

Literature Review: CSE 6730 Project 1

Chris Dunlap, Allen Koh, Matt May

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A variety of techniques have been used to model pedestrian movement. Cellular automata, lattice gas, social force, fluid-dynamic, agent-based, game-theoretic, and animal experimentation-based approaches have been used [12]. As noted by Zheng, Zhong, and Liu [12], models often encounter or attempt to model several common phenomena: clogging, side-stepping, lane formation, and herding behavior, among them.

These phenomena manifest themselves in different ways and at different magnitudes depending on the system being modeled. In one of the early explorations of 2D cellular automata to simulating vehicular traffic flow, Biham and Middleton [1] note the presence of a sharp *jamming transition* in which all cars in the simulation transition from moving at maximal speed to being stuck. Similar effects were noted in simulations of bi-directional pedestrian movement, with Weifeng, Lizhong, and Weicheng [10] finding that as total pedestrian density increases, a critical value is reached at which the system transitions into a jammed state where only a few pedestrians are able to proceed.

In a slightly different take on the problem, Okazaki and Matsushita [9] modeled pedestrian evacuation using Coulomb’s Law, with actors magnetically moving toward their goals and away from obstacles that would lead to collisions. In another application of equations of natural phenomena, Helbing [5] derived fluid dynamic equations for explaining the movement of pedestrian crowds, observing phenomena such as the development of lanes, jamming, and crossing. Helbing [7] further notes an explicit “faster-is-slower” effect, in which attempting to move faster results in a smaller average speed of leaving at high pedestrian density in evacuation scenarios.

In a more recent study, Helbing et al. [6] uses a “social force” model, which states that pedestrians operate in some sense automatically when reacting to obstacles and other pedestrians, applying strategies that have been learned to be most effective over time. Several suggestions are made to alleviate the three most common problems in pedestrian crowds: counterflows, bottlenecks, and intersecting flows. The presence of strategically placed obstacles are found to actually reduce these negative phenomena, leading to improved flow.

Building on previous cellular automata-based models, Burstedde et al. [2] introduce a *floor field*, a secondary grid of cells which underlies the main grid and acts as a substitute for pedestrian intelligence. These fields can be either static or dynamic, and are capable of promoting the avoidance of jams, as well as simulating attractive effects, in which pedestrians are more likely to

follow in the paths of pedestrians ahead of them.

Taking a more algorithmic approach, Fang et al. [3] have designed a modified ant colony optimization (ACO) algorithm for optimizing pedestrian evacuation, seeking to minimize evacuation time, evacuation distance, and congestion. Kemloh Wagoum, Seyfried, and Holl [8] utilize an observation principle approach in modeling pedestrian evacuation, in which pedestrians first observe their environment and then make a final decision on strategy based on obtained data. [11] [4]

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