Unconventional reinforcement learning on traffic lights with SUMO

Master Degree in Computer Science

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Outline

Introduction

Problem statement

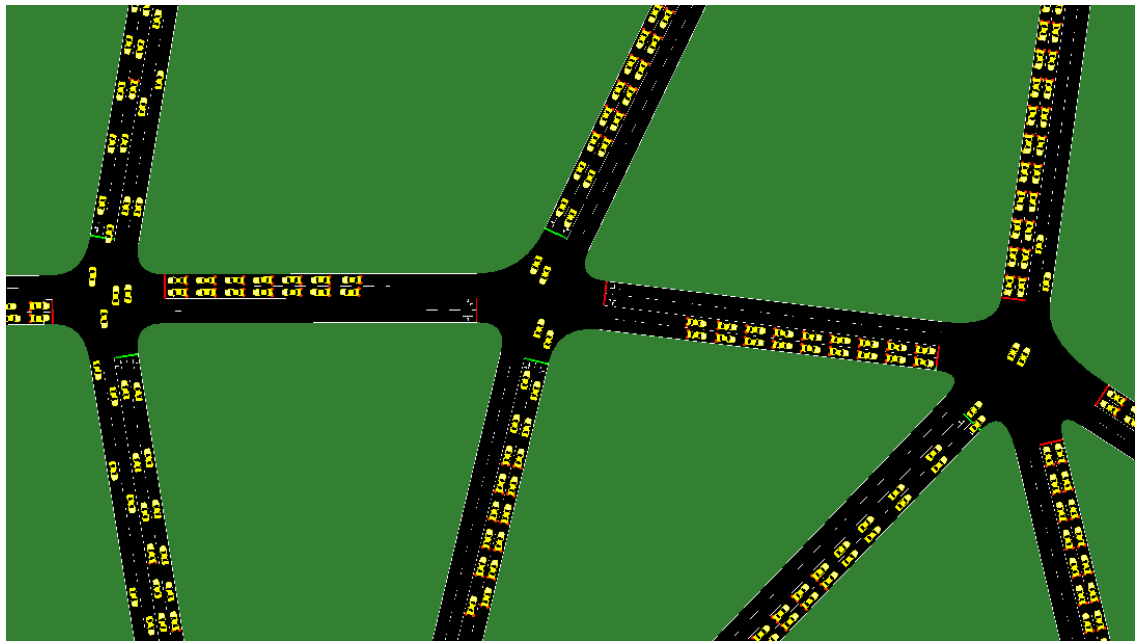
This thesis dealt with the Traffic Light Control problem (TCL) applying uncommon reinforcement learning techniques. In particular, the following research objective were pursued in the performed experiments:

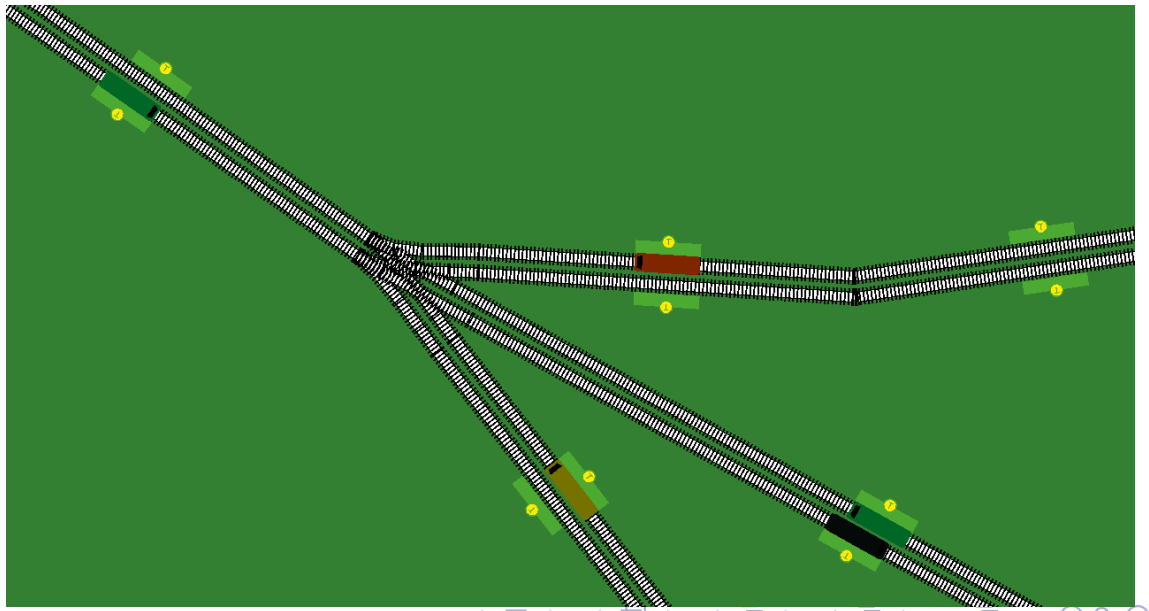
- Evaluating the effectiveness of Curriculum Learning
- Evaluating the effectiveness of Multi Agent Learning
- Evaluating the effectiveness of Self-Adaptive agents
- Comparing observation/reward functions
- Comparing tabular and deep learning models
- Comparing Reinforcement Learning with existing solutions
- Evaluating the role of hyperparameters

SUMO

SIMULATION OF URBAN MOBILITY

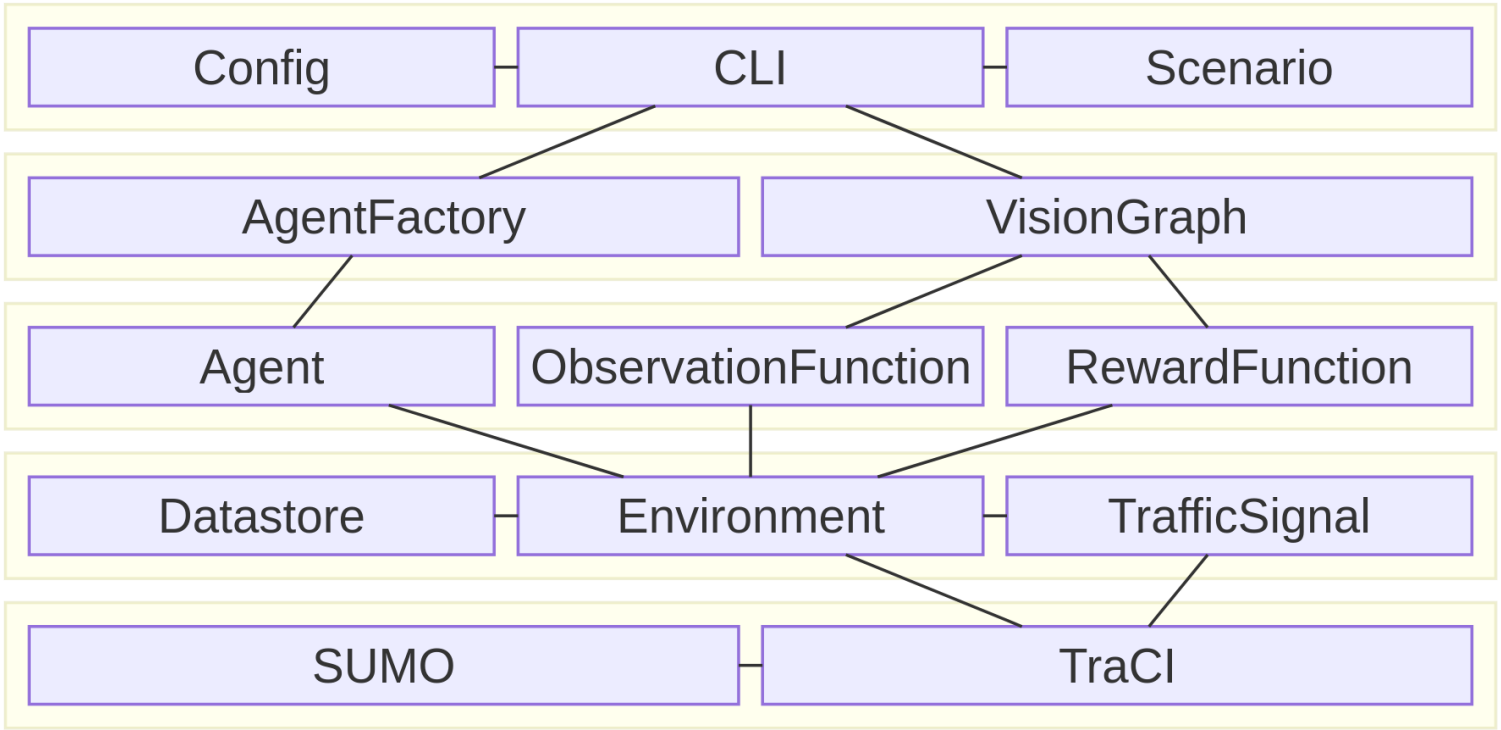
- Free and Open Source microscopic traffic simulator
- Developed at German Aerospace Center (DLR)
- Multimodal: cars, trams, bikes, pedestrians ...
- Highly customizable



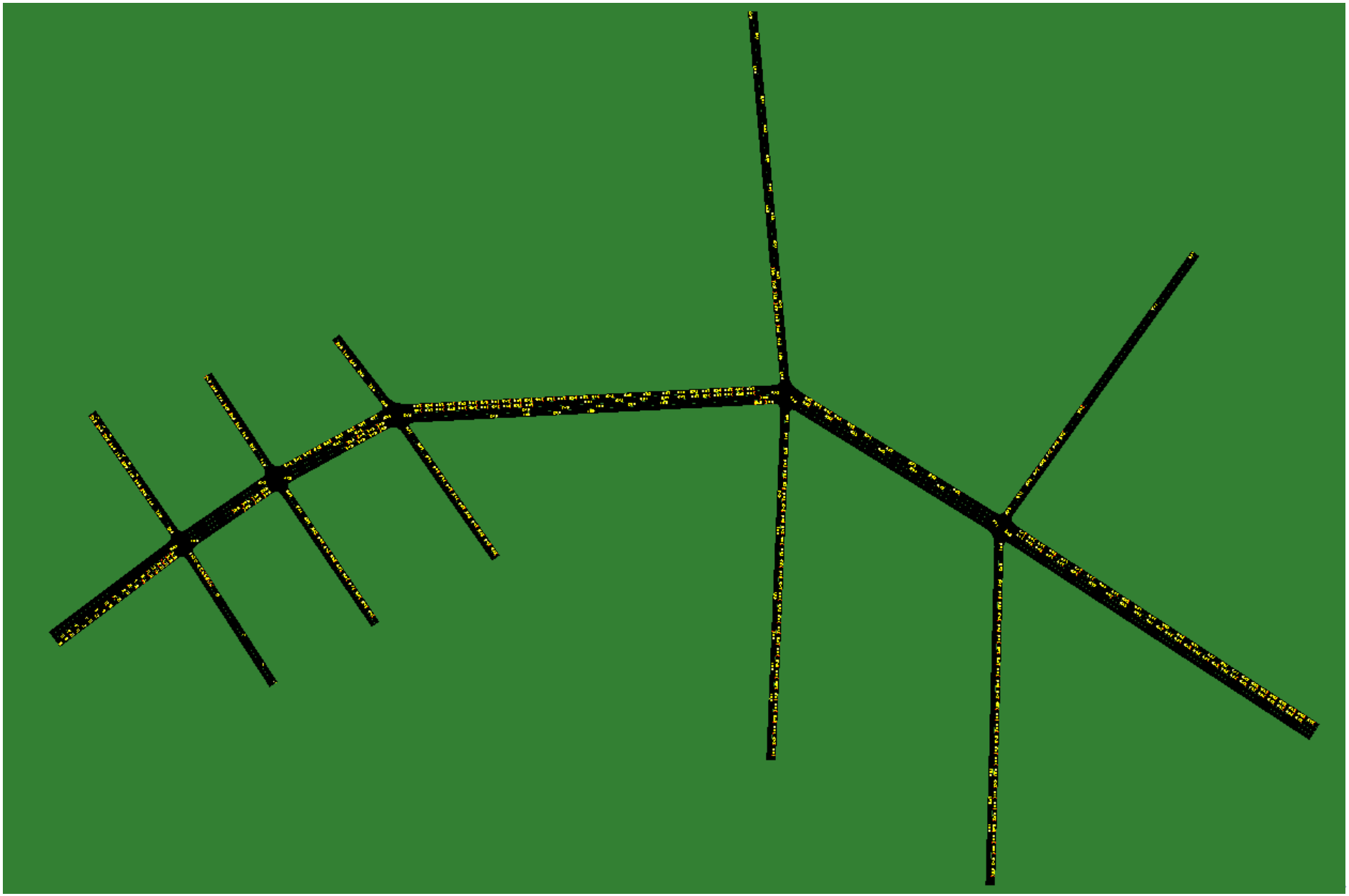


SUMO-RF: SUMO + Reinforcement Learning

A FOSS framework for Reinforcement Learning with SUMO developed as fork of *LucasAlegre/sumo-rl* with a focus on modularity, flexibility and Multi Agent Learning. It also contains several utilities for format conversions, metrics analysis and plot, schematic-based demand generation and more.

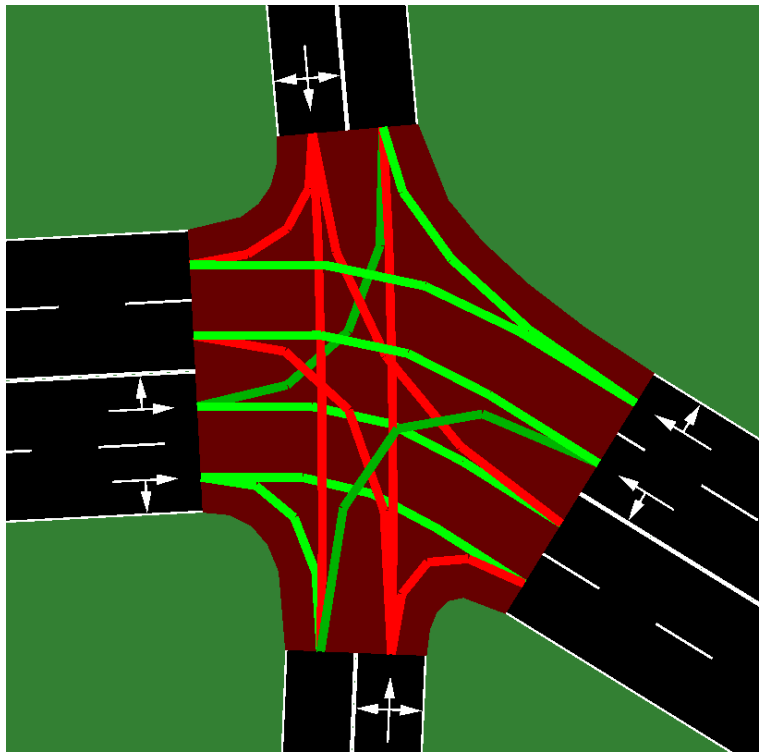


The scenario

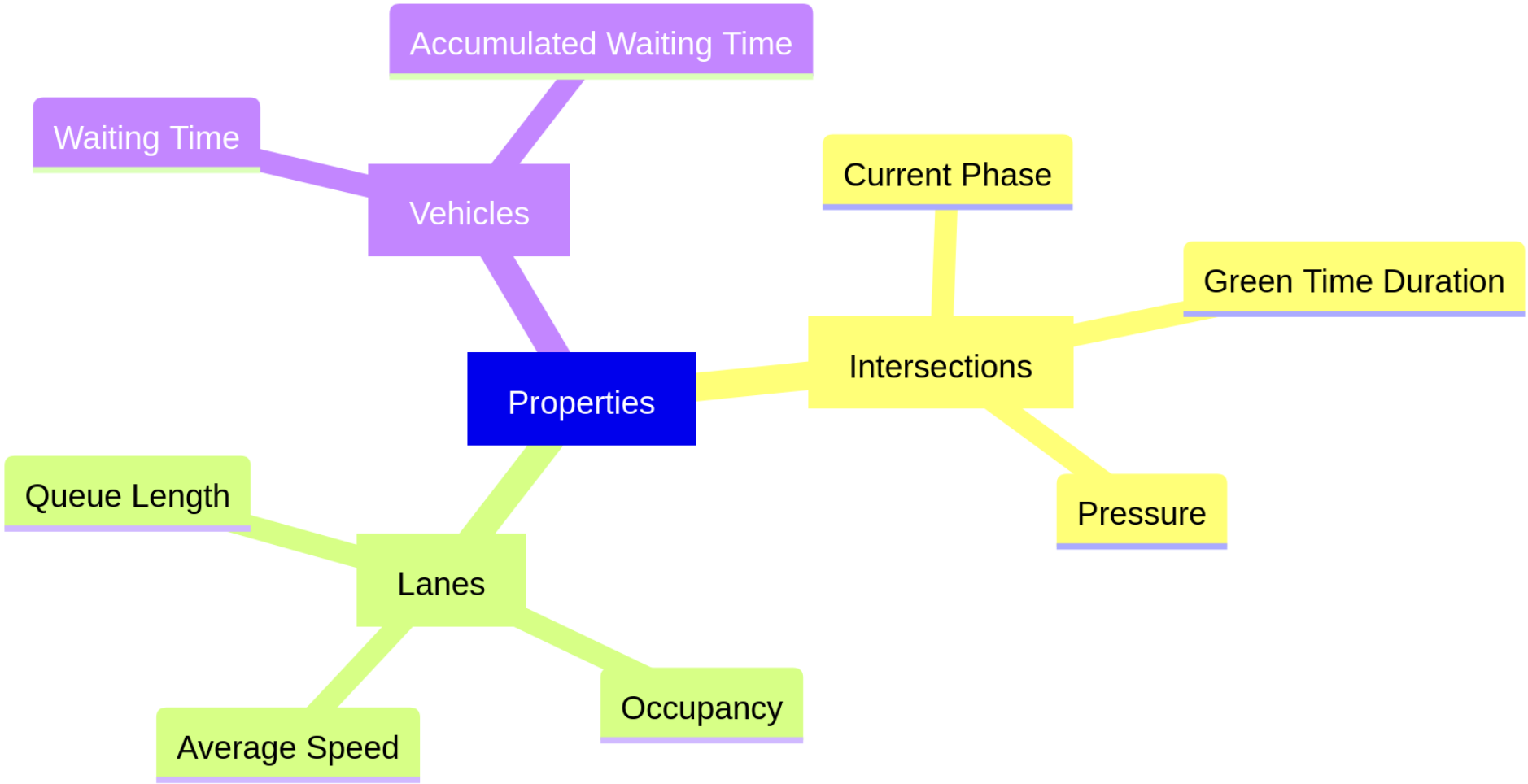


The Agent Model

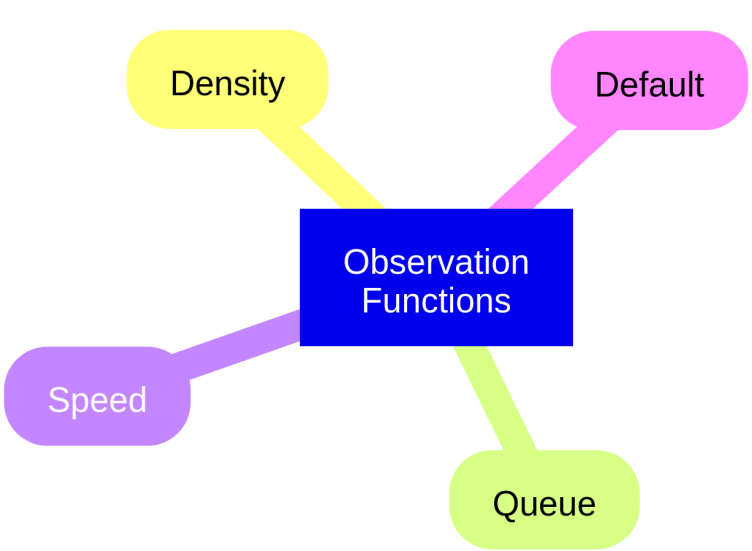
- Each agent can control one intersection and at each step (every 5 seconds) it can choose the next phase of the intersection
- Every action is automatically enforced by TrafficSignal with also an intermediate yellow phase
- It receives an observation of the current condition and a reward proportional to the goodness of its behaviour
- If the agent is "smart", it uses the collected data to improve itself!

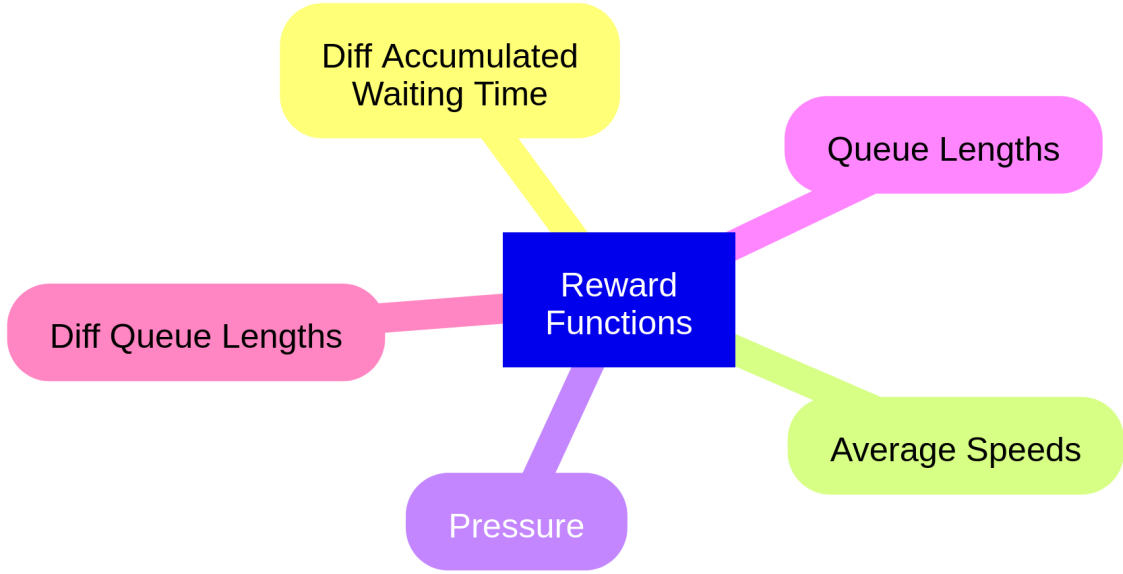


The Global State



Observing and Rewarding





Curriculum Learning

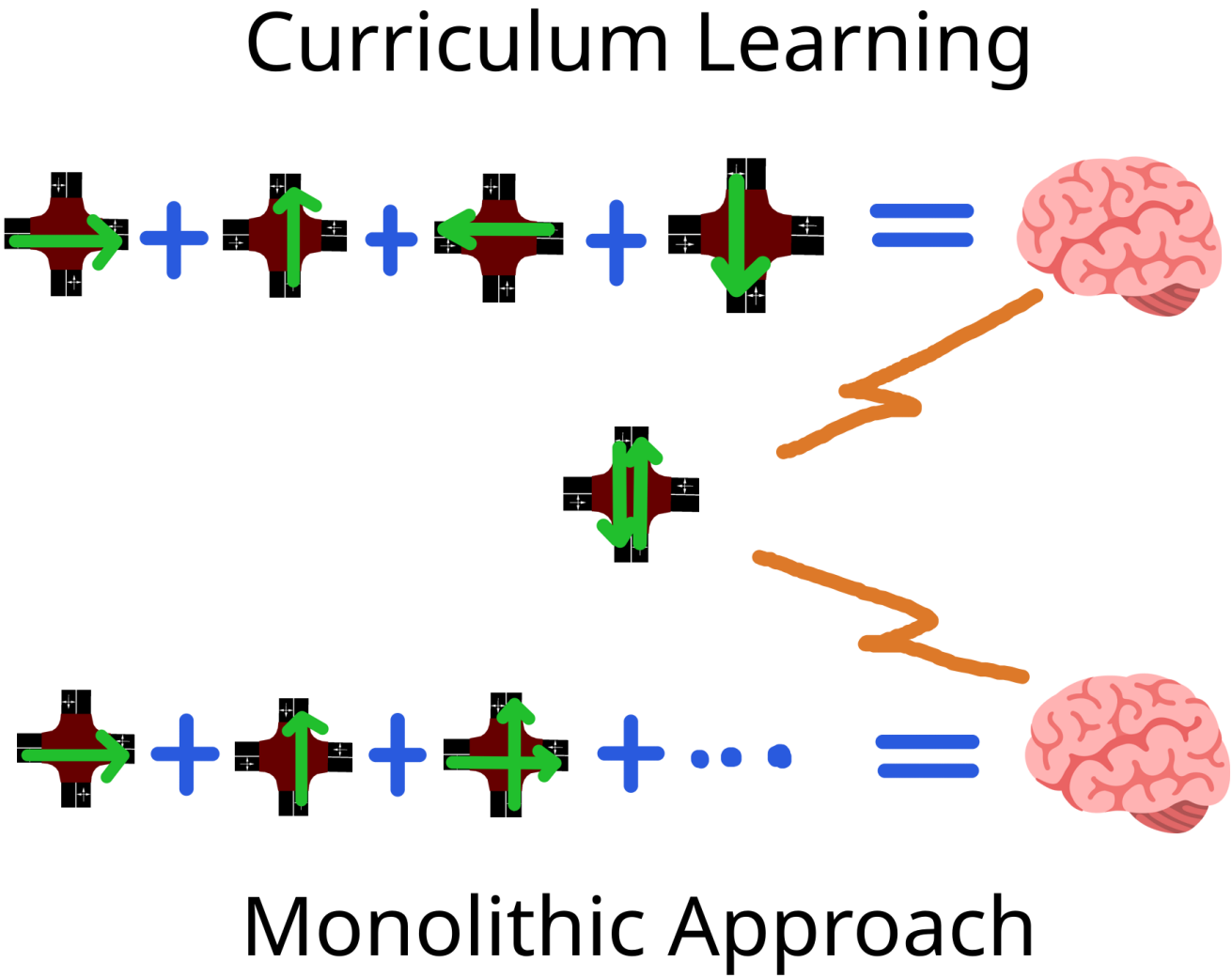
Experience Engineering

- Unlike classic RL problems like CartPole, here the configured demand over time of the system is actually a hyperparameter
- In order to train and evaluate the agents a schematic of demand ("dataset") shall be created resembling both daily conditions and abnormal conditions
- Since there are many junctions, many entry/exit points and each flow intensity can vary significantly, the complexity of a scenario is high

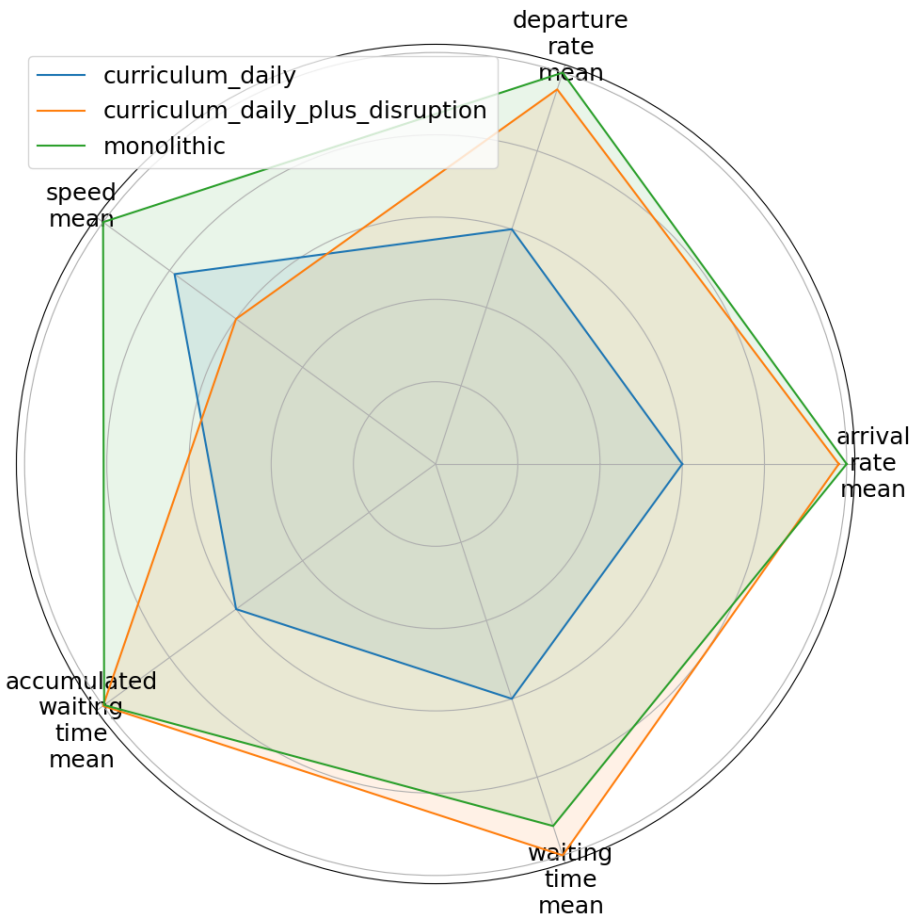
Two approaches:

- **Monolithic**: systematically train the agents against almost all combinations of subtasks
- **Curriculum**: train the agents against each subtask in isolation expecting the agents to generalize their knowledge

A modular learning framework



Experimental results



- CDD reaches performances comparable with the Monolithic one (MON)
- Impressive because CDD datasets are actually less intensive and much simpler
- Without disruptive events (CD), agents are unable to deal with though conditions
- Differences in SPD, WT and AWT are not significant
- Even the difference in arrival/departure rate is minimal ($< 0.1\%$)

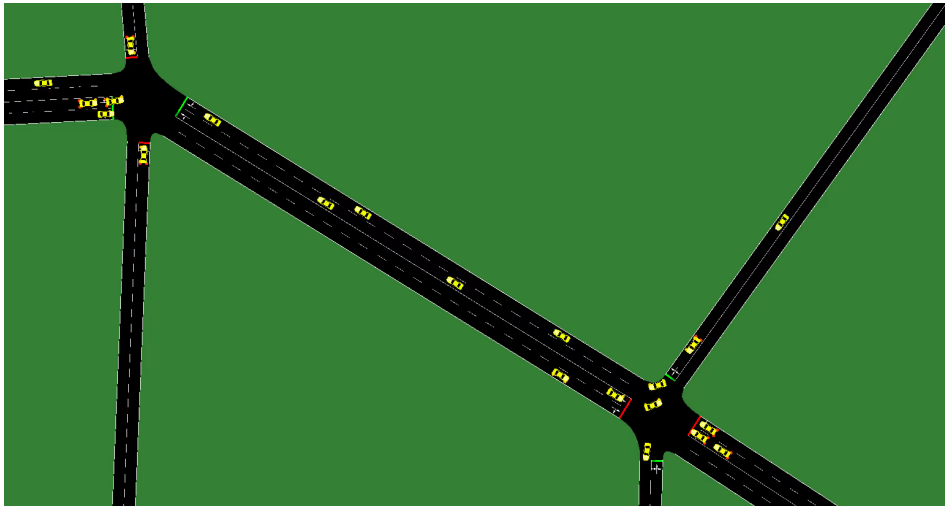


Figure: Monolithic

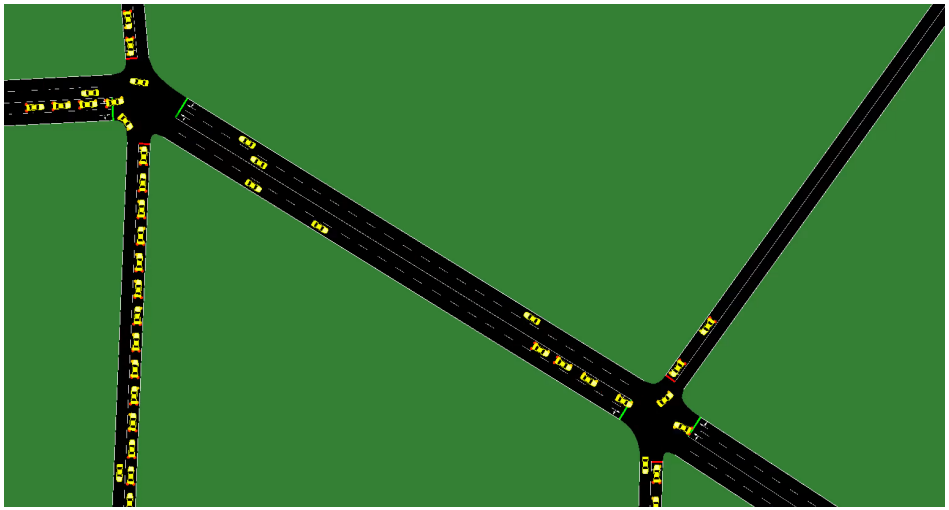


Figure: Curriculum Daily

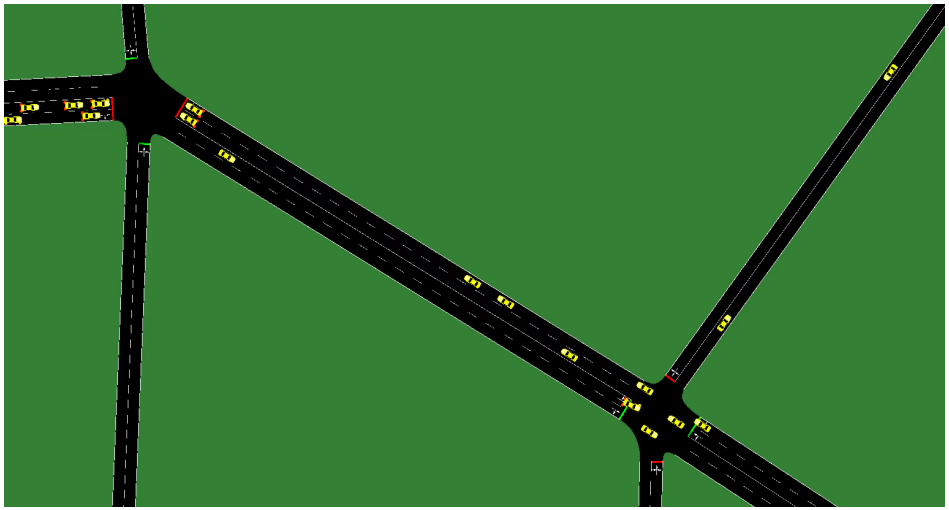
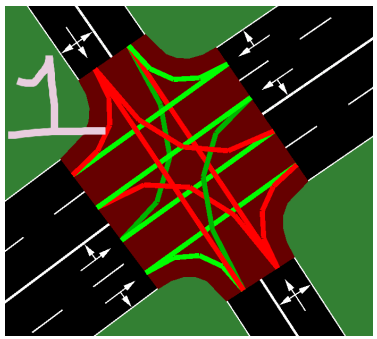


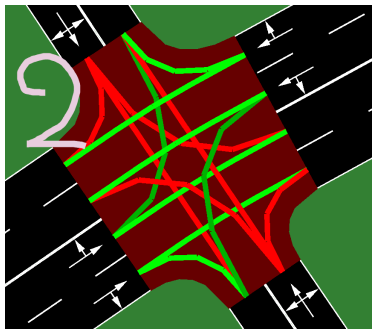
Figure: Curriculum Daily + Disruption

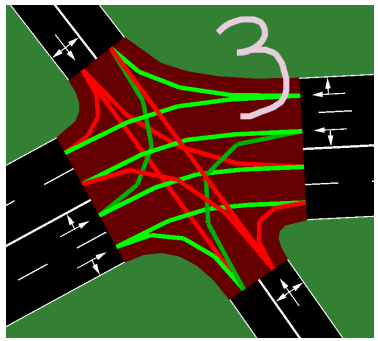
Multi Agent Learning

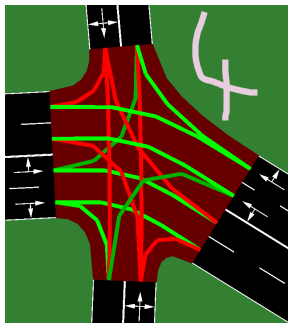
Multi Agent Learning

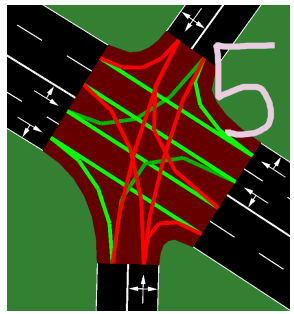
- No agent is isoled, they are all part of a whole and they influence each other with their own behaviour
- What if an agent can *sense* its surrounding area by sharing observations with neighbours?
- What if an agent is *rewarded* for its influence on surrounding area by sharing rewards with neighbours?







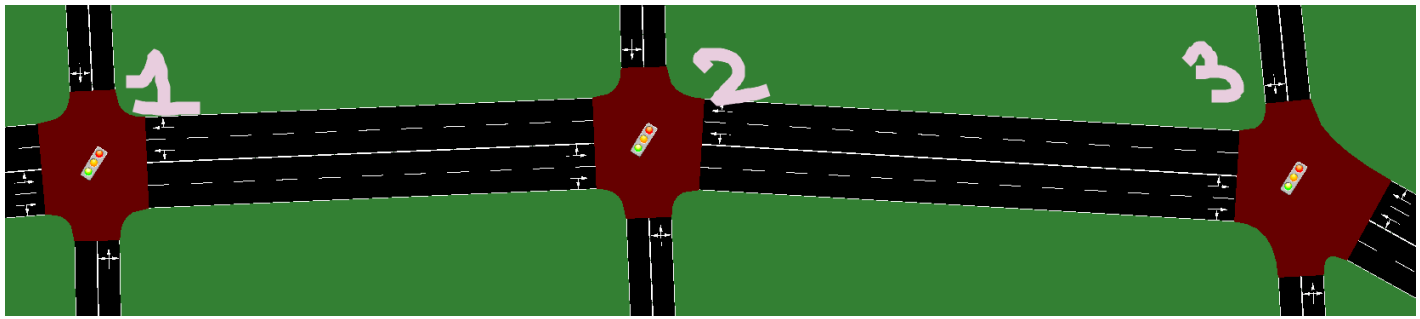




Observation sharing

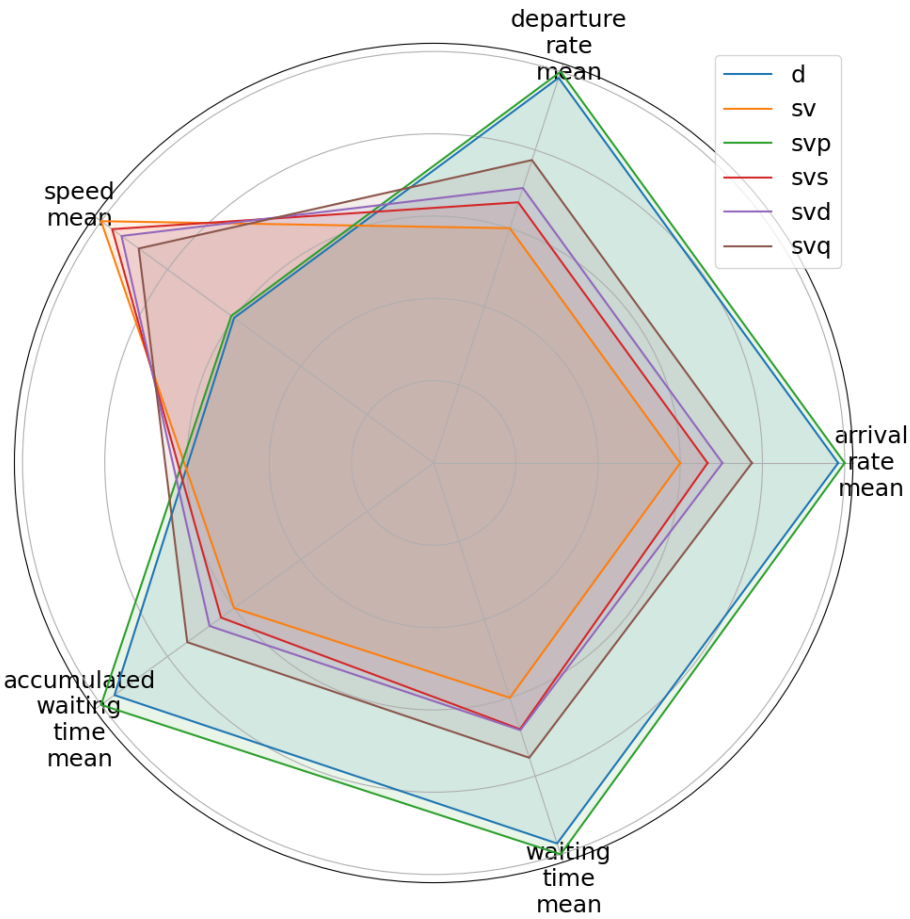
- The state S of an agent is computed through two dinstict observation functions f_{int}, f_{ext} meaning respectively the internal state and external state
- The state of an agent x is a concatenation of $f_{int}(x)$ and $f_{ext}(y)$ for all $y \in N(x)$, where N is a function mapping an agent with its neighbours
- It ws chosen to use the Density function as f_{int} because, among the observation functions where the agent can only see itself, it produced the best results

Example:



$$S(TLS_1) = f_{int}(TLS_1) \bullet f_{ext}(TLS_2) \qquad S(TLS_2) = f_{int}(TLS_2) \bullet f_{ext}(TLS_1) \bullet f_{ext}(TLS_3)$$

Experimental results

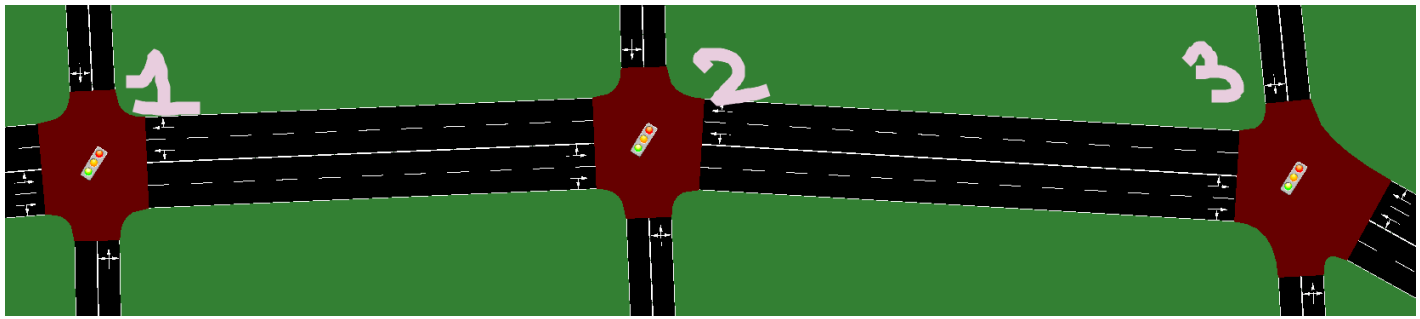


- Slight increase in performance when sharing phase
- *svp* saves 30*s* of AWT and nearly halves *WT*
- Other parameters increase state size without actual benefits

Reward sharing

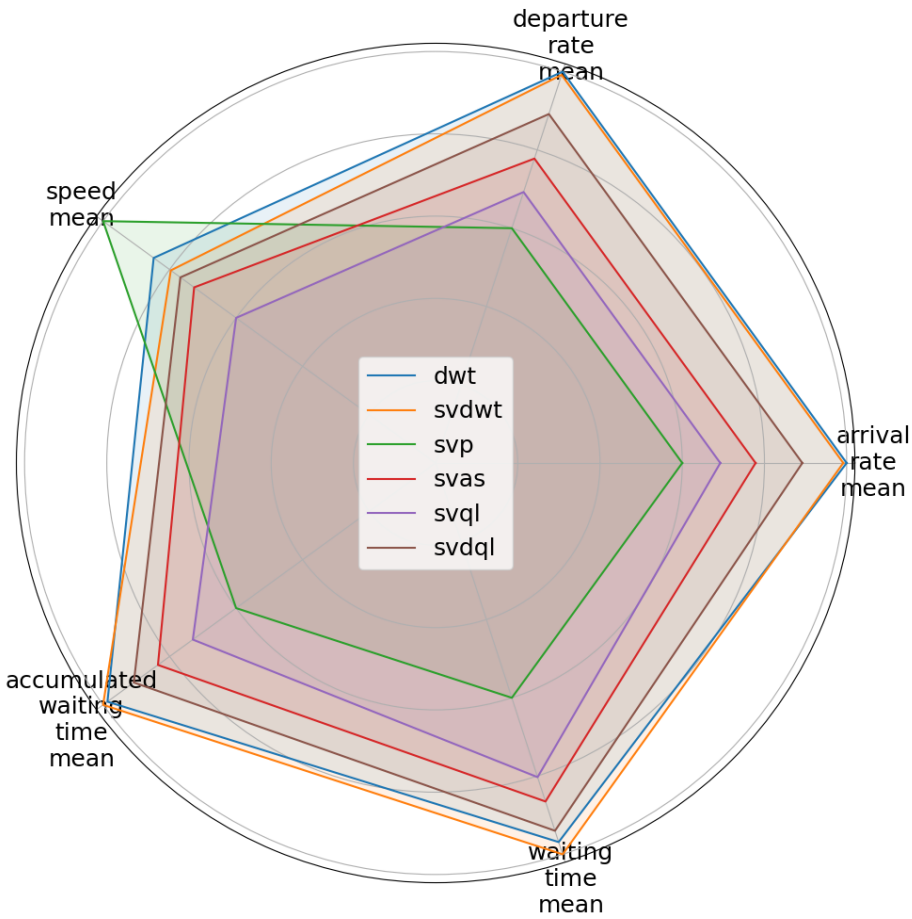
- The reward R of an agent is computed through one single reward function f representing the condition of an intersection
- The state of an agent x is a sum of $f(x)$ and $f(y)$ for all $y \in N(x)$, where N is a function mapping an agent with its neighbours

Example:



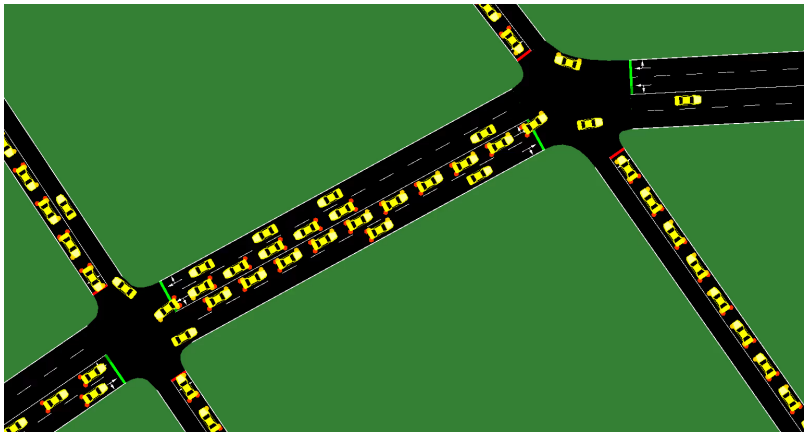
$$R(TLS_1) = f(TLS_1) + f(TLS_2) \qquad R(TLS_2) = f(TLS_2) + f(TLS_1) + f(TLS_3)$$

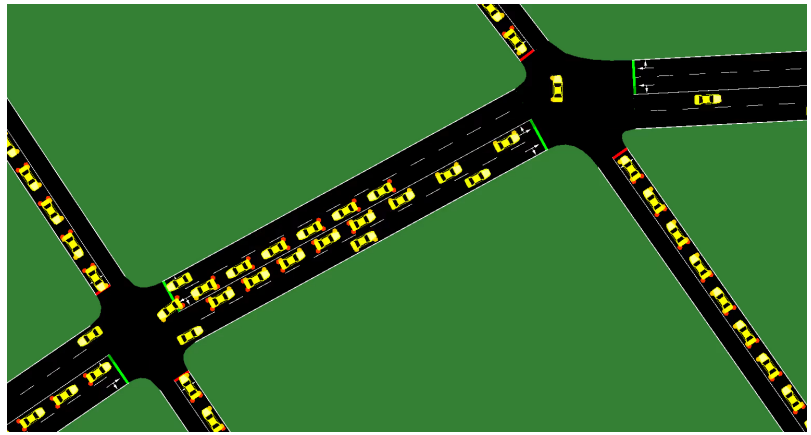
Experimental results



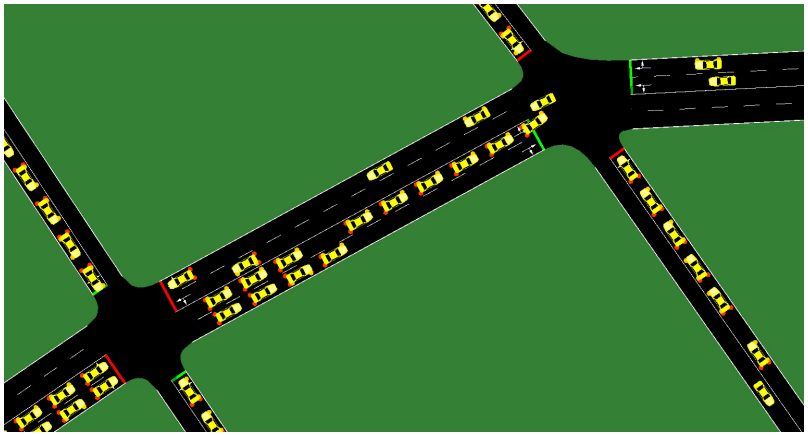
- Slight increase in performance when sharing *dawt*
- Savings are modest: -3% in AWT and -10% in WT
- The other reward functions are worse versions of their base
- The only exception is *as* which drastically improves but remains worse than the others

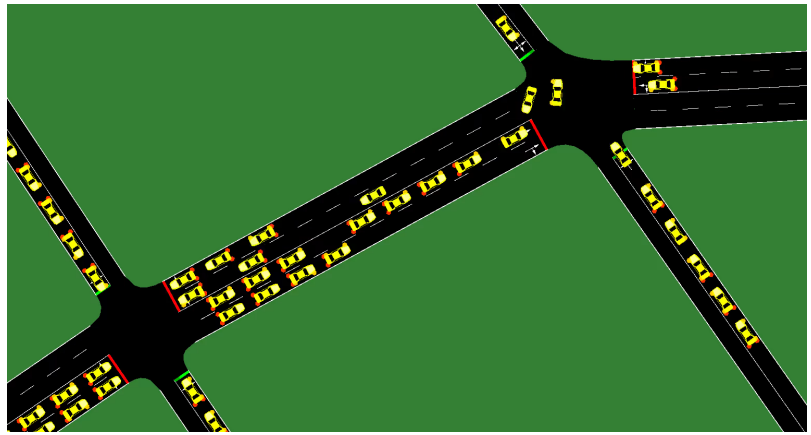
- With sharing emerges a green-wave phenomenon





- Without sharing flows are more segmented





Conclusions

Take-away

Conclusions:

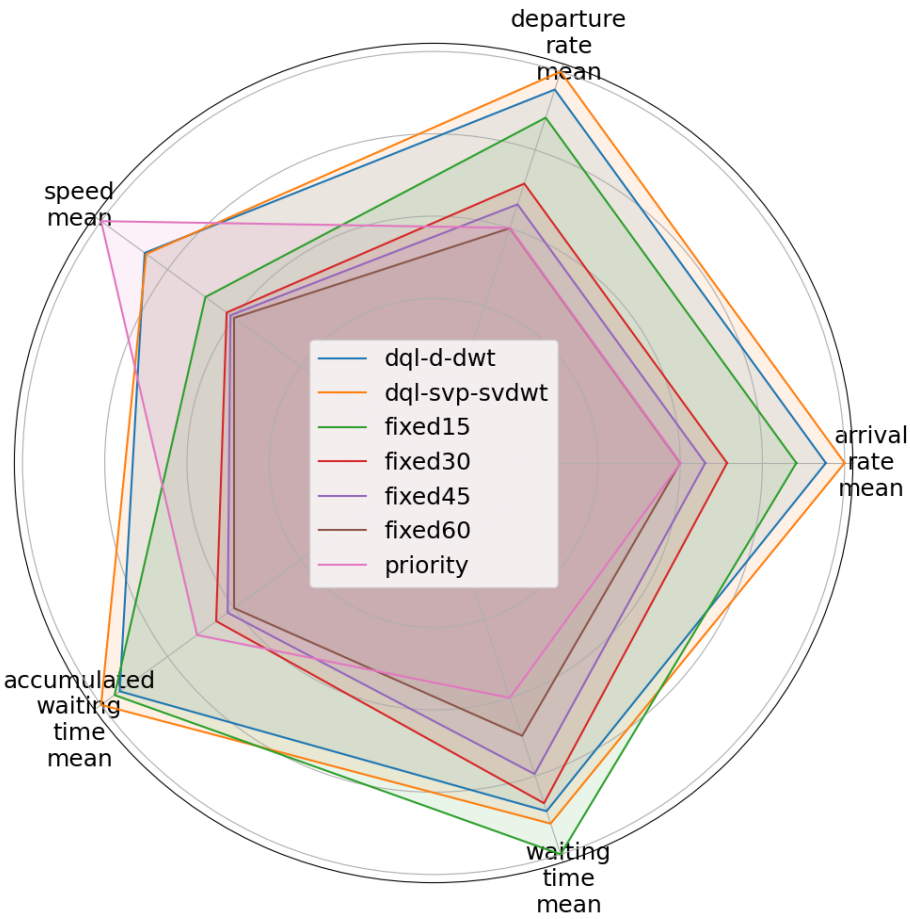
- Curriculum based approaches are simple and cheap but as effective as exhaustive approaches
- RL-based traffic light control benefits from Multi Agent Learning

Future work:

- Experiment with wider networks and longer training times
- Apply transfer learning to heterogeneous agents
- Experiment with Experience Replay

Bonus

A matter of perspective



- RL halves AWT and significantly lowers WT
- Roughly +10% of throughput with respect to traditional systems
- Faster pace fixed cycles are better than longer ones

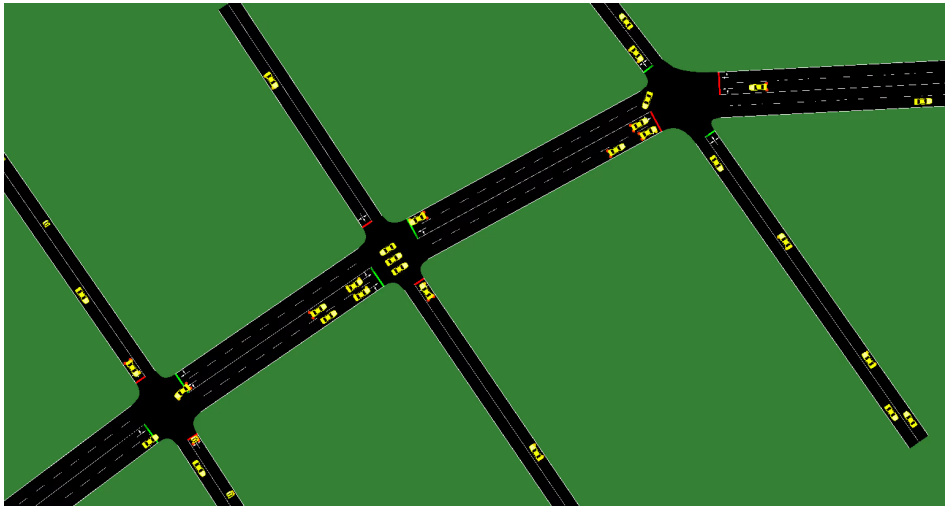


Figure: DQL Agent

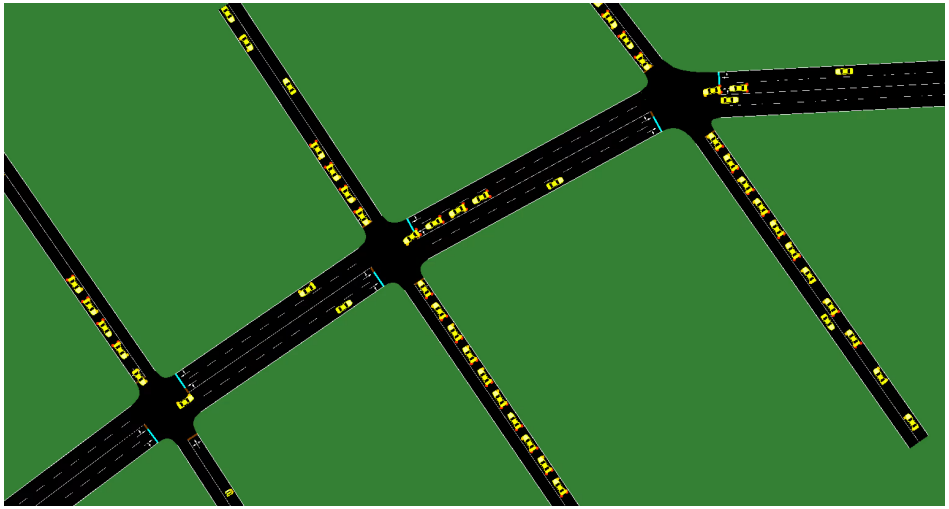


Figure: Unregulated

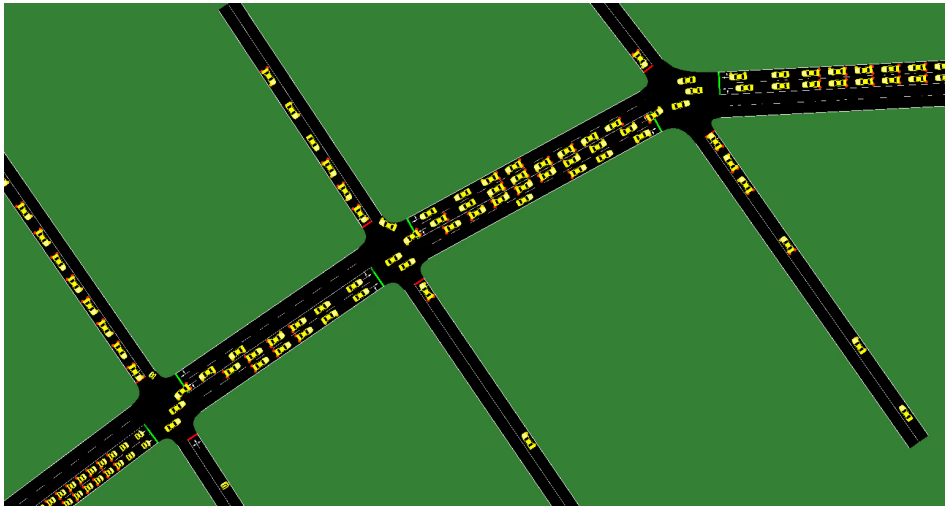


Figure: Fixed Cycle 15s

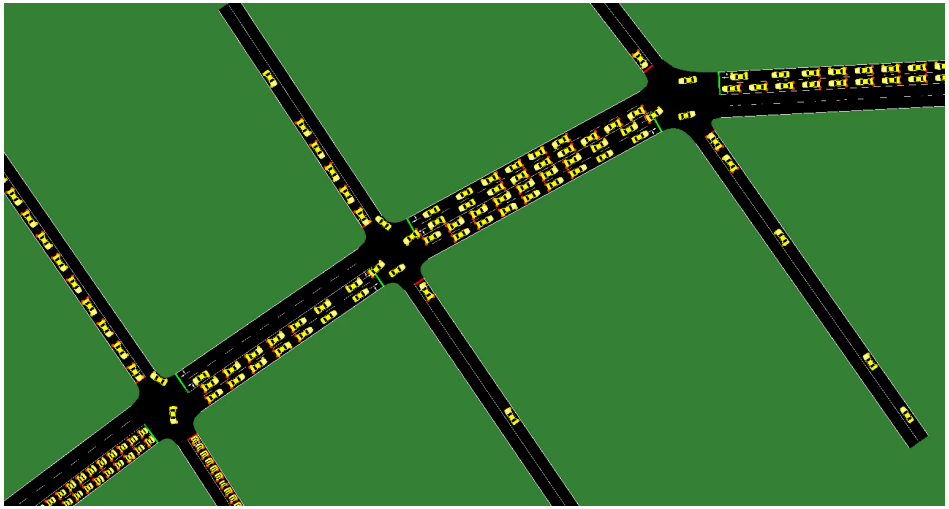


Figure: Fixed Cycle 60s

Thank You