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CISTER-TR-210302

2021/09/08

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## Abstract

Intelligent intersection management systems are an integral part of Smart Cities and have a profound impact in urban traffic management. In a previous work, the authors proposed a specific Intelligent Intersection Management Architecture (IIMA) with the associated Synchronous Intersection Management Protocol (SIMP) for simple single-lane isolated intersections that outperformed other competing protocols in throughput, time loss and polluting emissions. IIMA/SIMP supports both autonomous and human-driven vehicles. This paper extends such work to more complex multi-lane intersections, comparing against traditional and intelligent intersection management approaches. Simulation results achieved with SUMO confirm the advantages of IIMA/SIMP even in complex intersections, improving throughput, average speed, waiting time, trip time loss, and associated fuel consumption. obs: Extended Abstract has been accepted and invited for full-paper submission.

# Synchronous Framework Extended for Complex Intersections

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## Abstract

Intelligent intersection management systems are an integral part of Smart Cities and have a profound impact in urban traffic management. In a previous work, the authors proposed a specific Intelligent Intersection Management Architecture (IIMA) with the associated Synchronous Intersection Management Protocol (SIMP) for simple single-lane isolated intersections that outperformed other competing protocols in throughput, time loss and polluting emissions. IIMA/SIMP supports both autonomous and human-driven vehicles. This paper extends such work to more complex multi-lane intersections, comparing against traditional and intelligent intersection management approaches. Simulation results achieved with SUMO confirm the advantages of IIMA/SIMP even in complex intersections, improving throughput, average speed, waiting time, trip time loss, and associated fuel consumption.

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Peer-review under responsibility of the scientific committee of the 24th EURO Working Group on Transportation Meeting.

*Keywords:* Smart Cities; Intelligent Transportation System; Intersection Management; IIMA; SIMP; Complex Intersections.

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## 1. Introduction

Modern societies are quickly evolving to fully automated transportation relying on Autonomous Vehicles (AVs). However, the penetration of AVs is expected to grow from negligible, today, to 90% share by 2045 [Bansal \(2017\)](#). Until then, AVs must co-exist with Human-driven Vehicles (HVs) in a mixed traffic pattern. To manage the overall traffic, intelligent Intersection Management (IM) approaches stand out in Smart Cities as fundamental components to improve safety, energy and time efficiency, and decrease polluting emissions. Currently, there are IMs tailored to scenarios of HVs-only, AVs-only, and mixed traffic [Abdulhai \(2003\)](#); [Younes \(2014\)](#); [Pourmehrhab \(2019\)](#). We have been working with the third case and proposed, recently, the Intelligent Intersection Management Architecture (IIMA) with the Synchronous Intersection Management Protocol (SIMP) for simple single-lane road intersections [Reddy \(2019\)](#) with benefits in user-experience and eco-friendliness. IIMA/SIMP outperformed competing approaches in intersection throughput, travel time loss, fuel consumption and polluting emissions [Reddy \(2020a,b\)](#).

This paper studies the application of IIMA/SIMP to complex multi-lane intersections, comparing its performance against Round-Robin (RR) and Trivial Traffic Light Control (TTLC) as conventional IMs and Intelligent TLC (ITLC) [Younes \(2014\)](#) and Q-learning based TLC (QTLC) [Abdulhai \(2003\)](#) as intelligent IMs. Among these, RR IM grants access to the intersection to vehicles from one inflow road at a time, for a specified green time (e.g., 30s). In turn, TTLC, ITLC, and QTLC generally grant access to vehicles from two opposite lanes at a time.

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## 2. IIMA/SIMP for Complex Intersection

Figure 1 illustrates the IIMA in a four-way two-lane road intersection, where AVs are presented in yellow color and HVs in white color. In each lane vehicles are serviced in a "First-In-First-Out" fashion and no U-turn is allowed at the intersection. Vehicles share the right-most lane for straight and right-crossing while the center-most lane is dedicated to left-crossing. In the IIMA, road-lanes close to the intersection and the space within the intersection are virtually divided into grid-cells that accommodate a vehicle and some safe distance each.  $R_i$  represents the inflow ( $i = 1, 3, 5, 7$ ) and outflow ( $i = 2, 4, 6, 8$ ) road-lanes. In inflow lanes,  $R_{i,j}$  stands for the right-most and center-most lanes, for  $j = 1$  and  $j = 2$ , respectively. For outflow lanes,  $R_{i,j}$  stands for the left-most and center-most lanes, for  $j = 1$  and  $j = 2$ , respectively. Each road has an associated RSU and two specialized road-sensors ( $P_1, P_2$ ), that directly communicate with the TLC.

RSUs behave like brokers supporting the communication between AVs and TLC. Sensors  $P_1$  and  $P_2$  allow identifying the position of vehicles, including the presence and direction of HVs. Once vehicles approach the intersection the TLC will use their directions and consult a **Conflicting Directions Matrix** (CDM) to decide whether they can enter or have to wait. The CDM plays a significant role in SIMP decision-making by providing conflict-free movement of vehicles in cycles. At each cycle multiple vehicles from multiple lanes are allowed to access the intersection if their directions do not conflict, according to the CDM. The black spots in Fig. 1 indicate conflicting directions encoded in the CDM.

## 3. Simulation Results

We used SUMO to simulate an intersection like the one in Fig. 1 in a low-speed urban flat-road environment (30Km/h speed limit), and we included all target IM strategies. The traffic is composed of 50% HVs and 50% AVs arriving randomly at the intersection, uniformly distributed among the three possible directions, namely turning right, going straight and turning left. Other simulation parameters are taken from Reddy (2020a). The RR TLC logic sets a green light for 30s followed by a yellow light for 4s for both inflow lanes at each road at a time and then circulates through all roads. The TTLC, ITLC, and QTLC IM logic parameter values are taken from Björck (2018). Different traffic arrival rates are employed (0.05veh/s, 0.1veh/s, 0.2veh/s, and 0.4veh/s). For intersection throughput, a time-based metric, we ran the simulations for 1h. The other performance indicators are based on the number of vehicles, thus we ran the simulations for 1000 vehicles (AVs and HVs together).

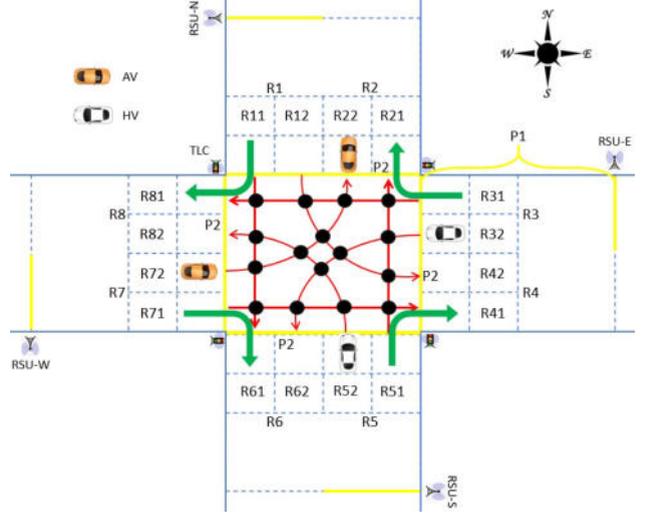


Fig. 1: IIMA for a Four-way Two-lane road Intersection

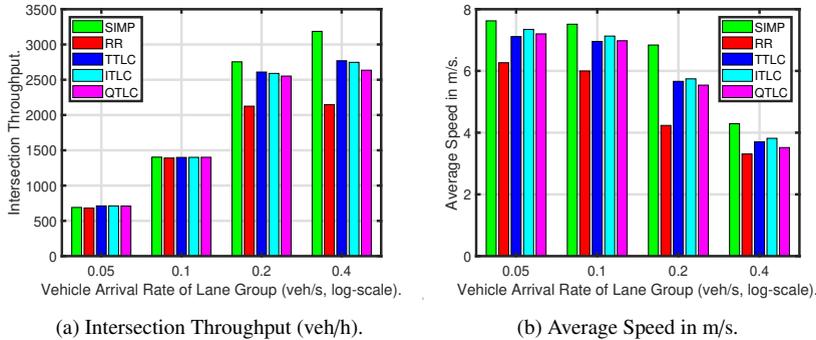


Fig. 2: Intersection Throughput veh/hour and Average Speed for 1000 Mixed Vehicles.

Figure 2a shows the intersection throughput results. SIMP outperforms its counterparts by serving the highest number of vehicles in the simulation time for all tested traffic densities. TTLC displays the next best performance while the RR strategy exhibits poor performance with the lowest number of vehicles served. The average speed of

1000 vehicles is shown in Fig. 2b, which also indicates an advantage for SIMP against all counterparts and for all tested traffic densities. Here, ITLC shows the next best performance by using vehicle movement information (speed, acceleration, and distance) to adjust the green-light time. Overall SIMP outperforms the competing approaches making use of the CDM to allow multiple vehicles into the intersection from non-conflicting road-lanes.

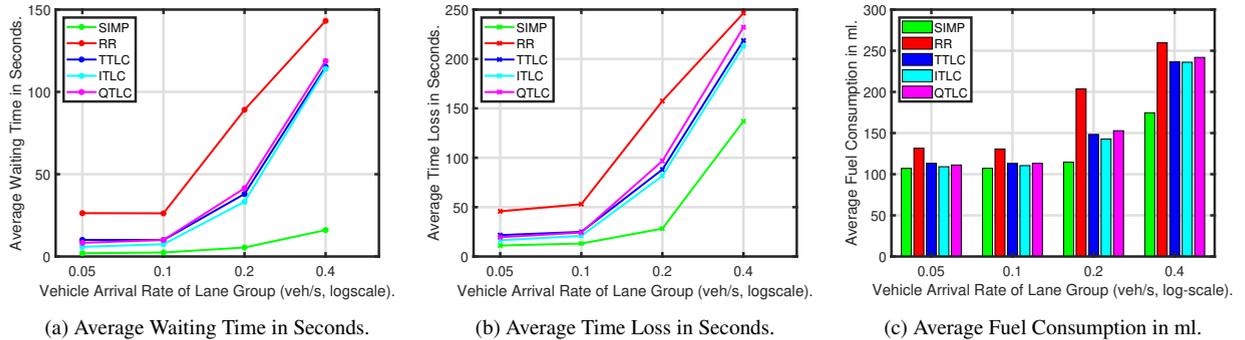


Fig. 3: Average Waiting Time, Average Travel Time Loss, and Average Fuel Consumption for 1000 Mixed Vehicles.

Figure 3 displays the average waiting time, average travel time loss and average fuel consumption for all the 1000 vehicles in the simulation. The results show the dominance of SIMP against its counterparts, with better performance in all tested traffic densities. For example, with a traffic density of  $0.4 \text{ veh/s}$ , SIMP managed to reduce over 100s of waiting time and travel time loss when compared to TTLC, ITLC and QTLC, consequently reducing fuel consumption, too (Fig. 3c). Concerning fuel consumption, TTLC, ITLC and QTLC exhibit similar behavior with a slight advantage for ITLC. Conversely, RR performs the worst since it allows vehicles from one inflow road at a time, only.

#### 4. Summary

In this work we extended the SIMP protocol to complex multi-lane intersections in urban areas and compared its performance against both conventional and intelligent intersection management approaches available in the literature. We used the SUMO simulation framework and observed a significant advantage of SIMP.

The full paper will contain a complete explanation of the SIMP protocol focusing on building the CDM for this type of intersections. We will also include a sufficient description of the competing intersection management approaches with a discussion of their configuration parameters. Finally, we will include more simulations results, particularly for a speed limit of  $50 \text{ km/h}$ , together with a discussion on the root causes of SIMP higher performance.

#### Acknowledgements

This work was partially supported by National Funds through FCT/MCTES (Portuguese Foundation for Science and Technology), within the CISTER Research Unit (UIDB/04234/2020).

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