



Contents

Summary	ii
Zusammenfassung	iv
Acknowledgements	vii
1 Introduction	1
1.1 The Argument	2
1.2 The Example	4
1.3 The Approach	6
1.4 The Contribution	9
1.5 The Structure	10
2 Background	13
2.1 Organizational Psychology	13
2.1.1 Groups and Cooperation	14
2.1.2 Group Models	18
2.2 Microscopic Traffic Simulation	21
2.2.1 Traffic Control	22
2.2.2 Traffic Flow	24
2.2.3 Traffic Demand	25
2.2.4 Microscopic Models	26
2.2.5 Traffic Simulation Systems	34
2.3 Multi-Agent Systems	36
2.3.1 Agents	40
2.3.2 Environment	45
2.3.3 Interaction	47
2.3.4 Organization	49
2.3.5 Multi-agent-based Simulation	50
2.3.6 Related Work (on Multi-Agent Traffic Interface (MATI) Framework)	52
2.4 Requirements for Vehicle Groups in Traffic	54
2.4.1 Scenarios	54
2.4.2 Requirements	55



3	State of the Art	57
3.1	Environments: Traffic Control	57
3.1.1	Established Traffic Control	59
3.1.2	Dynamic Traffic Control	62
3.2	Agent Modeling and Simulation in Traffic	65
3.2.1	The Macroscopic View	66
3.2.2	The Mesoscopic View	67
3.2.3	The Microscopic View	68
3.3	Interaction: Traffic Communication	71
3.3.1	Intersection Modeling	72
3.3.2	Vehicle Modeling	74
3.4	Organization: Traffic Architecture	74
3.4.1	Central Architecture	75
3.4.2	Decentralized Architecture	80
3.5	Group Models	82
3.5.1	Group Norms	83
3.5.2	Goal-based Models	84
3.5.3	Comparison of Goal-based Theories	95
3.5.4	Role-based Models	98
3.5.5	Comparison of vertical dimensions	101
3.6	Assumptions	101
3.6.1	Settings of Urban Traffic	102
3.6.2	Settings of Simulation	102
3.6.3	Settings of Agents	103
3.7	Research Gap	104
3.8	Summary	108
4	Agent-based Traffic Management Systems	109
4.1	Requirements	110
4.2	Comparison: Agent-oriented Simulation for Cooperative Traffic	111
4.3	Own Approaches	112
4.3.1	Streetworld: Agent-based Traffic Simulation	112
4.3.2	Simulation package of Transport Simulation Systems integrating three types of transport perspectives (AIMSUN) Extended	120
4.3.3	Simulation Scenario	123
4.3.4	ATSim: Agent-based Traffic Simulation System	131
4.3.5	Multi-Agent Traffic Interface (MATI)	138
4.4	Summary	149
5	A Model for Vehicle Group Formation	151
5.1	The Conceptual Model	151
5.1.1	A-E-I-O-S Categories	153
5.1.2	Functional Characterization	156
5.2	Individual Control	158
5.2.1	Vehicle Agents	161



5.2.2	Execution Layer	162
5.2.3	Patterns of Behavior	164
5.3	Group Planning	167
5.3.1	Physical Environment	168
5.3.2	Traffic Cooperation	177
5.3.3	Information System	178
5.3.4	Rewards and Recognition	179
5.4	Group Methods and Structure	179
5.4.1	Goals	181
5.4.2	Motivating Task	182
5.4.3	Group Mission	183
5.4.4	Group Membership	184
5.5	Group Formation Process	185
5.5.1	Conflict Management	196
5.5.2	Communication	198
5.5.3	Boundary Management	199
5.6	Implementation: Grouping Algorithm	202
5.7	Summary	210
6	Urban Traffic Groups: A Case Study	211
6.1	Simulation Scenarios	212
6.1.1	Settings	212
6.1.2	Artificial Three Lane Scenario	214
6.1.3	The Intersection Scenario	214
6.1.4	Realistic Hildesheimer Street Data as a Green Wave Scenario	217
6.1.5	Realistic Southern Part of Hanover Scenario	219
6.1.6	Artificial Manhattan Grid Scenario	220
6.2	Environment: Traffic Simulation	222
6.2.1	Creating Environment	222
6.2.2	Initializing of Vehicle Groups	223
6.3	Agents: The Design of Autonomous Vehicles	224
6.3.1	Homogeneous Vehicles	225
6.3.2	Heterogeneous Vehicles	226
6.3.3	Agent Implementations	229
6.4	Interaction: Communication between Traffic Participants	231
6.4.1	interpreter for an extended version of AgentSpeak and for programming autonomous agents (Jason)	234
6.4.2	MATI	234
6.5	Organization: Vehicle Groups in Cities	234
6.5.1	Centralized Vehicle Groups	237
6.5.2	Decentralized Hierarchical Groups	241
6.5.3	Mixed Dynamic Groups	248
6.5.4	Individual versus Group	251
6.5.5	Cooperative Groups	252
6.6	Summary	252



7	Evaluation and Presentation of Results	255
7.1	Research Questions and Hypotheses	256
7.1.1	Group Effectiveness	256
7.1.2	Group Similarities	258
7.1.3	Group Formation	259
7.1.4	Group Parameter	261
7.2	Evaluation Methodology	263
7.2.1	Experimental Design	264
7.2.2	Evaluation Criteria	264
7.2.3	Tools and Measuring Equipment	266
7.2.4	Dimensions	266
7.3	Evaluation Scenarios and Settings	267
7.3.1	Experiment Description	268
7.3.2	Experiment Execution	275
7.3.3	Data Analysis	279
7.4	Simulation Results	279
7.4.1	Analysis of Group Efficiency	280
7.4.2	Statistic Analysis of Distance	284
7.4.3	Statistical Analysis of Group Formation	287
7.4.4	Statistical Analysis Parameter	288
7.5	Discussion of Outcomes	294
7.5.1	Discussion of Research Questions and Hypotheses	296
7.5.2	General Outcome and Further Results	308
7.6	Summary	309
8	Conclusions and Future Perspectives	311
8.1	Main Contributions	311
8.1.1	Vehicle Groups in Urban Traffic	312
8.1.2	Microscopic Agent-Based Simulation Tool	312
8.1.3	Evaluation of Vehicle Groups	313
8.2	Limitations and Future Work	314
	Appendices	317
A	Car Following Models	319
A.1	Nagel-Schreckenberg Model (1992)	319
A.2	Kinematic Distance Model	321
A.3	Model by Pipes (1953)	323
A.4	GHR Model (1961)	323
A.5	Model by Wiedemann (1974)	324
A.6	Optimal Velocity Model (1995)	325
A.7	Intelligent Driver Model (2000)	327



B Existing Agent-Oriented Simulation Platforms	329
B.1 Efficiency of Agent Simulation	331
B.2 AnyLogic	332
B.2.1 Installation	332
B.2.2 Advantages	333
B.2.3 Disadvantages	333
B.2.4 Conclusion	333
B.3 Java Agent DEvelopment Framework (JADE)	333
B.3.1 Installation	333
B.3.2 Advantages	335
B.3.3 Disadvantages	335
B.3.4 Conclusion	335
B.4 Jason	335
B.4.1 Installation	335
B.4.2 Advantages	335
B.4.3 Disadvantages	337
B.4.4 Conclusion	337
B.5 MASON: Multi-Agent Simulator Of Neighborhoods/Networks	337
B.5.1 Installation	337
B.5.2 Advantages	337
B.5.3 Disadvantages	337
B.5.4 Conclusion	339
B.6 MATSim: Multi-Agent Transport Simulation Toolkit	339
B.6.1 Installation	340
B.6.2 Advantages	340
B.6.3 Disadvantages	340
B.6.4 Conclusion	340
B.7 NetLogo	341
B.7.1 Installation	341
B.7.2 Advantages	341
B.7.3 Disadvantages	341
B.7.4 Conclusion	341
B.8 Repast S	341
B.8.1 Installation	341
B.8.2 Advantages	344
B.8.3 Disadvantages	344
B.8.4 Conclusion	344
B.9 SeSAm: Shell for Simulated Agent Systems	344
B.9.1 Installation	344
B.9.2 Advantages	344
B.9.3 Disadvantages	344
B.9.4 Conclusion	346
B.10 Summary Agent Simulation for Cooperative Traffic	346



C	Technical Aspects of MATI	347
C.1	Installation of MATI	350
C.1.1	SUMO	350
C.1.2	Maven	351
C.1.3	Dependencies	352
C.1.4	Example	353
C.1.5	Instructions	353
C.1.6	HDF5	353
C.2	Directory and file structure	354
C.2.1	Scenario configuration	354
C.2.2	Analyzing Tools	366
C.3	MATI Test	372
C.3.1	Scenario Definition	372
C.3.2	Results	372
C.3.3	MATI Groups	375
C.3.4	Color Sort Implementation	376
C.3.5	CNP Implementation	376
C.4	Evaluation of Simulation	378
C.4.1	Structure of the HDF5 file	378
C.4.2	Setup	381
C.4.3	Data Import	382
C.4.4	Statistic Analysis Distance	382
C.4.5	Statistic Analysis Group Formation	383
C.4.6	Statistic Analysis Parameter	384
D	AIMSUN Groups	391
E	ATSim Groups	397
	Bibliography	401
	Curriculum Vitae	433