Section 3: Week 8: Autonomous Driving

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# Autonomous Driving

Some of the most challenging problems of algorithmic study can be found in autonomous vehicles. This is due to driving being less like chess and more like a conversation, in that the context is continuously evolving and formal rules are difficult to define (Fridman, 2017). To correctly maneuver through this conversation the vehicle needs to identify objects and their likely path. In addition to other cars, these vehicles need to react to the unexpected such as a child chasing a ball or debris falling onto the road way.

There is a huge potential to improve the safety, cost, and performance of transportation though autonomous driving. Many newer vehicles are already including ‘driver assisted technologies’ such as lane detection, adaptive cruise control, and automated parallel parking. Despite the advantages of pure autonomy, the broad adoption across mainstream consumer is likely several years out.

# Literature Review

In the meantime, autonomous racing is gaining traction within academia and the industry. This allows research to continue with fewer safety risks as the system under test is enclosed. To further reduce costs much of this research takes place within the context of physics simulators. These simulators are often controlled driven by reinforcement learning algorithms.

## Introduction to Deep Reinforcement Learning

A reinforcement algorithm is a supervised learning algorithm which tries to guide an *agent* through an *environment*. As the agent performs *actions* the *reward function* scores and behavior and signifies satisfaction through numerical values. The agent uses the reward values to construct a *policy*, that maps the expected value of transitioning from one *state* to another.

A baby (agent) might have the objective of walking across the room (environment). During each step (action) its brain is collecting sensor readings (state) and determining if that step moved them closer to dad or caused them to fall (reward function). Actions such as leaning to far forward cause them to tip over and are avoided later (policy). Through enough repetition (training) the baby eventually learns to complete the objective with a high degree of reliability.

## Introduction to Deep Learning and Self-Driving Cars

Computers can use a similar mechanism to learn complex skills such as how to drive a car. A common pattern is to attach a camera to the front of the car and then stream each frame into the reinforcement algorithm.

The frame is converted to an array of numerical pixels with each value becoming an input node to a connected graph, called a neural network. The input layer will be paired with one or more hidden layers that eventually connect to an output result (e.g. desired steering angle or speed).

After each frame is traversed through the network the system uses the reward function as a mechanism to determine if the predicted action is the desired action. Using a mathematical transform called ‘backpropagation’, the edge weights are adjusted such that similar future examples result in more accurate predictions.

Once the training has completed the network will identify certain features of the image such as the center line and edges of the track. While the computer has no concept of what these features are it does understand that certain patterns infer the desire of *left 30 degrees* over *right 15 degrees*. These actions are then transmitted to mechanical systems the execute the state change, like pressing the gas peddle and turning the wheel.

## Deep Learning Based on Lateral Control

*The Open Racing Car Simulator* (TORCS) is an annual contest during the IEEE World Congress on Computational Intelligence. Since 2008 it has been a reoccurring theme for attendees to demonstrate new and innovative approaches to challenges ranging from classification to computer vision.

Li et al describe a system called Multi-Task Learning that attempts to drive a car by jointly solving N related tasks. This exploits a correlation between related challenges such that predictions are more accurate due to additional evidence. Their implementation chose tasks of (1) feature selection from camera frames; (2) optimal steering commands; and (3) classification of track curvature (e.g. left, right and straight).

Then each camera frame was passed through a series of convolution layers with each providing a higher construct of information. For instance, the first layer might provide edge detection, the second corners and contours, the third object parts, and the forth actual objects.

The deeper the network the smarter it can become at the cost of requiring exponentially more data. Having a reward function and classification operate on top of the extracted features enabled the researchers to bypass that requirement and make accurate recommendations. These recommendations fed into a lateral control plane which attempts to keep the car in the lane and pointed the correct direction.

## Distributed Reinforcement Learning for Autonomous Driving

One of the challenges with reproducing the results of TORCS is that training a model is very time consuming. To completely train a vehicle for public roads could require between hundreds to thousands of billions of hours of video feeds. Processing such an enormous collection of videos, will require new algorithms that exploit extreme levels of parallelism.

Transfer learning attempts to address these challenges by making segments of the network reusable. Consider the previous example where multiple convolution layers are overlaid to extract edges, object parts and then objects. If the last layer was omitted, then network would predict object parts instead of objects. This suggests that networks for similar domains could be reusable in different context. Clearly such by not having to recompute base networks there is the potential for huge savings.

To improve the performance of calculating the shared base network the researchers also propose a distributed architecture where N agents report to a *parameter* *server*. The server is responsible for sending work to the agents and collecting their results. When the solution is paired with economically priced cloud resources it becomes possible to run a high number of iterations rather quickly. In their scenario 140 hours of training was accomplished in 1 wall hour.

One of the challenges encountered by this architecture is the load applied on the parameter server as it is a single point of failure. It might be possible to mitigate this issue by tiering the parameter servers and increasing the complexity of merging agent results.

Another constraint is called the ‘vanishing gradient problem.’ When the agent is making updates to the network weights it is possible for infinitely large or small values to skew the significance of a single node within the hidden layers. The likelihood is compounded by distributed agent scenarios due to the sharing of global state.

# Reproducing the Study

After acquiring a rudimentary understanding of reinforcement learning it was possible to revisit the primary literature on TORCS. Due to the time constraints of the course, the efforts were reproduced using Amazon Deep Racer. Deep Racer is a managed service that teaching students about autonomous driving by pairing Amazon’s physics engine (Amazon Robomaker) with their machine learning platform (Amazon SageMaker).

Amazon provides automation to provision all resources within a customer’s account. This included storage buckets, unit tests, security roles, and associating shared docker containers with the private virtual cloud. Afterwards a reward function can be submitted to the simulation environment, where a realistic 1/18th scale car will learn to drive using a camera attached to the virtual hood.

The user authored reward function is called after each frame and passed a collection of parameters such as the orientation of the steering wheel, the current speed, and various track position metrics. From the parameters it is possible to tell e.g. the car is in the lane and heading the correct direction. This is beneficial to completing the race in the shortest time and is rewarded with a positive score. Naturally if the car has driven off road or going the wrong direction that is penalized with a negative score.