Deep Learning for Autonomous Vehicle Traffic Flow Optimization

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1. Introduction

Even though the implementation of AV at scale would considerably minimize the number of traffic jams and accidents, its traffic control algorithms that include slippery road resiliency, disturbing driver behavior, and manual-equipped vehicles which inhibit the optimization of traffic flow through certain time-horizon space. Another short-term solution considering the objective of this work is to control the speed of AVs, such as multi-agent learning algorithms, in which the intersection is designated as the experience point. Nevertheless, our traffic jamming mitigation strategy during traffic volume spikes should also fulfill the open boundary condition. Hence, transfer learning seems the most practicable solution to dissimilar traffic situations. Thus, comparing the performance of a multi-agent learning algorithm with transfer learning was described in this work.

[1] [2]During the last few years, Artificial Intelligence (AI) and deep learning have received an increasing amount of focus, leading to exceptional results in a wide range of application fields, such as machine translation [3]. However, machine learning approaches have also been successfully implemented in the Autonomous Vehicle (AV) domain. Unfortunately, the impressive results from machine learning techniques in a series of dissimilar applications have not completely persuaded professionals from the automotive industry. This is primarily because their implementation in traffic flow management dramatically differs because of the magnitude of available data and necessary computational power. The initial steps of traffic management brought the development of traffic control strategies, namely, the controlling signals on a traffic light which presents a classic example of queuing theory. However, like the AV domain, most of those strategies cannot generalize on dissimilar traffic intersections. On the other hand, reinforcement learning and its sub-categories with the ability to adapt to dissimilar traffic situations have been implemented successfully in traffic signal control,

showing a clear similarity with AV. But solely using learning-based algorithms is inefficient as it requires an extremely large dataset to render proper traffic behavior in corresponding traffic situations. So, seeking a learning-based algorithm to represent proper traffic flow control, along with the capability to optimize traffic flow has been the problem of interest in the realm of AV.

1.1. Background and Motivation

Accordingly, work by researchers worldwide has been done to address this matter by developing models capable of predicting and estimating road traffic with high accuracy. These models were designed considering various available data, such as vehicle probe data (e.g. GPS traces, vehicle-to-vehicle communication), infrastructure data (e.g. traffic flow, physical characteristics of the road network), and semantic data (e.g. accidents, road work, events). The development of advanced technologies, mobile devices, and connected vehicles, as well as the adoption of the Internet of Vehicles and methods for connected vehicles to exchange information with infrastructure components, has enabled traffic management systems and city planning departments to exploit a wealth of data that necessitates the application of advanced models for knowledge extraction and enhancement of their performance in real time [3].

Traffic flow plays a crucial role in the everyday life of people living in urban and suburban areas. Population growth contributes to traffic congestion and increased needs for transportation infrastructure, which in turn can lead to a decline in traffic flow. This phenomenon has a negative impact on the environment, economic costs, and the time it takes to get from place to place. A number of cities are experiencing a rise in the number of automobiles and an imbalance between supply and demand of transportation facilities, leading to increased traffic congestion [4]. This growing traffic delay has social and economic implications and can significantly impact the mobility of urban societies. It is tantamount for road authorities to deal with various situations and events so as to achieve an efficient use of road infrastructure.

1.2. Research Objectives

The focus of our article lies on controller design of both cooperative and competitive traffic agents, using deep reinforcement learning and extended game theory, to minimize the rate of slowdowns of neighboring human-driven traffic. We employed deep deterministic policy gradient, actor-critic RL, for end-to-end development of cooperative autonomous vehicles and used extensive flow-derived proxy for reward, prioritized as crash avoidance, frustration reduction, and energy efficiency. Crowdedness dependent extra resource allocations, 'fuel', on cooperative and autonomous driving strategies were derived (at least in one practically relevant range of mixed autonomies) from advanced strategic considerations of attractive road networks [5].

[2] Intelligent transportation systems (ITSs) equip road infrastructure, vehicles, and users with smart communicative and computing devices. The purpose of these technologies is to enhance safety, reduce traffic congestion, and efficiently promote smooth vehicle flow dynamics. All these lead to the efficient usage of road infrastructure and thus reducing fuel consumption and pollutant emissions by vehicles. Deep learning, as a global data-driven approach, has gained its fame in various disciplines, including ITSs [6]. The intention of this work is to achieve traffic optimization by the application of the flow control approach. In short, the main requirement of this approach is the proper conservation of resources, which in our model are the spatial places on road infrastructure and the maximum allowed vehicles on each place.

2. Fundamentals of Deep Learning

Deep learning models can be trained for densely and sparsely connected vehicle detection tasks with convolutional layers. The presented model also considers layers for object recognition, such as light recognition, traffic agent recognition, traffic agent pose recognition, and traffic agent tracking to supply a unified representation of the input to the system. With respect to the currently introduced models, the next phase of this study should be the modular and separated training of submodels and architecture exploration. Another future direction for more elaborate can be included, where all get the recognition subsequently and decision layers interconnect all the recognition paths for a more accomplished subsequent actions such as steering angle prediction, acceleration/braking prediction, and yaw-rate control.

Deep learning, a subset of machine learning, does not seem to require any complex structures for optimization problem solving given its end-to-end nature and overall problem-solving capabilities. However, creating traffic solutions from large-scale and complex data turns it into a challenging process, creating barriers to maintaining solution quality. The deep-learning-based artificial intelligence solutions for traffic flow prediction proposed in the literature ended up with difficulties due to data being noisy and corrupted, making it challenging to learn and converge [4]. Nevertheless, deep-learning solutions have been adopted by a growing fraction of land transportation researchers due to their perceived ability to model intricate input-output relations without error-prone feature and preprocessing steps that are common in traditional research and industry [6]. Deep learning models, being especially capable of processing spatially organized visual input, have been trained for solutions for a diversified set of tasks such as steering angle prediction, lane change detection, 3-D object detection, route prediction, trajectory generation for ego-vehicle and other vehicles, and traffic light detection, all of which are part of the AVA behavior and motion planning stack. Deep learning models have also been proposed for vehicle effect detection on traffic flow and frequency control; have been considered for planning/control problems of multiple AVs of a fleet; and have been used in several less-dedicated end-to-end autonomous driving systems [7].

2.1. Neural Networks

Deep learning approaches for traffic states/flows prediction are relevant to real-time traffic management, urban planning, and the emerging connected and autonomous vehicle technology. RNN and CNN are two mainstream deep learning methods used for time-series traffic flow prediction, however, they can hardly model the spatial structure of urban road networks. The LSTM method, was applied in traffic flow prediction via graph convolutional networks (GCN) scatters the road segments in a graph at each time point to an individual state, and thus cannot capture the physical-scale information of road segments. This work builds multi-graph convolutional networks (M-GCN) to model the various relations among all road segments at all time states, and proposes a novel representation learning M-GCNOU that can respectively capture the general and the unique spatial-temporal dependencies in these mul-ti-graphs [8]. A Trajectory planning model (TPM) of the autonomous vehicle uses the external action space to perturb the internal state as a TPM. The training of this function is formulated as a Markov decision process and solved via Monte Carlo search. Overcoming navigation challenges in dynamic environments with uncertainties and unexpected obstacles constitutes an important research direction in the development of autonomous vehicles.

In the field of autonomous vehicles, deep learning-based models support various functionalities including object detection, artificial intelligence (AI)-based path planning, and reaction in diverse scenarios, to name just a few. Using deep-learning methods such as convolutional neural networks (CNN) and recurrent neural networks (RNN) to process the information collected by sensors, parallel computing, and big-data algorithms have matured through recent rapid development, supporting the wide application and operation of intelligent sensor-based systems [9]. The use of neural networks for traffic modeling, controlling, and analysis has increased in the past decade. In the paper by Li et al., the architecture of a deep reinforcement learning approach is developed from the traditonal convolutional neural network and policy network to estimate green phase time duration at each intersection in urban traffic signal controls; the proposed method outperforms several typical learning and optimization strategies, including LinUCB-JMPC, GRL, CMANO and Signal control method (SCD) in terms of transportation efficiency, average travel time, and control delay. The paper by Xu et al. applies the gene mutation and crossover operation on the basis of traditional BPs learning algorithm to tune the weights for the connection among neurons and to verify the superiority of the adaptive gene-deep learning model over traditional neural network approaches [10].

2.2. Convolutional Neural Networks

For instance, several generally used neural network architectures have been employed to assist the functional relevant detection and intelligent traffic light recognition [11]. In addition, it could be found that Dahl proposed the stacked denoising autoencoder network, which aggregates multiple feedforward sub-networks for the handcrafted features by the deep belief networks by means of minimizing the difference between the input clean instances and the output models. Van et al. made use of the Restricted Boltzmann machines to pre-train the initial values of the stacked-structure models, from which the learned features could be extracted. Ke et al. set up a unified end-to-end random forest model, which could map the input original scale images to the output target class labels.

Deep learning has been well-applied in the areas of autonomous driving and intelligent transportation systems [12]. CNN is able to automatically detect and high-dimensional textured patterns depending only on a few low-dimensional representative characters; it has been widely used in image segmentation [13]. The architecture of traditional CNN consists of several layers, such as the feature extraction layers, non-linear activation layers, maximum pooling layers, and output layers. Feature extraction layers are primarily utilized to extract the features from the original images, and the non-linear activation layers are applied to perform the activation transformations.

3. Autonomous Vehicles in Traffic Flow Optimization

While much work has sought to build highly capable individual models, the authors focus on cooperative models, where models require cooperation from other agents or the ability to sufficiently predict their observed behavior [6]. The work demonstrates that compound models can sufficiently describe individual and cooperative agent performance better than individual models alone across varying traffic scenarios. This work further demonstrates the adaptability, to newer unseen scenarios, of the models which achieve the highest explanatory power.

Reinforcement learning (RL) methods adapted on large datasets have thus far been very effective for optimizing ground vehicle traffic flow [2]. A number of efforts in applying RL for motion control have been motivated by the impressive results demonstrated by deep learning techniques in recent years [14]. However, research into applying RL methods to vehicle navigation with the optimization of traffic flow in mind remains relatively limited. New attention is on autonomous vehicles (AVs) as future deployments continue to grow and the prospect of supporting AV operations in the same infrastructure as human operated vehicles has grown. This is compared such that deploying RL methods is less reliable when building similar systems.

3.1. Challenges and Opportunities

In this chapter, we focus on a policy-optimization-based navigation framework for autonomous vehicles, at settings where multiple Unmanned Ariel Vehicles needs to be coordinated in order to improve the global objectives of the system while navigating through a confined space. However, the head vehicle and unintended vehicles can take the same control command in the use of this method, so this method is not always suitable. There will always be unintended times in the drone control system during the use of the PID control theory. Meanwhile, it is inefficient to dispatch the copies to the initial copy positions because the convergence time is always longer than that of the quality-controlled trajectories.

Intelligent transportation systems and autonomous vehicles are perceived as key technologies stimulating economy, environment, and safety in smart cities . *Challenges Despite many potential benefits, there are still significant challenges to overcome for a successful transition from manual to autonomous driving, especially in the context of overtaking. Current academic literature on vehicle overtaking largely focuses on drivers' interactions, factors influencing car-following and overtaking interactions, lane changing strategies, overtaking decision models, and interactions between drivers and autonomous vehicles [3]. Collective decision making in the context of overtaking with autonomous vehicles has been examined especially from an optimization-based approach relying on connected vehicle technology. Although car-to-car communication paves the way for automated vehicle overtaking, tracking sensor accuracy also affects vehicle overtaking performance. The powder mix problems become particularly salient if multiple moving obstacles merge at the same time [15].

4. Deep Learning Applications in Traffic Flow Optimization

The traffic flow control system is designed to maximize vehicle speed and the total number of vehicles that drive through the urban area for a given time period. The main purpose of this traffic is to maximize the capacity of roads or minimize traffic jams using various technologies to optimize traffic lights. Optimization level traffic signal control determines the most optimal times to switch the phases or traffic directions on traffic lights [9]. By controlling the inter time cycle, the traffic controller can avoid the occurrence of the red light period of different intersections and improve the traffic flow of the whole road network. Nevertheless, existing timing optimization methods only take into account traffic flow data or vehicle distribution, Mac concerns about exhaust. Nevertheless, it is likely to lead to an inefficient control of travel time and a reduced level of service.

Traffic flow optimization has always been a critical concern for the major aspect of transportation systems around the world. In this system, the skillful control of vehicle traffic as well as the speed limit in a city can minimize the system's inefficiency. This article gives an overview of traffic engineering, especially regarding traffic flow optimization models and it also presents a survey on the applications of various learning techniques designed to demonstrate the potential of DL in optimizing traffic flow, and traffic management in intelligent transportation systems. In addition to this, the current models and methods in this field will be investigated, and it presents a deep learning based optimization method to solve the traffic flow optimization problem.

Deep Learning and Optimization [16]

4.1. Traffic Prediction

Spatio-temporal relations within traffic data forecasts must be meticulously identified in the dynamic context, since these relations are either non-linear or complex in nature. Such complex relationships between factors such as traveler demand, transportation networks and land use, including their interactions in cities, contribute to the challenging structure of traffic forecasting. Therefore, automated prediction approaches to better capture these highly variable non-linear relations have been explored. Instead of using traditional feature extraction and model fitting, neural networks can automatically distinguish size-related signals through various layers and can perform highly efficient feature generation tasks. Multiple studies have suggested that spatially-rich information of the neural network part (graph) should be rumored to better predict traffic through predictive based methods. Finally, compared with traditional econometric state space prediction bases, DL-based or deep learning methods effectively represent the relationship between the temporal parameters of traffic behavior and variables and are more resistant to traffic interference that varies according to the time and size. [17]

Prediction models for traffic parameters must assess complex spatial and temporal dependencies and non-linear relationships within relevant input. LSTM-based models are commonly used for traffic prediction, as they effectively capture non-linear dependencies and model temporal dynamics through the virtue of their memory states [18]. RNN-based approaches are more computationally intensive, however. Therefore, these approaches are inadequate for operational conditions. Several recent publications compared RNN-based methods to TCN-based methods, showing that TCN models render different and more accurate results on traffic datasets. Similarly, graph-based representation of traffic networks can provide more accurate insights on spatial dependencies within a transportation network [10]. One of the first successful graph networks for traffic prediction was the Graph CNN (GCN) model, which is suitable to capture features of neurons which have dependencies and can be represented in graph form. Moreover, graph-based networks can also be used to model spatial correlations within a transportation network.

4.2. Traffic Signal Control

There are two recent surveys [ref: 149b50a4-ba70-4bab-9ea9-2ea3d03f18a0, ref: c20eb9cb-b738-4afc-9fa0-88f14ac909ae] available in the literature on urban traffic signal optimization methodologies that use deep reinforcement learning. The survey chose to cover some of the latest works, shedding light on the new research directions that are more effective and efficient. To the best of our knowledge, no comprehensive survey has been made in the literature covering different models for improving the signal control and traffic flow with deep reinforcement learning. In this review we identify current state of the art, describe and distinguish application areas, point out the new simulations, show new concepts that are being researched and bring out the challenges. Our survey puts forth the latest powerful methodologies applied to various aspects of urban traffic signal control, summarizing the works published in the last two years. Classification has been done based on the application area, approach and algorithm used.

Urban Infrastructure, particularly for roads, will play a crucial role in the development of smart cities. Traffic signals can help improve the traffic flow of the roads, save petrol, reduce harmful emissions and improve traffic safety. Additionally, the traffic signal control has significant applications in Intelligent Traffic Management Systems (ITMS) to achieve the goal of a better urban transportation system. Such control could help to achieve a reduction in traffic congestion and promote cleaner urban mobility. The optimization requirements in signal control systems are challenging due to metrics such as delay and waiting times demanding both real-time action strategies and a load of historical data for efficient decision making. There are three main control approaches, such as pre-timed, vehicle-actuated, and adaptive control based on the sensors deployed in the traffic light poles [19]. In this work we intend to present an extensive review on the state-of-the-art methodologies to address traffic signal control.

5. Case Studies and Experiments

According to a study, up to 20% of forecasted traffic at any given location on the road is due to actions of traffic management operators, such as ramp metering, speed harmonization, or early reaction and action by traffic officers. For example, if ramp meters allow fewer vehicles onto a motorway in anticipation of a traffic jam, the effect of this action on the development of the motorway traffic jam is virtually impossible to catch in the forecast. In the study, researchers concentrated on the forecast of the effect of traffic management actions in the Rotterdam area on the traffic on the A13 motorway. We developed models, denoted respectively as “naive” and “integrated action”, to quantify the effect of mentioning the anticipated traffic management actions on the forecast. Forecasting performance with respect to the reference period was quantified using the squared errors and the variance inflation factor. The main conclusion is that accounting for the anticipated action does result in significantly improved forecasting performance for egress trip times at various motorway locations.

Efficient management of motorway traffic is vital both in normal traffic conditions to reduce congestion levels and in case of incidents, such as accidents and roadworks, to prevent secondary incidents from being caused. Modern traffic forecasting models such as those based on Deep Learning (DL) techniques offer better performance than traditional forecasting methods for a wide variety of forecasting horizons, especially when taking into account the impact of spatial and temporal dependencies [20]. The main explanation for the success of models based on Deep Learning is the ability of these methods to identify complex relationships within raw data, which is done automatically by the data rather than manually defined by modelers. Current forecasts of variable motorway traffic, however, ignore the effect on these forecasts of actions executed in the motorway traffic management framework [2].

5.1. Simulation Environments

There is a research gap in deep learning traffic flow forecasting models. It has been observed that the accuracy of forecast models decreases significantly over time spans exceeding one hour' (Shen et al., 2018). While some models allow for the fusion of real-time data and historical data, they are at a major disadvantage when confronted with the complexity of the underlying network, and depend on prediction accuracy of primary models, which lessons their trustworthiness (Shi et al., 2015). In the light of the above limitation, we propose a model which considers the internal link network structure and is capable of integrating the current state of the traffic network into the deep learning process. At the same time, part of the time step and speed feature vectors are embedded into the time and spatiotemporal "three-dimensional cube" (Shi et al., 2017; Liao et al., 2020). This research tries to replicate deep learning network architectures inside the upper strata of the architecture as experts which automatically learn missing features and biases in base models (Shen et al., 2018). [21]

Traffic flow prediction is an important aspect of transportation systems. Accurate traffic flow prediction is critical in preventing traffic congestion by allowing traffic authorities to create appropriate measures and providing useful information to divergent flow systems (Cai et al., 2019; Wang et al., 2019). While statistical methods are effective, deep learning has become the method of choice for traffic engineering practitioners (Shi et al., 2015; Hu et al., 2017). One of the main technical reasons for this is that deep learning can build effective models on large volumes of data with limited or no manual intervention. The model automatically learns features that are important in traffic flow forecasting (Shen et al., 2018; Liao et al., 2020). However, a disadvantage of deep learning is its heavy reliance on historical data and its propensity to ignore external factors such as drivers' behavior and their response to the development and situation of road systems. [22]

5.2. Real-world Implementations

The efficacy of this mixed fleet has been evaluated at a case study of fourteen freeway segments of varying lengths during rush hours. In the Delaware Valley region, urban traffic congestion is a prevalent problem. Congestion and the instant growth in urban vehicles may lead to enlarging vehicle emission and wastage of fuel. Lagrangian branch endlessly cube successfully optimizes joint AV transit and appreciate the network traffic flow efficiency [6]. The vehicle equipping with low-level V2X communication modules (e.g., DSRC, and 5G NR), on this shared case simulation well logs social network whichisnoticeable in the field of cloud before announcing the synchronized coordinated hybrid system.

Williamsburg, Virginia, United States. Moreover, the NEM regards Fleet and Lyft. Fully decentralized concepts around blockchains and should lip walks. Observation platforms could create money supporting. Tokyo and Hong Kong teleoperate selfdriving cars in monitored areas. LSTM, CNN, Transformer, MLP. ENVUoT is a connection-based network that supports fully connected vehicle-to-everything (V2X) communication and IP-layer encryption [5]. It supports heterogeneous traffic flow and provides sufficient interactions between vehicles, edge servers, clouds, and service providers. Finally, critical findings are summarized as crucial suggestions and guidelines for realservices, as well as future research requirements that NEM and TATTLE particularly apply, both theoretical norms and practical rules. Traffic congestion has already been a serious problem in the current scenario across the world and the massive emergence of autonomous vehicles (AVs) is expected to exacerbate this problem [22].

6. Evaluation Metrics and Performance Analysis

When a model has been designed and tested, and positive results have been achieved, the model has to be incorporated into the automated driving chain in order to evaluate the impact of the traffic management algorithm on a wider scale. The external driving agent will be controller in order to guarantee a constant flow of vehicles, continuously optimized with respect to a proper metric that penalizes inefficiency. Other candidate metrics that are being considered and evaluated for the performance evaluation are the minimum gap between two consecutive vehicles in a particular lane, the number of vehicles queued for a particular ramp, the mean spatio-temporal distance between each vehicle and its predecessor, evaluated for different action classes, etc.. Careful attention has to be paid to prevent increasing the minimum gap between consecutive vehicles in the same lane, which could lead to the corresponding lane staying partially empty.

[9] [23] [24]There are different ways to measure the efficiency of a traffic model. In this work, we used prediction accuracy as the principal metric, and we have also considered some other metrics, useful to summarise the quality of the predicted trajectory fragments and to analyse the performance of the model in bounded conditions: mainly we used the lane-wise evasive distance and the lanewise hazard speed. These metrics have been selected to catch the effect of small perturbations of the driving behaviour, when drivers opt to slightly anticipate or postpone lane changes or to fake lane change behaviour. However, these are not the only factors that have to be considered for a fair comparison of the traffic models. A crucial point is the steerability of the model, which is essential in safety-critical applications, such as ramp mergers or avoiding obstacles. As a metric we introduce the average crash rate due to a fixed set of pairwise interactions close to the vehicle that moves within the same abstract cell of granularity n.

6.1. Accuracy and Precision Measures

For traffic flow prediction research, the main approach is to provide stable, accurate and fast real-time prediction, with the purpose of providing valuable information for all parties involved in the process. Therefore, for the purpose of research in recent years, the accuracy and reasonableness of the results have given a certain proportion of authors to focused on learning mechanism models, such as convolutional neural networks, attention models, GRU, etc. In the experiment, LSTM network composed of convolutional neural network (CNN) and multi-head attention mechanism was developed, which could take full advantage of the various benefits of each LSTM derivatives model and improve prediction accuracy. [22]

The demand for accurate traffic flow prediction has been a hot topic in the academic field of modern smart cities. People hope to have a more convenient and comfortable travel environment through accurate traffic flow prediction and improve the overall operating efficiency and management level of urban traffic. Accurate traffic flow prediction results can help a wide range of users, from daily drivers to traffic policy makers. [25]

7. Future Directions and Emerging Trends

(1) Most CAVs will have rear-end acceleration and following features. To enable the proposed traffic optimization system to be more applicable in the future, more exotic acceleration and following features should be further taken into account. (2) To enhance the training link capacity of the demand prediction (DP) model under different traffic densities at each outlet. (3) Further extend the proposed traffic control benchmark to general models that optimize the traffic system via deep reinforcement learning. (4) Most of the studies focus on sub rather than super high traffic density traffic flow features. (5) VISSIM is mainly used to simulate traffic flow dynamics. More accurately, recent works use real traffic data to keep the real traffic flow dynamics. In the future, real-world data is needed to further verify the efficiency of the proposed model. It is essential to provide a comprehensive future direction for autonomous vehicle traffic flow development in this section. Some of the potential directions include: (a) Develop a hierarchical control system by incorporating the proposed traffic optimization system with vehicle intelligent controller (VIC). (b) Jointly optimize the charging station allocation and traffic light control in the electrified traffic management through the usage of deep learning models. (c) Conduct large-scale experiments in the real-world traffic scenario and a cyber physical traffic system using predetermined research trajectories, datasets and travel test drives. (d) Improve the noise robustness of the GNN in the multimodal and non-local situation. Studying a novel hybrid deep learning based approach for early energy management in POMDP-based autonomous vehicles. (e) Design and test the conceptual CMF method based on deep learning architecture including high-mobility and high-impact vehicle movement and data-driven deep learning fusion prediction for maritime traffic flow real-time prediction.

[26] [6] Great progress has been made in traffic flow management for autonomous vehicles by employing deep learning technology. Despite this, some challenges remain to be addressed in the future. The main research directions and emerging trends are summarized.

7.1. Advancements in Deep Learning Techniques

Real-time traffic management optimization is a trending topic in the implementation of sustainable mobility solutions [27]. Approaches proposed in the literature resort to technology to optimize traffic flow, aiming to facilitate vehicle mobility, reduce vehicle pollution and improve road safety. Smart cities typically have hybrid transportation systems that facilitate connectivity among the components of the transportation ecosystem, allowing fewer traffic jams, helping vehicles to reach their final destination within a reasonable time, avoiding pollution and guaranteeing the safety of all users. Kurilov, Shadrin, and Demyanov developed and tested a new approach to transportation management via a basic traffic light control that is trained using deep Q-learning. Deep Q-learning allows the system to learn the best time to allocate green light in accordance with traffic density and distribution in each traffic light at intersections. This work successfully addresses the dynamic control of traffic lights problem, which is crucial for maintaining optimal traffic flow in a smart city environment. Situation awareness is critical for real-time traffic management, as reinforced by Derakhshande and Taherkhani, who attempted to enhance the situation awareness in smart cities via an adaptive algorithm that addresses lane reorganization and red-light control. However, the authors observed that there was no international approach for benchmarking to compare algorithms and validate situations proposed. Thus, while they suggested what the responsibilities of stakeholders in various geographic positions on the earth should be, they also proposed a new lane reorganization and red-light control algorithm to improve the situation awareness in a smart city environment. Sun et al. focused on the same issue and implemented an architecture with the deep learning technique used for creating a digital twin of the road and communicating vehicle. A simulation is used with the vehicle's environment to permit the projected road map of each vehicle by integrating different sensory data [28]. The authors applied superior performance even under the condition of low visibility in this study. Moreover, an appeal was made for the realization of a digital twin that not only is accurate enough for the vehicle to safely reach a venue, prioritize safety over location, and save the trajectory of traffic near vehicles, but also has more advantages regarding computational time and deep learning algorithms [29].

8. Conclusion and Recommendations

This project has highlighted a number of important factors which must be taken into account before deploying such controllers into traffic [30]. These arguments were presented in the context of deep reinforcement learning-based controllers. Nevertheless, we believe our insights remain auspicious for any learning-based vehicle controller looking to merge into traffic. A significant contribution of this paper lies in its dissection of state-marginal action-conditional traffic patterns (i.e. the number of conditions necessary to predict future traffic states). We systematically carve out five main intelligent behavior typologies, encompassing a spectrum of "good" and "bad" driving behavior. By comparing the average states of these typologies found by open-loop controllers with those found in the human-driven dataset, we efficiently provide a first-order assessment of a neural network's myopic and long-range effects on future traffic patterns [22].

The contribution of this project and analysis arguably lies in its requirement for extensive real-world deployment of deep learning-based controllers [5]. To do this, we have introduced and deployed Flow, a scalable and open-sourced traffic environment for mixed autonomy simulation. Flow allows for the design of drivers through human-driven vehicles or through a multitude of reinforcement learning agents, and provides numerous fail-safes (e.g. input bounds). An important feature of Flow lies in its compatibility with any traffic simulator through a standardized API, allowing users to experiment and test their controllers in a number of realistic and detailed traffic scenarios (e.g. merge in different traffic dynamics) and manifestations (e.g. discrete states vs. continuous states).

8.1. Summary of Findings

There has been substantial interest from the scientific community and industry to model complex traffic scenarios, to balance vehicle loads, minimize travel time, and to ensure low fuel consumption. One key emerging research area is dedicated to exploiting Deep Learning technologies to address these challenges [31]. Such scenarios include zonal and local self-adaptive traffic signals, reservation-based intersections for autonomous vehicles, or speed control. Some research streams focused on using classic values-of-time and traffic flow modeling to minimize travel time, considering detour, queuing, and co-simulating autonomous vehicle-based traffic flow control algorithms. These recent approaches can be categorized into three main groups: (a) Dynamic Traffic Signals Optimization, (b) Autonomous Vehicles Intersection Management, Adaptive Macroscopic Traffic Flow Control, and (c) Network-level Traffic Flow Optimization. These traffic management mechanisms can be proposed for either the entire traffic controlled region, or one road segment, one intersection, or one segment of a traffic stream at a time.

Vehicles have been around for over a century. From their inception, automakers have been focused on creating vehicles to meet consumer demand, such as fuel-efficient vehicles during a spike in oil prices or safety-minded vehicles during a wave of vehicle accidents [20]. Today, autonomous vehicles are all the rage. So, what are the greatest needs for what could be that century-old peak of vehicle innovation? The world-wide negative environmental effects of motors for starters; their ill effect on the climate, and the dramatic and deadly inefficiencies of traffic flow. Autonomous vehicles could potentially fix both problems. Additionally, autonomous vehicles have the potential to put an end to all motor vehicle accidents.

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