Network performance of autonomous vehicles at low market shares

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NETWORK PERFORMANCE OF AVs AT LOW MARKET SHARES

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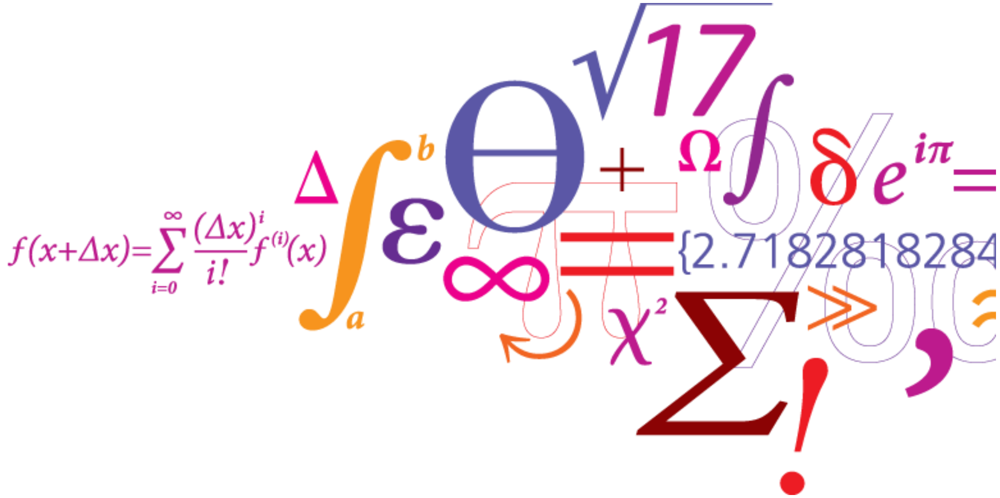
TRANSPORT MODELLING



DTU Management Engineering
Department of Management Engineering

Outline

- Motivation
- Model formulation
- Experiment setup
- Simulation framework
- Case Study: Results
- How / What should we plan?
- Conclusions

Motivation (I)

- AVs conceived to:
  - Increase safety
  - Reduce pollution
  - Optimize inefficient use of infrastructure
  - Reduce congestion

Will it be possible?

- Technological advances in sensing technology, wireless communications and data processing.
- AVs already prototyped, car manufacturers working towards deployment.

Motivation (II)

MICROSCOPIC BEHAVIOR OF TRAFFIC

- Will AVs penetration to the market improve capacity and traffic flow?
- Is this improvement proportional to the % AVs?
  or, will AVs smooth traffic flow even at low rates of penetration?

- For 2050: 7 – 61% trips performed in AVs (Milakis et al.,2016)

➡ Mixed traffic environment (regular cars + AVs)

Model formulation

IIDM: Improved Intelligent Driver Model

$$z_{ji} = \frac{DesS(v_{(j-1)i}, \Delta v_{(j-1)i})}{s_{(j-r_i)i}}$$

- if $v \le v_0$

$$a_{free_{ji}} = A \cdot \left[1 - \left(\frac{v_{(j-r_i)i}}{v_{0i}}\right)^{\delta}\right], \qquad a_{ji} = \begin{cases} A \cdot [1 - z_{ji}^2] & z_{ji} \ge 1 \\ a_{free_{ji}} \cdot [1 - z_{ji}^{(2 \cdot A)/a_{free_{ji}}}] & z_{ji} < 1 \end{cases}$$

- if $v > v_0$

$$a_{free_{ji}} = -B \cdot \left[1 - \left(\frac{v_{0i}}{v_{(j-r_i)i}}\right)^{A \cdot \delta / B}\right], \quad a_{ji} = \begin{cases} a_{free_{ji}} + A \cdot [1 - z_{ji}^2] & z_{ji} \ge 1 \\ a_{free_{ji}} & z_{ji} < 1 \end{cases}$$

Parameters:

A = maximum acceleration

B = comfortable deceleration

B_{max} = maximum deceleration

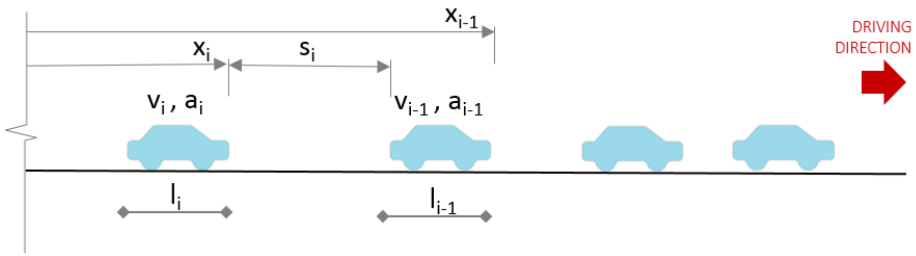
s_0 = standstill safe gap

T = speed dependent safe gap

δ = IDM parameter

v_0 = desired speed

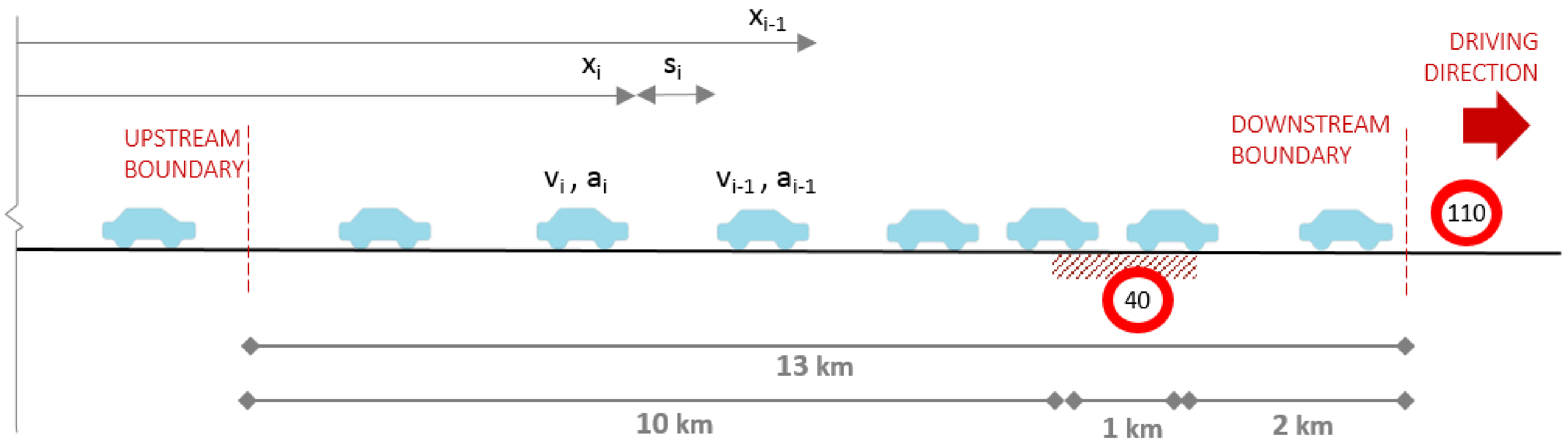
r_i = reaction time



Cars	AVs
Stochastic IIDM	**Deterministic IIDM**
A = 3 m/s^2	A = 3 m/s^2
B = 1.67 m/s^2	B = 1.67 m/s^2
B_{max} = 7.5 m/s^2	B_{max} = 7.5 m/s^2
S_0 = 2 m	S_0 = 2 m
T =1.5 s	**T = 1 s**
δ = 4	δ = 4
v_0 = norm(30.56;3.5^2) m/s	v_0 = **30.56 m/s**
r_i = norm(0.5;0.1^2) s	r_i = 0 s

Experiment setup

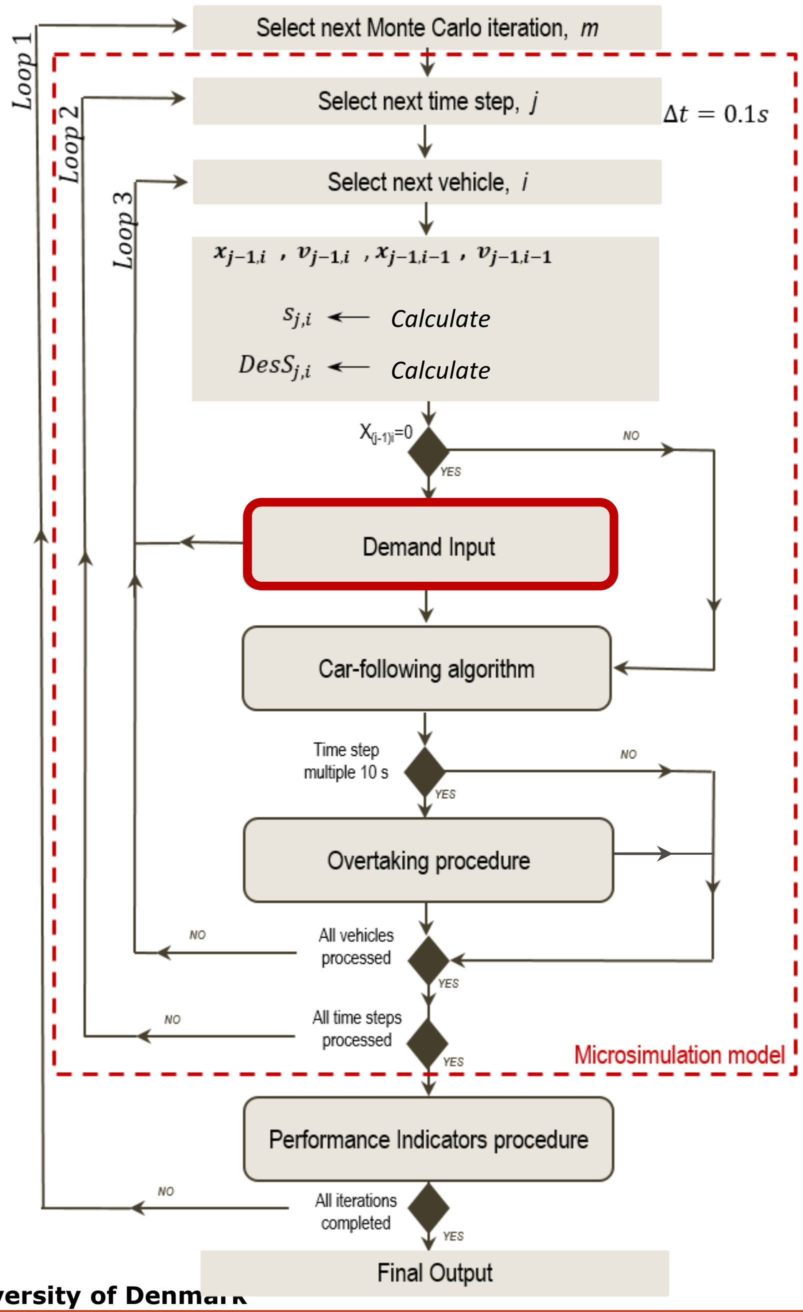
- Congested motorway performance

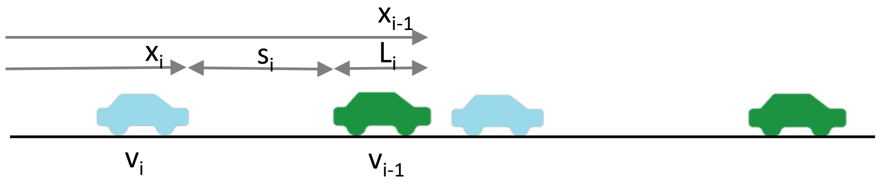


Stochastic IIDM

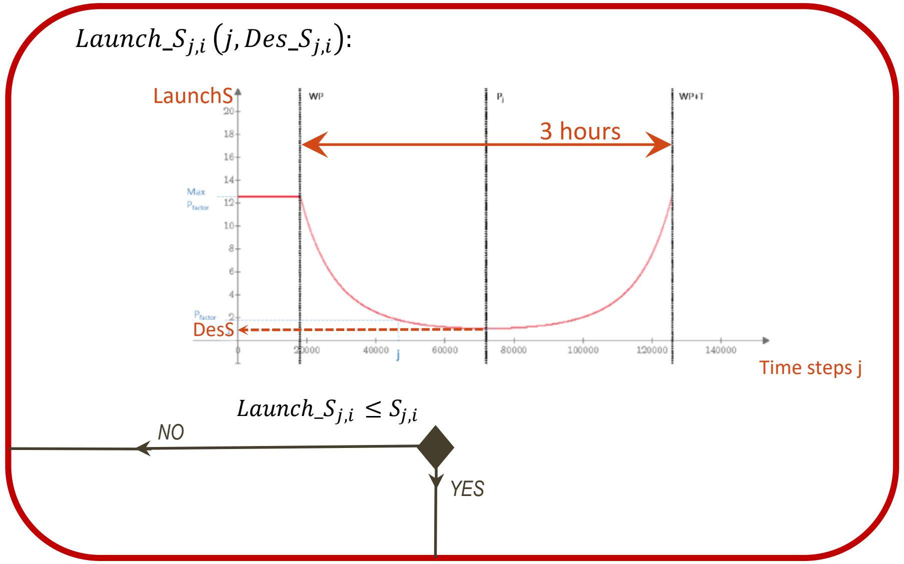
Deterministic IIDM

Simulation Framework





DEMAND INPUT



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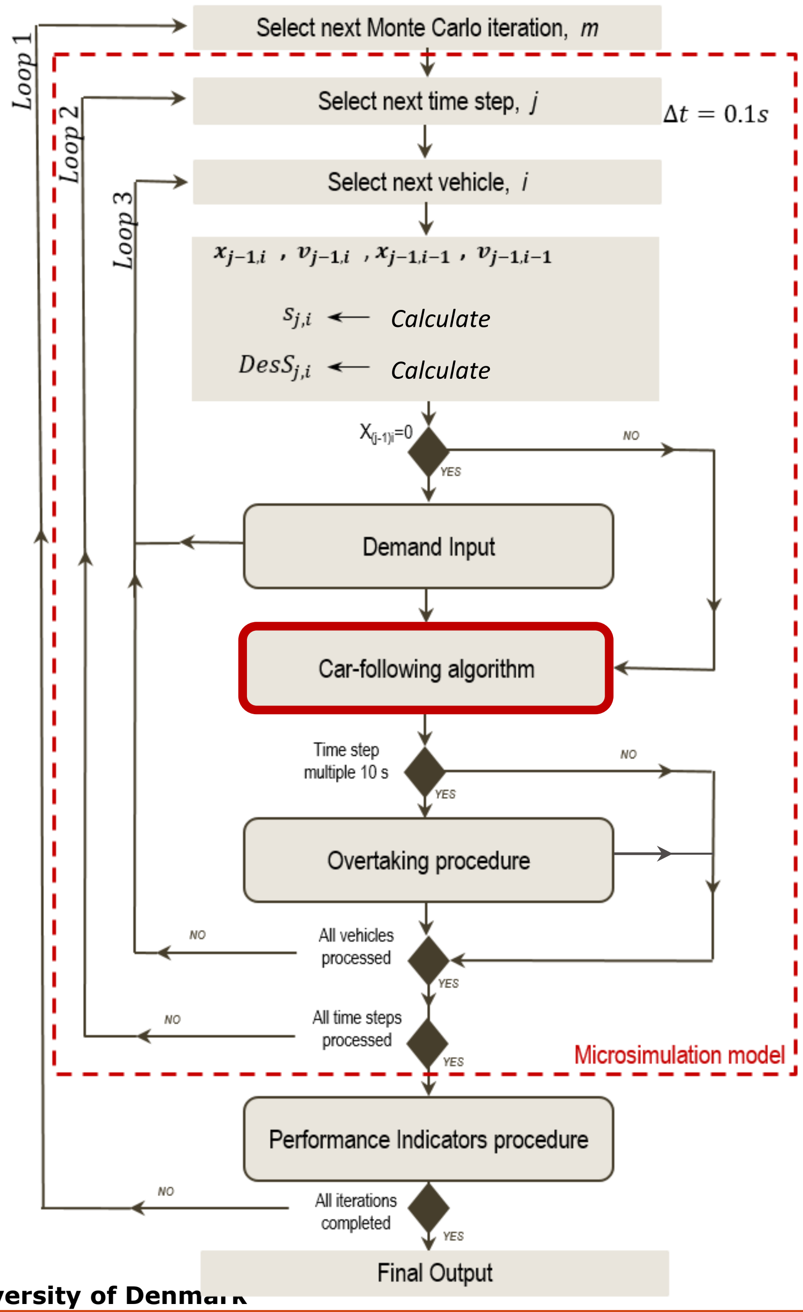
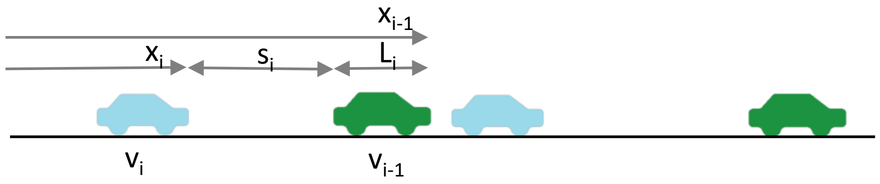
Simulation Framework





CAR FOLLOWING ALGORITHM

IIDM

$$z_{ji} = \frac{DesS(v_{(j-1)i}, \Delta v_{(j-1)i})}{s_{(j-r_i)i}}$$

- if $v \le v_0$

$$a_{free_{ji}} = A \cdot \left[1 - \left(\frac{v_{(j-r_i)i}}{v_{0i}}\right)^{\delta}\right], \qquad a_{ji} = \begin{cases} A \cdot [1 - z_{ji}^2] & z_{ji} \ge 1 \\ a_{free_{ji}} \cdot [1 - z_{ji}^{(2 \cdot A)/a_{free_{ji}}}] & z_{ji} < 1 \end{cases}$$

- if $v > v_0$

$$a_{free_{ji}} = -B \cdot \left[1 - \left(\frac{v_{0i}}{v_{(j-r_i)i}}\right)^{A \cdot \delta / B}\right], \quad a_{ji} = \begin{cases} a_{free_{ji}} + A \cdot \left[1 - z_{ji}^2\right] & z_{ji} \ge 1 \\ a_{free_{ji}} & z_{ji} < 1 \end{cases}$$

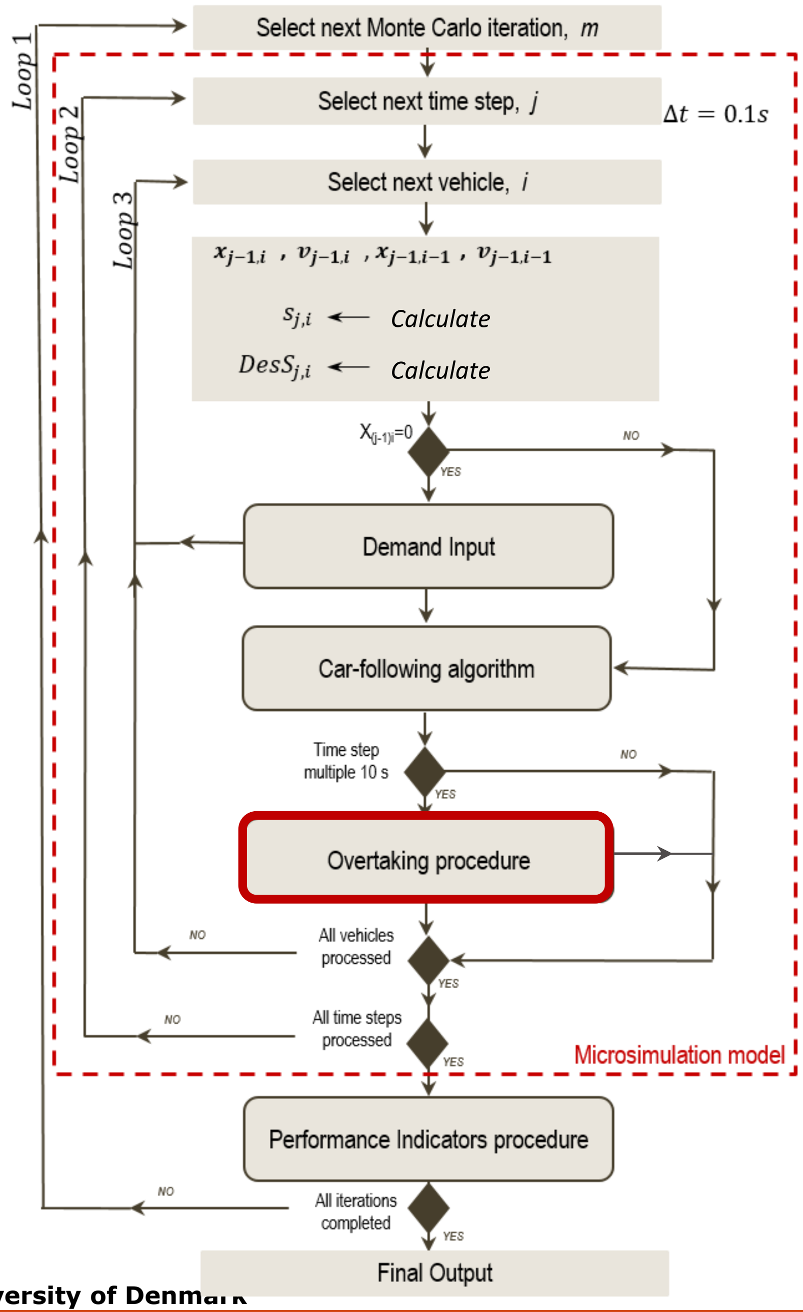
↓

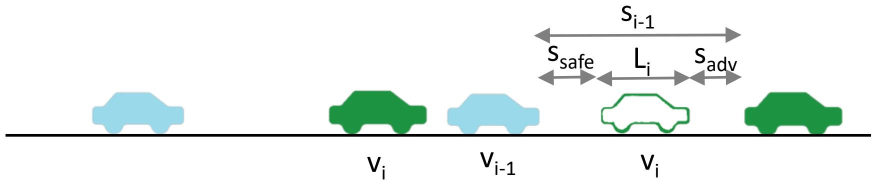
Update equations:

$$v_{j,i} = v_{j-1,i} + a_{j,i}(\Delta t)$$

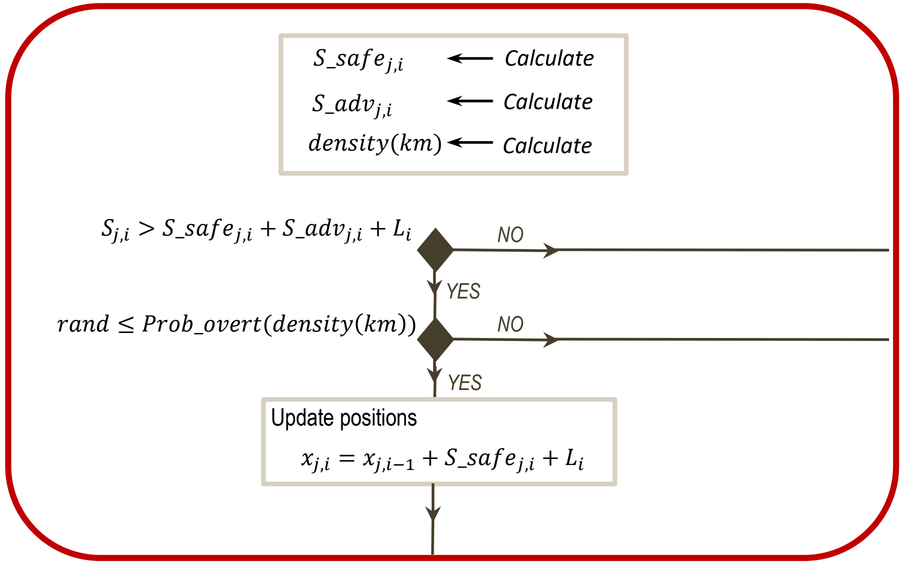
$$x_{j,i} = x_{j-1,i} + v_{j,i}(\Delta t) + \frac{1}{2} a_{j,i}(\Delta t)^2$$

Simulation Framework

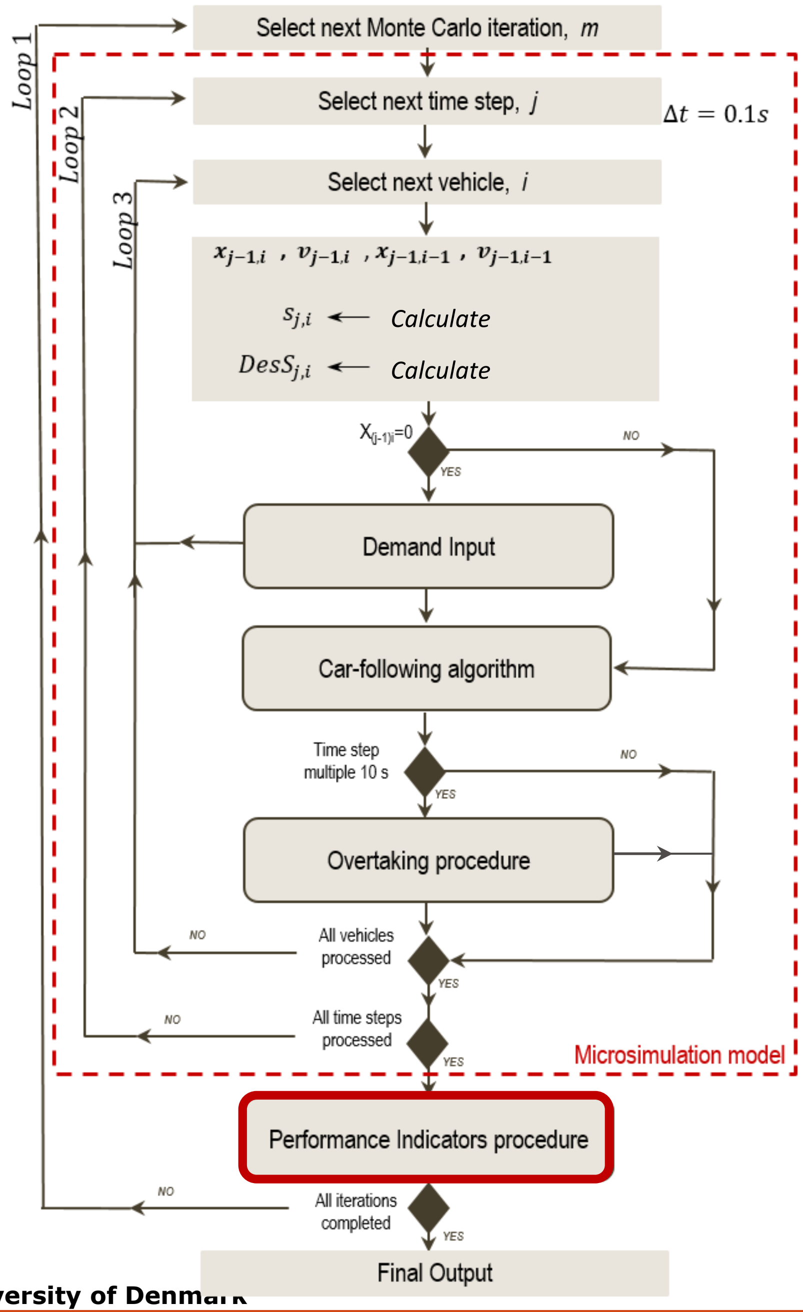


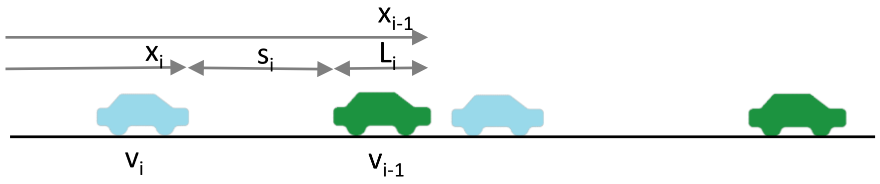


OVERTAKING PROCEDURE



Simulation Framework





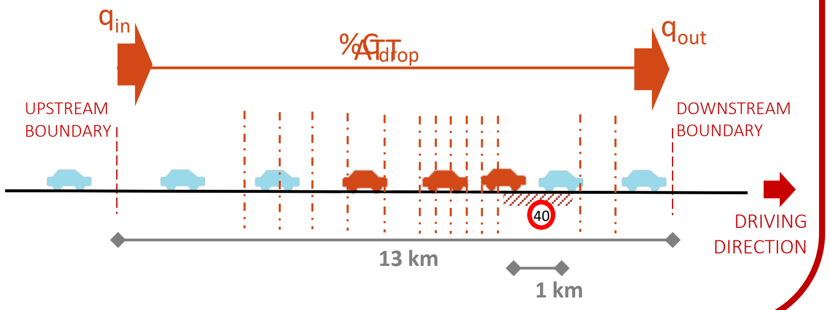
PERFORMANCE INDICATORS

AVERAGE TRAVEL TIME (ATT)

THROUGHPUT AND CAPACITY: Inflow, Outflow, Capacity drop

QUEUE: upstream vehicles with v<40km/h

DETECTORS: Speed, Flow, Density, Spacing



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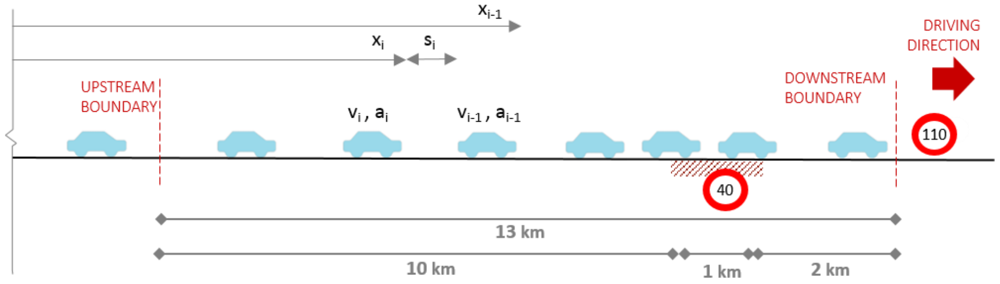
Case Study: scenario analysis

Validation of Base Scenario: 0% AV

Analysis of AVs T and v_0 parameter sensitivity

Analysis of AVs at different penetration rates



Performance Indicators:

- Av. Travel time
- Throughput
- Capacity drop
- Queue

Cars

Stochastic IIDM

$A = 3\ m/s^2$

$B = 1.67\ m/s^2$

$B_{max} = 7.5\ m/s^2$

$S_0 = 2\ m$

$T = 1.5\ s$

$\delta = 4$

$v_0 = norm(30.56;3.5^2)\ m/s$

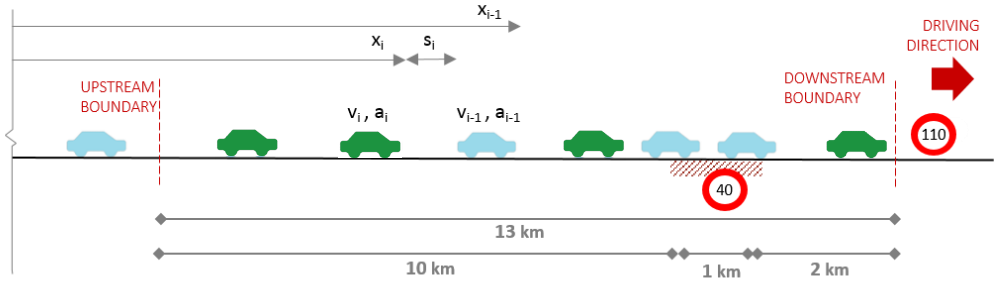
$r_i = norm(0.5;0.1^2)\ s$

Case Study: AVs different driving behaviours

Validation of Base Scenario: 0% AV

Analysis of AVs T and v_0 parameter sensitivity

Analysis of AVs at different penetration rates



	v_0	T
50% AVs	80 km/h	1.0 s
	110 km/h	1.0 s
	145 km/h	1.0 s
50% AVs	110 km/h	0.5 s
	110 km/h	1.0 s
	110 km/h	1.3 s

Performance Indicators:

- Av. Travel time
- Throughput
- Capacity drop
- Queue

Cars

Stochastic IIDM

$A = 3\ m/s^2$

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$\delta = 4$

$v_0 = norm(30.56;3.5^2)\ m/s$

$r_i = norm(0.5;0.1^2)\ s$

AVs

Deterministic IIDM

$A = 3\ m/s^2$

$B = 1.67\ m/s^2$

$B_{max} = 7.5\ m/s^2$

$S_0 = 2\ m$

T = 1 s

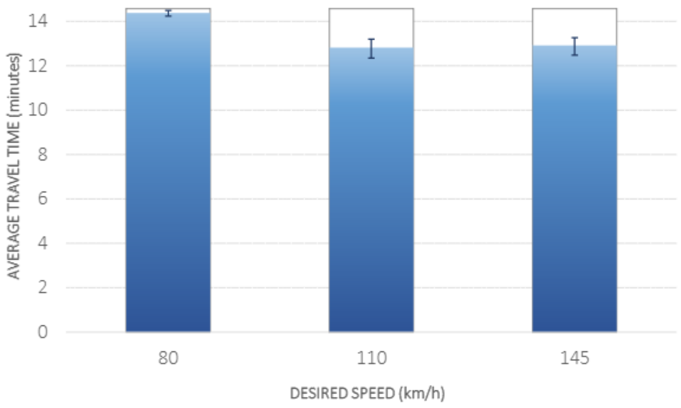
$\delta = 4$

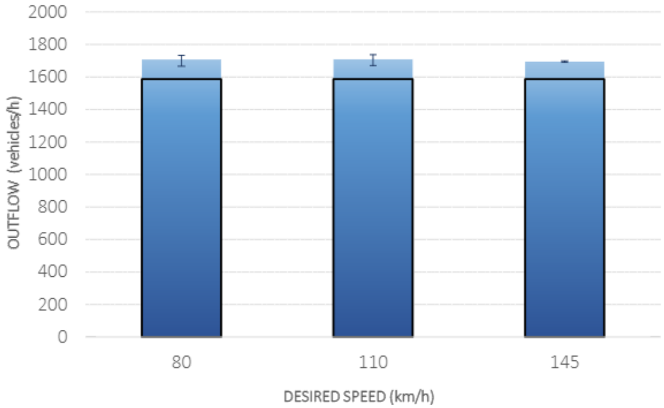
$\mathbf{v_0}$ = 30.56 m/s =110km/h

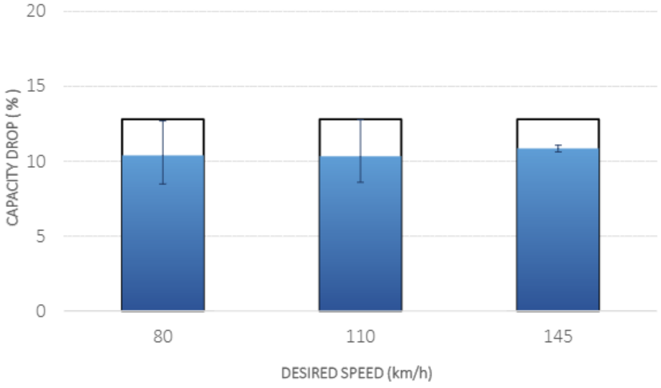
$r_i = 0\ s$

Case Study: AVs different driving behaviour – 50% AVs

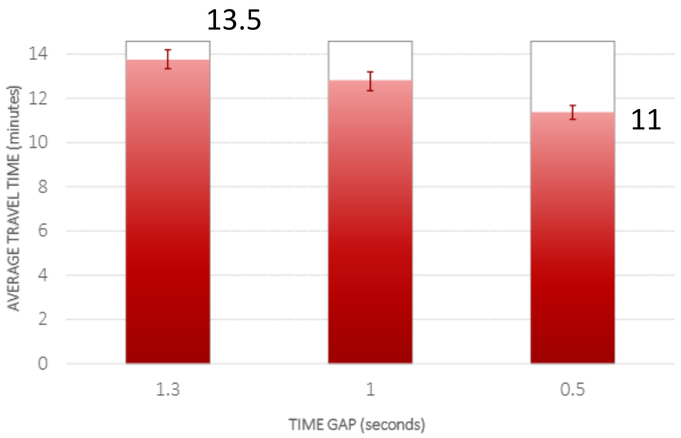
ATT = Average travel time	q_{out} = Outflow	$\%C_{drop}$ = Capacity drop

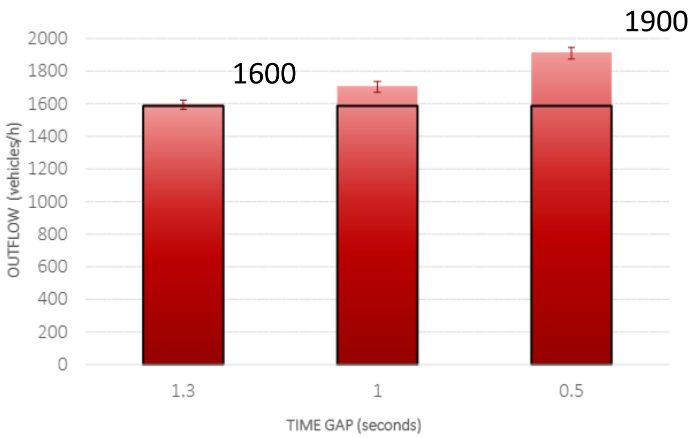


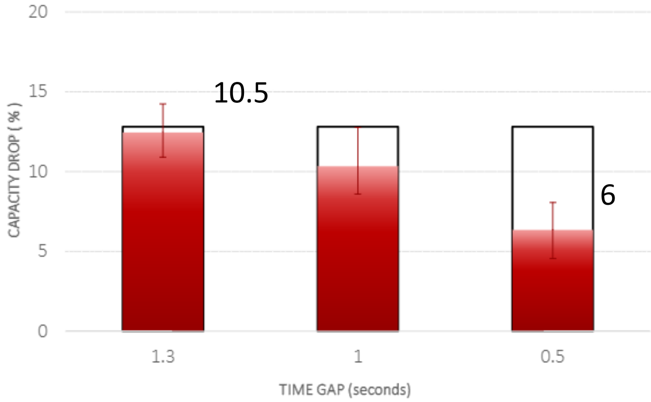




v_0 = Desired speed, parameter sensitivity







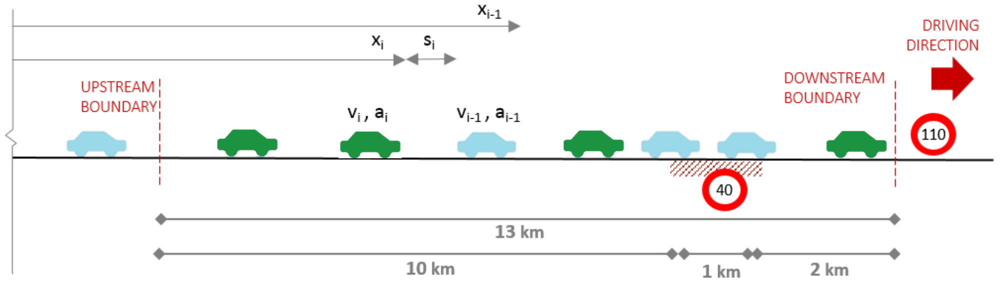
T = Speed dependent time gap, parameter sensitivity

Case Study: AVs at different penetration rates

Validation of Base Scenario: 0% AV

Analysis of AVs T and v_0 parameter sensitivity

Analysis of AVs at different penetration rates



% AVs	v_0	T
0	110 km/h	1.0 s
25	110 km/h	1.0 s
50	110 km/h	1.0 s
75	110 km/h	1.0 s
90	110 km/h	1.0 s
100	110 km/h	1.0 s

Performance Indicators:

- Av. Travel time
- Throughput
- Capacity drop
- Queue

Cars

Stochastic IIDM

$A = 3\ m/s^2$

$B = 1.67\ m/s^2$

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AVs

Deterministic IIDM

$A = 3\ m/s^2$

$B = 1.67\ m/s^2$

$B_{max} = 7.5\ m/s^2$

$S_0 = 2\ m$

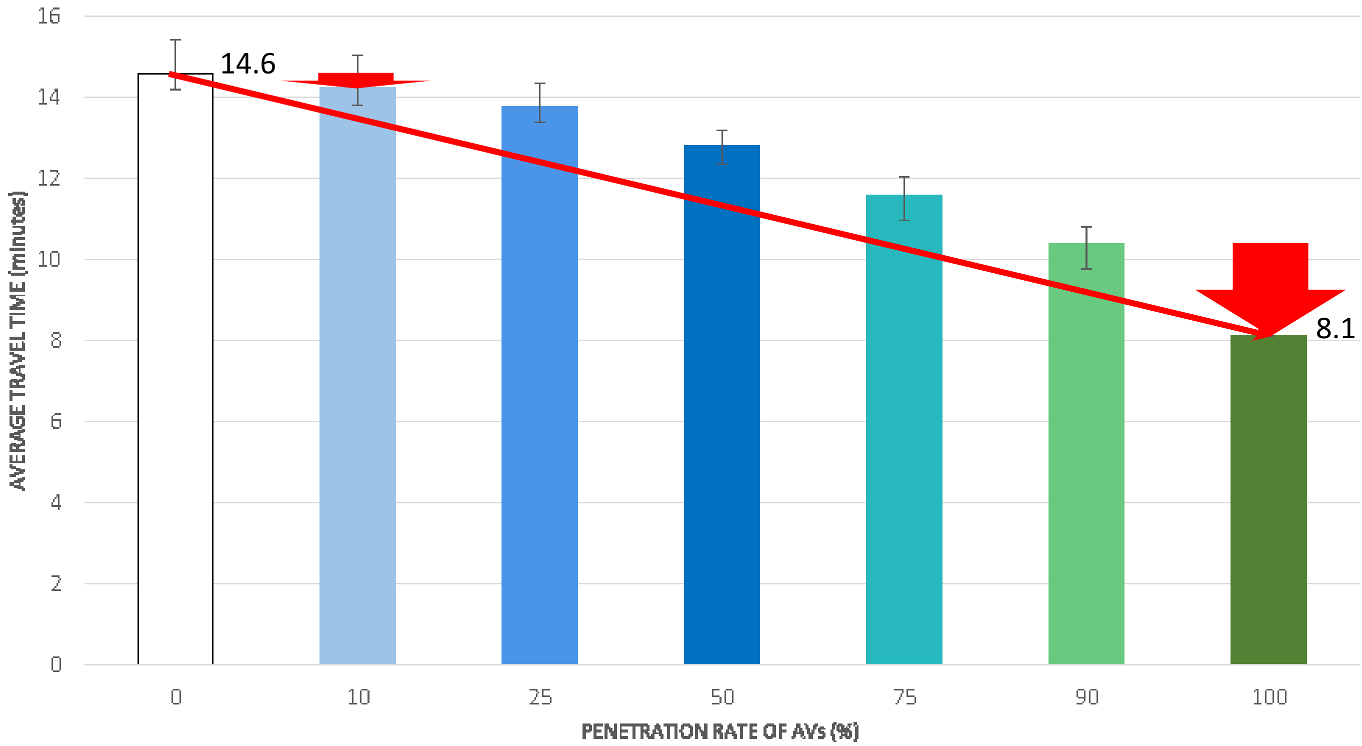
T = 1 s

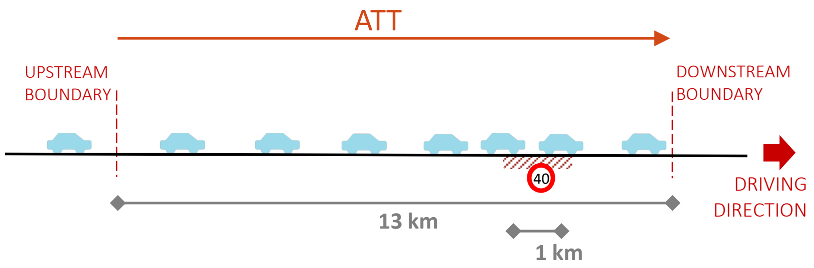
$\delta = 4$

v_0 = 30.56 m/s =110km/h

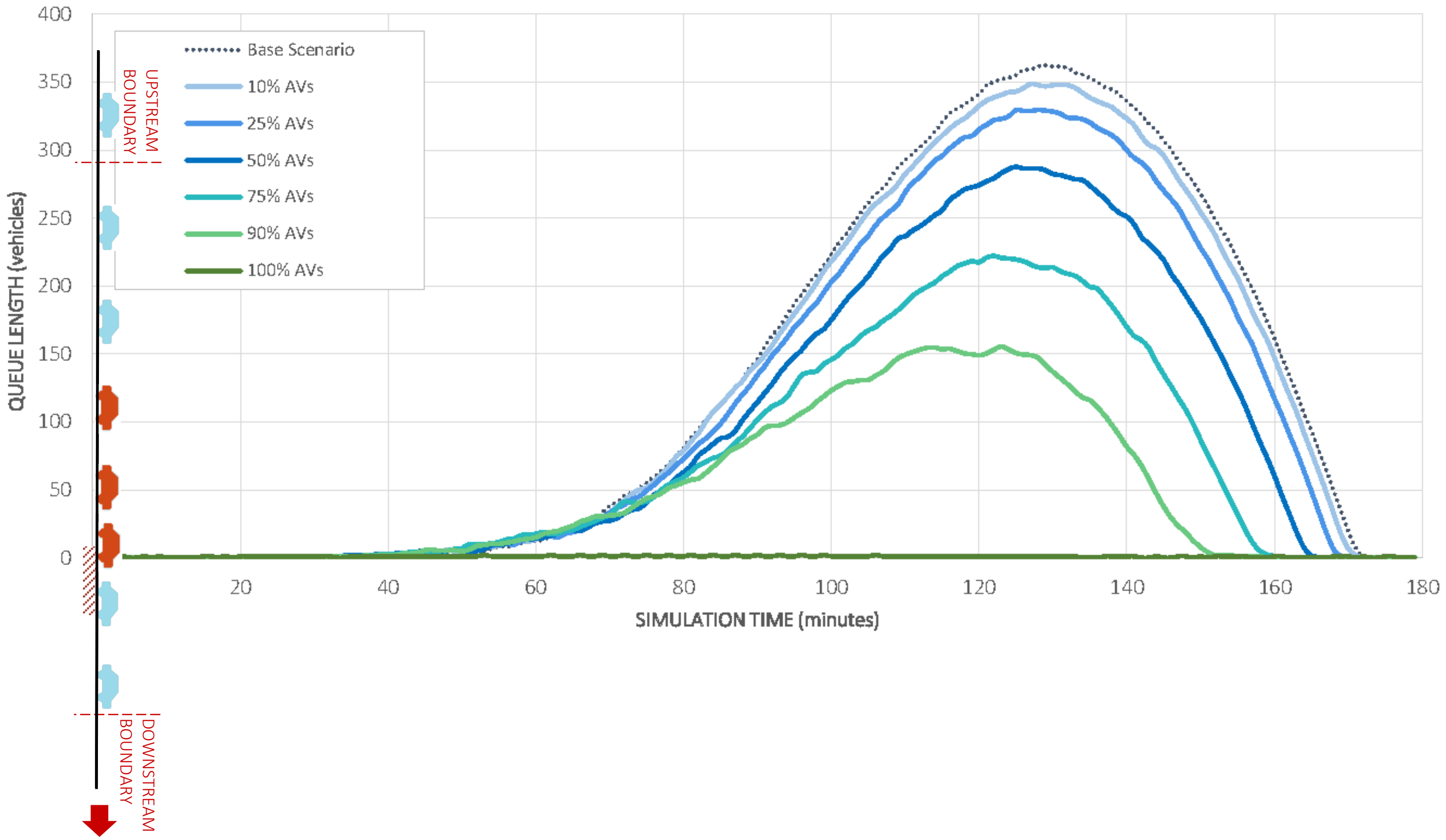
$r_i = 0\ s$

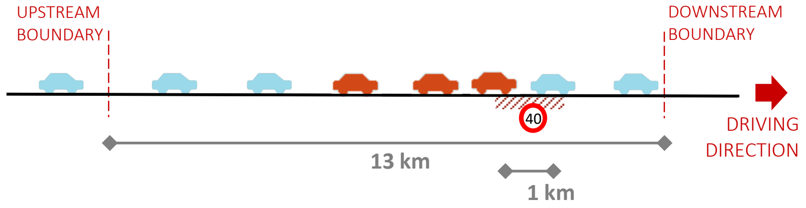
AVs at different penetration rates – AVERAGE TRAVEL TIME



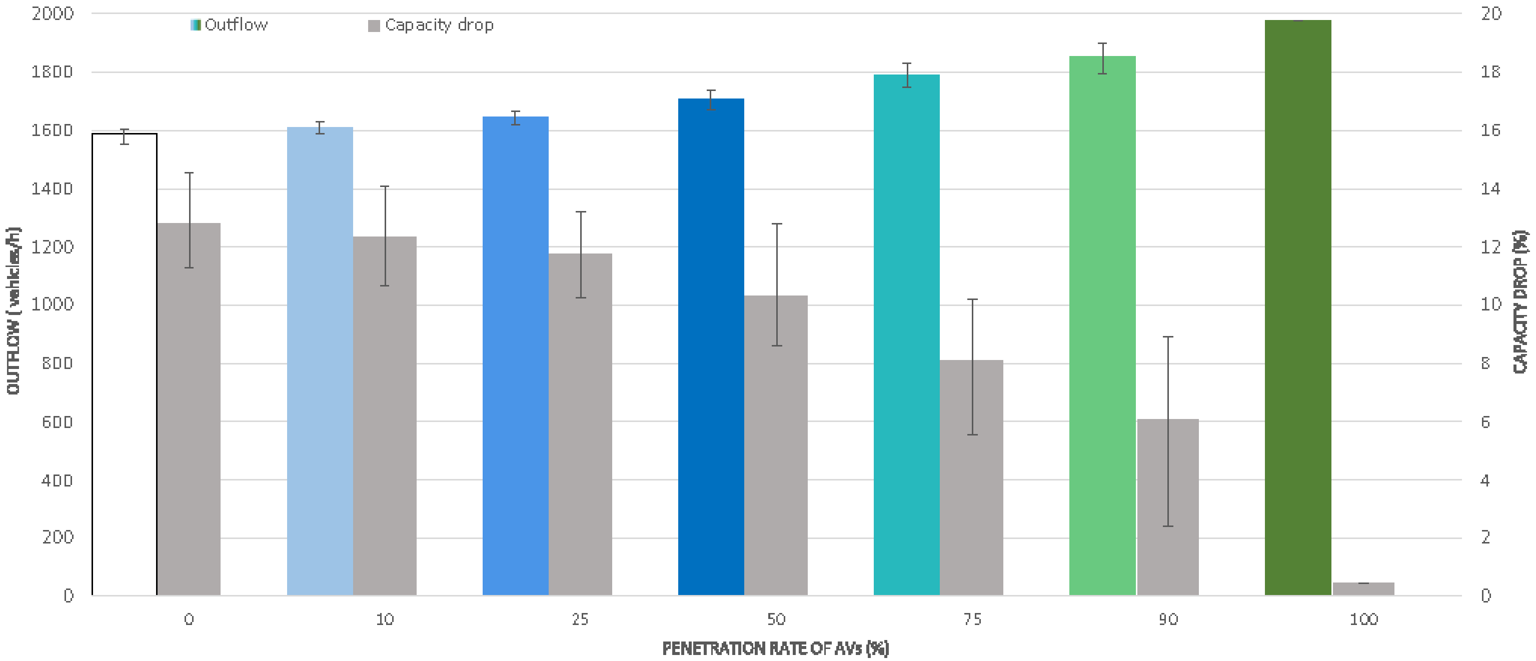


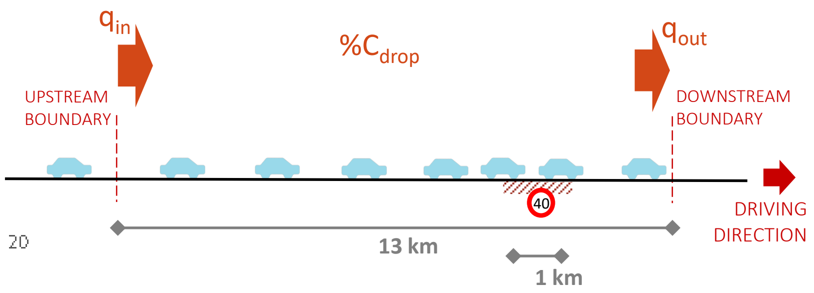
AVs at different penetration rates – QUEUE





AVs at different penetration rates – THROUGHPUT AND CAPACITY



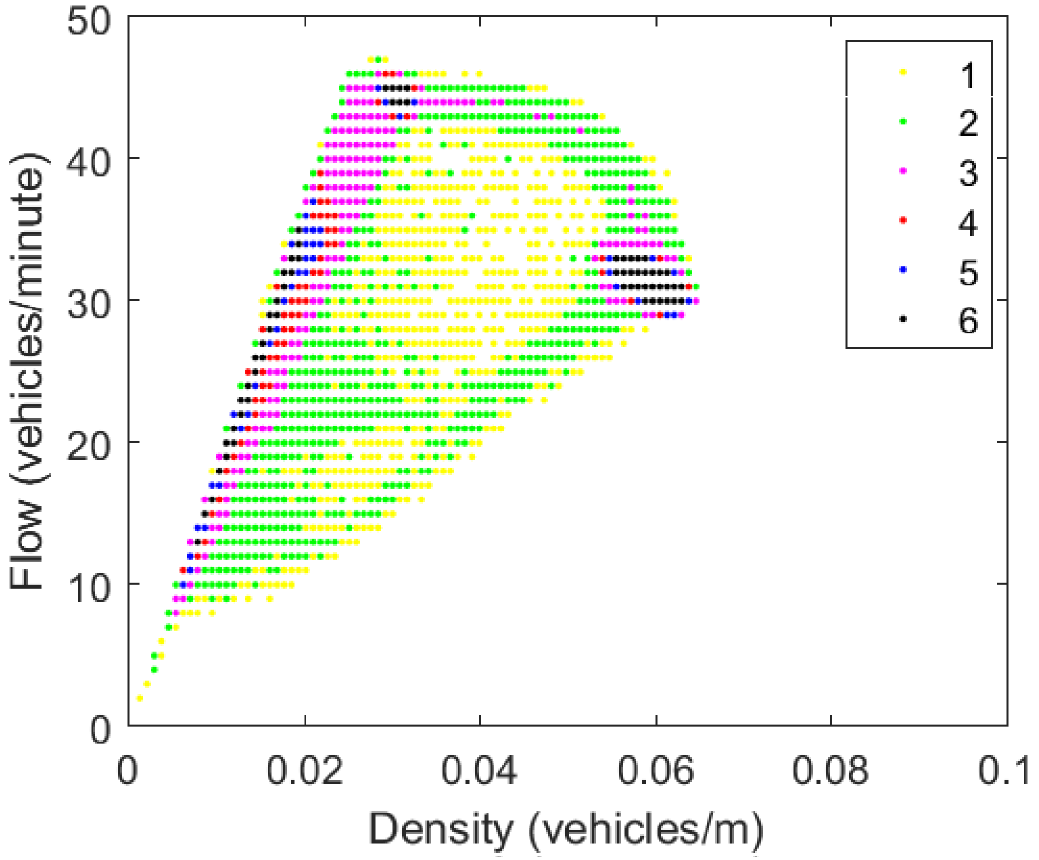


$$\%Cdrop = \frac{(q_{in} - q_{out})}{q_{in}} . 100$$

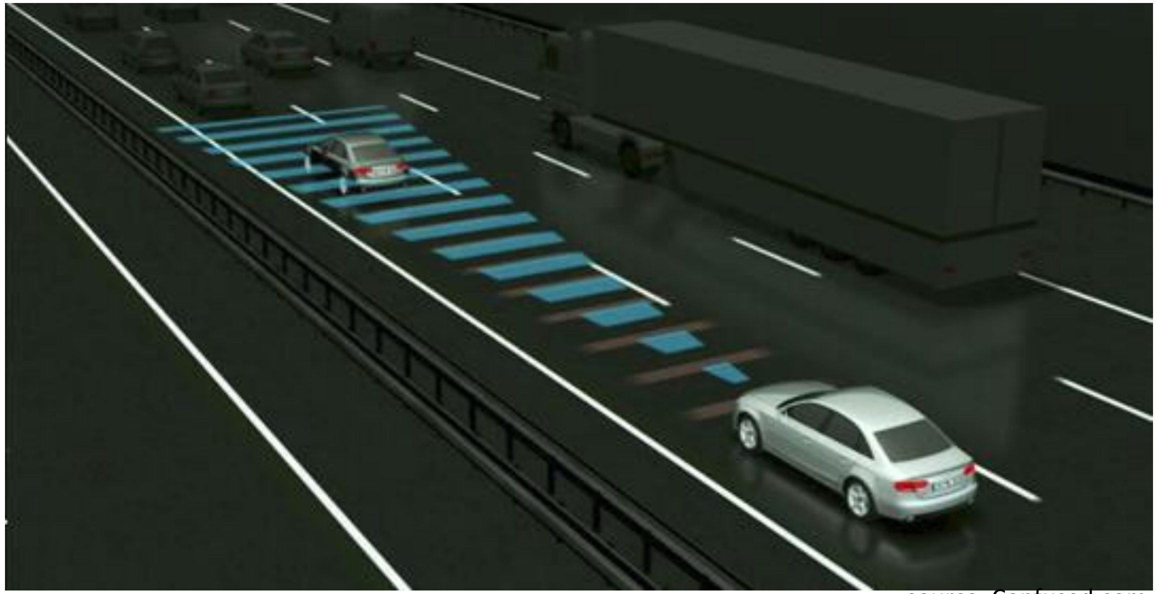
AVs at different penetration rates – MFD

Flow – Density

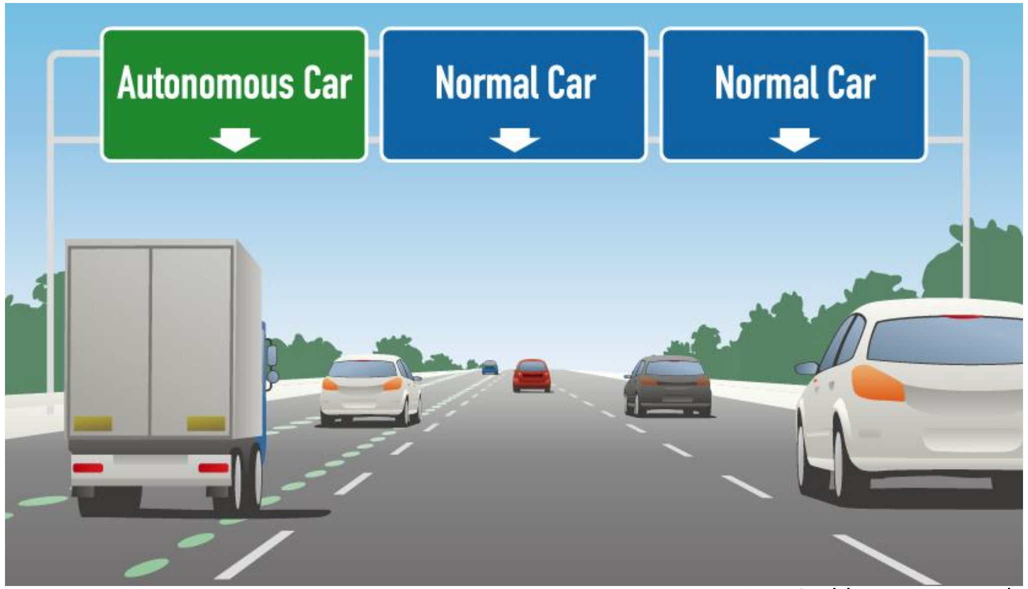
90% AVs



How / What should we plan?



source: Confused.com

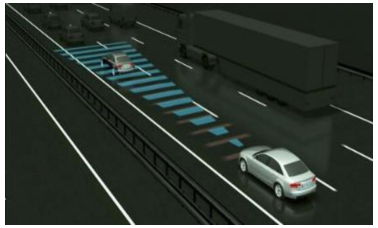


source: Sustainable Transport Lab

AVS IN MOTORWAYS MIXED IN TRAFFIC

DEDICATED LANES FOR AVS IN MOTORWAYS

AVs at different penetration rates – Benefit calculations

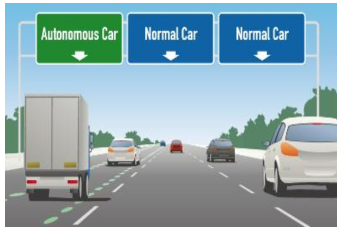


AVS IN MOTORWAYS MIXED IN TRAFFIC

NORMAL CARS + AVs	33.3%
NORMAL CARS + AVs	33.3%
NORMAL CARS+ AVs	33.3%

$$Total\ Benefits = 5.5 + 5.5 + 5.5$$

$$Total\ Benefits = \mathbf{16.5\ Mdkk/year}$$



DEDICATED LANES FOR AVS IN MOTORWAYS

AVs	100%
NORMAL CARS	0%
NORMAL CARS	0%

$$Total\ Benefits = 35.2 + 0 + 0$$

$$Total\ Benefits = \mathbf{35.2\ Mdkk/year}$$

- Scaling of results:
  - 2 peak periods per day
  - 1 year (285 days)

Penetration rate of AVs %	Total benefits M dkk / lane / year
0	-
10	1.6
25	4.2
33.3	5.5
50	9.2
75	15.9
90	22.5
100	35.2

Conclusions

- The potential network benefits do not follow a linear relation to the market penetration rate of AVs.

	Potential Benefits with respect to current situation (%)	
Penetration rate of AVs	**Time saving**	**Capacity increase**
50%	12	6
75%	20	12
100%	45	25

- Benefits at low market shares could be difficult to perceive.

- At early implementation stages beneficial to plan towards motorways with dedicated lanes for AVs rather than AVs mixed in traffic. However, several practical problems could arise when implementing into real-world.

- Work is limited to analyze changes in vehicle dynamics and does not consider potential induced demand.

THANK YOU FOR LISTENING

Andrea Papu Carrone
Jeppe Rich

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