: 1 mile
Service: Weekdays, 10am-6pm
Frequency: Every 15 min
Operating Context: Shared lane with light traffic
The Vehicle – EasyMile’s EZ10

- Driverless and electric shuttle
- Up to 12 people (6 seated, 6 standing)
- 15h autonomy, 12 with A/C
- Built-in automatic access ramp
- Pre-mapped network of roads
- No need for additional infrastructure
- EZ10 operating speed
- Speed posted at sites
Partners

- Fulenwider
- Easy Mile
- Panasonic
- Denver
- Transdev
- Peña Station Next
Goals
Goals
Goals

Proof-of-concept; test AV technology in a transit setting
Process

- Regulatory
  - Contractual
- Operational
  - Infrastructure Improvements
- Marketing
  - Implementation
Results

AV Tech Issues

Rain

Other Issues

Battery

Cold

AV Availability

46%

99%
Lessons Learned

- Process take time
- Stakeholder alignment
- Proactive marketing
- Staff for project
- Budget is complex
## Next Steps & Other Applications

<table>
<thead>
<tr>
<th><strong>Grant Application</strong></th>
<th>Submitted USDOT grant application to implement AV shuttle in more a complex operating environment at University of Denver.</th>
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<tbody>
<tr>
<td><strong>Regional Interest</strong></td>
<td>Interest from regional partners in AV shuttle demonstration projects in their jurisdictions.</td>
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<td><strong>Research</strong></td>
<td>RTD has interest in partnering with universities and research institutes to further study AV deployment.</td>
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<td><strong>On-Demand Mode</strong></td>
<td>Potential use includes on-demand mode which could work well in low-density areas.</td>
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Questions?

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