

Knowledge Pool

Institute for Transport Studies (IVe), University of Natural Resources and Life in Vienna

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Contents

Preface	7
Table of content	9
1 Introduction	11
2 Physical road infrastructure	13
2.1 Dedicated lanes for connected and automated vehicles (CAV) . .	13
2.2 Cooperative lane control for connected and automated vehicles .	18
2.3 Operational design domains (ODD)	18
2.4 Rail crossing information system	18
2.5 Electric road system	18
2.6 High occupancy toll lanes	18
2.7 Public transport priority systems	18
2.8 Transformation of public space and digital solutions	18
3 Highway infrastructure management	19
3.1 Unmanned aerial vehicles for infrastructure maintenance	19
3.2 Electric charging stations	19
4 Traffic management	21
4.1 Platooning	21
4.2 Real-time traffic information and monitoring	21
4.3 Cooperative - intelligent transport system	21

4.4	Dynamic route guidance	21
4.5	Variable speed limits and dynamic signage system	21
4.6	Passengers and goods fleet management	21
4.7	Urban access management	21
5	Road pricing	23
5.1	Congestion charging	23
6	Digital road infrastructure and connectivity	25
6.1	Vehicle to infrastructure communication	25
6.2	Infrastructure support levels for automated driving	25
6.3	Vehicle to vehicle communication	25
6.4	Wireless communication	25
7	Passenger information system	27
7.1	Digital journey planner	27
7.2	Rail telematics for passenger services	27
7.3	Multimodal information and route planning	27
7.4	Real-time, location-based information	27
8	Multimodal integrated system	29
8.1	First-last mile solutions	29
8.2	Distance or time-based fares	29
8.3	Mobility as a service	29
8.4	Park and ride	29
8.5	Contactless public transport cards	29
8.6	Information and assistance for people with special needs	29
8.7	Mobility/Freight hubs	29
9	Connected and autonomous driving	31
9.1	Parking infrastructure for autonomous vehicles	31
9.2	Connected vehicles	31
9.3	Automated vehicles	31

10 On-board technology for connected and automated vehicles	33
10.1 Advanced driver assistance system	33
10.2 Parking assistance system	33
10.3 Lane keeping	33
10.4 Distane keeping	33
10.5 Crash avoidance	33
10.6 Mainteinance assistance	33
10.7 Digital maps	33
10.8 E-Horizon	33
10.9 Emergency call	33
11 Freight and commercial transport	35
11.1 Automated road freight	36
11.2 Freight dreyage optimisation	36
11.3 Tracking and tracing of dangerous goods	36
11.4 Intermodal Freight	36
11.5 Real-time disruption management and route planning	36
11.6 Traffic signal control	36
11.7 Urban Deliveries	36
11.8 Parcel load pooling	36
11.9 Intelligent truck parking and delivery space booking	36
11.10Freight drones	36
11.11Commercial vehicle on-board safety systems	36
11.12Truck Platooning	36
11.13Rail telematics for freight services	36
11.14Electric vehicle delivery fleets	36
11.15Multimodal transport management systems	36
11.16Cooperative adaptive cruise control in trucks	36
12 Collective mobility vehicles	37
13 Big data	39

14 Shared mobility	41
15 Alternative power sources	43
16 References	45

Preface

This is a *continuously developing* database, which is a part of DAVeMOS project. It aims at gathering concepts and evidence of the systemic impact of transport digitalisation and automation. Therefore, the authors of this work welcome any feedback on changes and suggestions for additional content that the readers may have.

For further inputs please contact the corresponding author *Martyna Bogacz* on the following email address: xxx

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[1] "18 January 2021"

Table of content

1. Introduction to the knowledge pool 1
2. Physical road infrastructure 2
3. Highway infrastructure management 3
4. Traffic management 4
5. Road pricing 5
6. Digital road infrastructure and connectivity 6
7. Passenger information system 7
8. Multimodal integrated system 8
9. Connected and autonomous driving 9
10. On-board technology for connected and automated vehicles 10
11. Freight and commercial transport 11
12. Collective mobility vehicles 12
13. Big data 13
14. Shared mobility 14
15. Alternative power sources 15

Chapter 1

Introduction

This work gathers and defines essential concepts related to automation and digitalisation of transport system together with the description of their impact, both negative and positive on **individual**, **systemic** and **economy level**. This knowledge pool is driven by the fact that automation and digitalisation are progressing quickly, although not uniformly across all areas within transport context. Therefore, to understand spectrum of possibilities that they bring, it is necessary to explain key concepts, demonstrate their level of maturity and current market penetration, and finally assess their impact on different levels. Given this approach, the page of each topic contains the following elements: **definition** of the phenomenon, **key stakeholders** who are the main parties responsible for and affected by the given technological development. Then, we include two subsections on **current state of art in research and practice**. The former one summarizes the most recent research in a given topic while the latter explains the current stage of implementation of given technology in the real world. Further, section named **relevant initiatives in Austria** covers the leading initiatives within given topic and potential for Austrian actors. Moreover, we provide the summary table of the impacts of the concept on selected **sustainable development goals** (SDGs). Beyond, to provide an objective measure of technology maturity within each topic we include so-called **technology readiness scale** (Williamson & Beasley, 2011) and **societal readiness scale**, as described below:

Finally, we provide a list of **outstanding questions** and **links to additional sources** on the topic.

References

- Williamson, R., & Beasley, J. (2011). Automotive technology and manufacturing readiness levels: a guide to recognised stages of development within the automotive industry. URN11/672.



Figure 1.1: Technology readiness scale

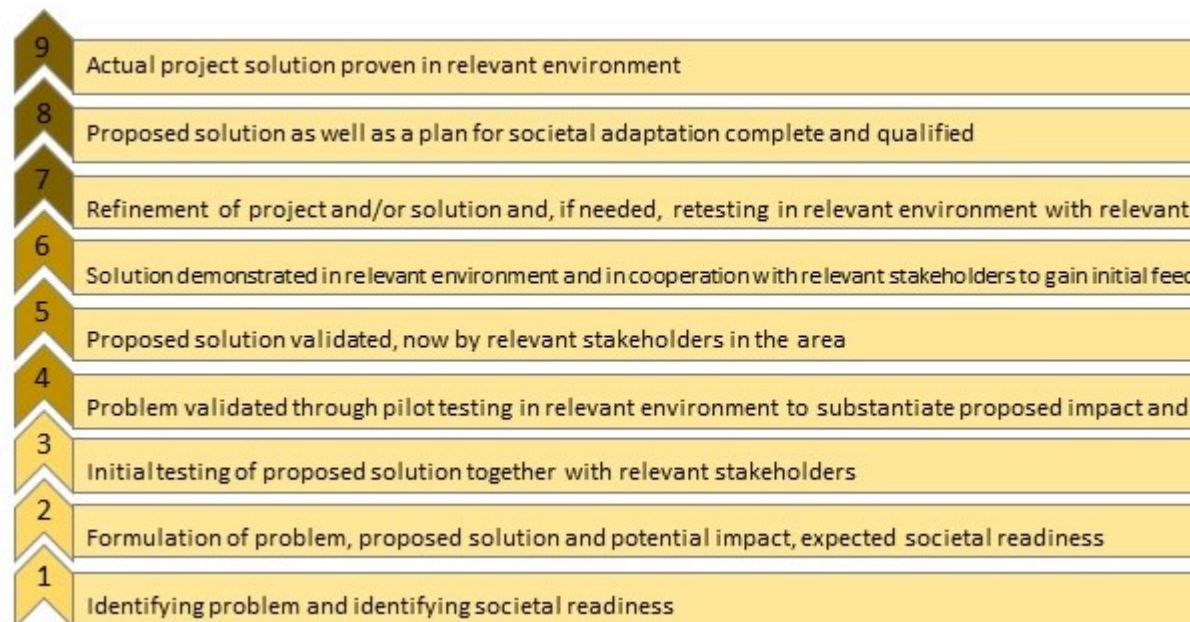


Figure 1.2: Societal readiness scale

Chapter 2

Physical road infrastructure

2.1 Dedicated lanes for connected and automated vehicles (CAV)

Synonyms

AV-dedicated lanes, dedicated corridors

Definition

Dedicated lane for connected and autonomous vehicles features additional infrastructure or sensors to increase the reliability of Advanced Driver Assistant Systems (ADAS). Only automated driving vehicles are allowed to drive on these lanes. The typical applications include cooperative and adaptive cruise control based on sensors with the infrastructure, lane keeping, fuel use optimization and road pricing possibilities (Broek et al., 2011). The introduction of dedicated lanes for CAV is expected to have direct consequences on the traffic flow on the highways and a nearby road network. In particular, a study conducted in Singapore showed that dedicated lanes on the highways can reduce travel time of CAVs by approximately 25% (if the saturation on the lane is not reached) at the cost of a delay for conventional cars of approximately 7%, due to the reduced capacity (Ivanchev et al., 2017). They were also demonstrated to have a positive effect on fuel consumption. Moreover, the throughput, defined as a number of vehicles passing through the road in a given time interval, increased as a result of introduction of dedicated lanes for AVs (Kumar et al., 2020). This effect, however, was associated with a decrease in throughput of smaller roads due to the preference of AVs for highways because of time savings, which in turn can result in time loss for conventional cars. What is more, the benefits from

increased capacity of AV-only lanes can be further amplified through setting a higher speed limits for these lanes (Ye & Yamamoto, 2018). With respect to the demand for different road types the study found that the introduction of dedicated CAV lanes will increase the demand of conventional cars for major road (but smaller than highways) and minor roads as a substitution for more congested highways due to the dedicated AV lanes. In contrast, study by Chen et al. (2016) showed that the implementation of CAV dedicated lanes has a potential of maximizing traffic capacity on these lanes in a mix-traffic context while having effectively no impact on conventional traffic capacity. Further, in order to use efficiently CAV dedicated lanes, which may be underutilized at the early stage, it is proposed to allow conventional cars to enter the AVs-only lanes after toll payment. This solution stems from currently operational across the world High Occupancy Vehicle (HOV) lanes. This joint approach is claimed to improve the throughput of individual road as well as enhance system-wide flow distribution within the network (Liu & Song, 2019).

Key stakeholders

- **Affected:** Conventional Cars' Drivers, Car Manufacturers, Insurers
- **Responsible:** Road Infrastructure Agencies, Local and National Governments

Current state of art in research

Current research focuses on gathering the evidence of the impact of the introduction of dedicated lanes on traffic flow, driver behavior adoption, safety and efficiency. Furthermore, it analyses the factors which influence them, by testing different design and operation configurations, road types and utilization policies (Rad et al., 2020). Both, field operational testing and driving simulator studies have been conducted to investigate the influence of different designs of dedicated lanes on drivers in conventional cars and those featuring some degree of automation (Guin et al., 2008, Zhong, 2018). In particular, a number of studies compared distinct access types of dedicated lanes (Zhong, 2018, Yang et al., 2019). They showed that dedicated lanes with limited access performed better in terms of travel time and throughput compared to dedicated lanes with continuous access. Moreover, the probability of vehicles platooning was significantly higher on dedicated lanes with limited access. On the other hand, it was showed that collision rates near the entry or exit of these limited access lanes are higher (Rad et al. 2020).

Current state of art in practice

Currently state of Michigan together with several private partners including Ford and Alphabet Inc. are planning to dedicate 65 km of a highway between

Detroit and Ann Arbor for the sole movement of autonomous vehicles including buses and shuttles (Krisher & Eggert, 2020). Similar initiatives are taking place in other countries, for instance, China set out to build nearly 100 km of 8-lane highway linking Beijing and the Xiongan New Area, from which 2 lanes will be allocated for the automated traffic. The completion of the construction phase is predicted by the end of 2020, while its opening is for traffic is expected in June 2021 (Syncedreview.com, 2020). In Europe, there is on-going SHOW (SHared automation Operating models for Worldwide adoption) project which aims to deploy about seventy automated vehicles in 21 European cities. To assess how they can best be integrated vehicles will be used in different settings in mixed traffic and dedicated lanes. However, for safety reasons the driver will be on-board (CORDIS, 2020).

Relevant initiatives in Austria

- tugraz.at
- ait.ac.at

Impacts with respect to Sustainable Development Goals (SDGs)

Impact level	Indicator	Impact direction	Goal description and number	Source
Individual	Fuel consumption reduced	+	Environmental sustainability (7,12-13,15)	Ivanchev et al., 2017
Individual	Travel time reduced	+	Sustainable economic development (8,11)	Zhong, 2018; Yang et al., 2019
Systemic	Collision rate reduced	+	Health & Wellbeing (3)	Zhang et al., 2020
Systemic	Emissions rate reduced	+	Environmental sustainability (7,12-13,15)	Al Alam et al., 2010
Systemic	Congestion	~	Sustainable economic development (8,11)	Ivanchev et al., 2017; Kumar et al., 2020

Impact level	Indicator	Impact direction	Goal description and number	Source
Systemic	Novel designs tested	+	Innovation & Infrastructure (9)	Guin et al., 2008; Zhong, 2018; Krisher & Eggert, 2020
Systemic	SHOW EU initiative	+	Partnership & collaborations (17)	CORDIS, 2020

Technology and societal readiness level

TRL	SRL
5-6	1-3

Open questions

1. What are the potential benefits of dedicated AV lanes when coupled with smart platooning strategies?
2. How and to what degree will joint concepts by automotive sector, fleet and road operators will improve traffic management establishing dynamic traffic regulations even across borders?
3. What are the roles and responsibilities of the different stakeholders of physical infrastructure for connected and automated vehicles?
4. Should the vehicle cope with any road infrastructure, and if not, what demands can be set to adapt the existing infrastructure?
5. How to ensure continuity between those different environments?
6. Which tools (e.g. micro- and macroscopic transport modelling, impact assessment) can enable cities to assess the impact of automated vehicles on their physical road infrastructure and balance the needs of automated vehicles against the needs of existing modes (conventional vehicles, public transport, pedestrians and cyclists). (ERTRAC, 2019)

Further links

- knowledge base
- show project

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2.2 Cooperative lane control for connected and automated vehicles

2.3 Operational design domains (ODD)

2.4 Rail crossing information system

2.5 Electric road system

2.6 High occupancy toll lanes

2.7 Public transport priority systems

2.8 Transformation of public space and digital solutions

Chapter 3

Highway infrastructure management

3.1 Unmanned aerial vehicles for infrastructure
maintenance

3.2 Electric charging stations

Chapter 4

Traffic management

4.1 Platooning

4.2 Real-time traffic information and monitoring

4.3 Cooperative - intelligent transport system

4.4 Dynamic route guidance

4.5 Variable speed limits and dynamic signage system

4.6 Passengers and goods fleet management

4.7 Urban access management

Chapter 5

Road pricing

5.1 Congestion charging

Chapter 6

Digital road infrastructure and connectivity

6.1 Vehicle to infrastructure communication

6.2 Infrastructure support levels for automated driving

6.3 Vehicle to vehicle communication

6.4 Wireless communication

Chapter 7

Passenger information system

7.1 Digital journey planner

7.2 Rail telematics for passenger services

7.3 Multimodal information and route planning

7.4 Real-time, location-based information

Chapter 8

Multimodal integrated system

8.1 First-last mile solutions

8.2 Distance or time-based fares

8.3 Mobility as a service

8.4 Park and ride

8.5 Contactless public transport cards

8.6 Information and assistance for people with special needs

8.7 Mobility/Freight hubs

Chapter 9

Connected and autonomous driving

9.1 Parking infrastructure for autonomous vehicles

9.2 Connected vehicles

9.3 Automated vehicles

Chapter 10

On-board technology for connected and automated vehicles

10.1 Advanced driver assistance system

10.2 Parking assistance system

10.3 Lane keeping

10.4 Distane keeping

10.5 Crash avoidance

10.6 Mainteinance assistance

10.7 Digital maps

10.8 E-Horizon

10.9 Emergency call

Chapter 11

Freight and commercial transport

- 11.1 Automated road freight
- 11.2 Freight dreyage optimisation
- 11.3 Tracking and tracing of dangerous goods
- 11.4 Intermodal Freight
- 11.5 Real-time disruption management and route planning
- 11.6 Traffic signal control
- 11.7 Urban Deliveries
- 11.8 Parcel load pooling
- 11.9 Intelligent truck parking and delivery space booking
- 11.10 Freight drones
- 11.11 Commercial vehicle on-board safety systems
- 11.12 Truck Platooning

Chapter 12

Collective mobility vehicles

Chapter 13

Big data

Chapter 14

Shared mobility

Chapter 15

Alternative power sources

Chapter 16

References