

Safety and stability analysis of FollowerStopper

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Abstract—In this paper we demonstrate that the velocity controller, FollowerStopper, is safe and string stable. FollowerStopper is a controller that is meant to be implemented on an autonomous vehicle or in an adaptive cruise control (ACC) system. It takes as inputs the autonomous vehicle's velocity, relative distance to the car in front, relative velocity to the car in front, and a desired velocity. It then commands a new velocity for the autonomous vehicle which will either be the desired velocity or some lower velocity if that is necessary to maintain a safe distance to the car in front. Through mathematical proof, simulation in Simulink, and hardware in the loop implementation on a real autonomous vehicle through Robot Operating System (ROS) and Gazebo, several results are achieved. It is found that, given a maximum LiDAR range of 81 m, there is a maximum permissible safe speed of the car based on its maximum deceleration, and the car is programmed so that it will never be less than 1 m from the vehicle in front. It is shown that a vehicle with FollowerStopper in a singular lane without merges will not crash and that it will be string stable, effectively dissipating human-caused traffic waves if enough vehicles are deployed in the traffic flow.

I. INTRODUCTION AND RELATED WORK

In order to maintain safety while driving, humans need a certain amount of safe distance between their car and the car directly in front of them so that if the car in front stops abruptly, they can react and stop in time to prevent a crash. From here forward the car which is of interest will be termed the autonomous vehicle (AV) and the car directly in front will be termed the lead vehicle. If the cars are traveling at a slow speed, the AV can follow at a closer distance because the car will not travel as far during the time it takes to react to the lead and to brake. When the number of cars on a section of highway increases, the car density increases, often termed as congestion. When highways are congested, cars must travel closer together than they normally would, so drivers must drive slower than the speed limit to maintain safety.

It was shown that humans, once the congestion reaches a certain threshold, will inevitably cause traffic jams. This will occur even if there are no traffic triggers, termed bottlenecks, such as lane changes, merges, tunnels, or other

physical hindrances [1]. The reason for the formation of these "phantom traffic jams" is that humans are only concerned with maintaining safety, but are typically not concerned about dissipating traffic. When a driver brakes, for example, the driver behind will often brake harder, and this chain of events will continue until cars must come to a complete stop. It is even proposed that bottlenecks lead to traffic jams because such events will cause the car density to exceed the threshold [1].

Throughput is the number of cars that pass through a given area over a certain time. The best alternative to traffic jams, meaning the situation which will allow for the greatest throughput, is for all of the cars to follow the same optimal velocity. In doing so, there will be no hard braking or quick acceleration, further providing benefits of improved fuel economy, less wear on the brake pads and engine, and preventing the frustration and stress that accompanies road rage. The throughput is highest when setting the optimal velocity of the autonomous vehicle to be the average speed of the traffic wave ahead [2].

With the development of new ACC and autonomous systems, a larger percentage of cars on the road will have some degree of automation. It will take many decades for all cars on the road to be autonomous, so it is critical to inspect the impact that just a few autonomous vehicles will have on the overall traffic flow. Stern et al. demonstrated that even a small percentage of autonomous vehicles ($< 5\%$) could have a substantial effect in reducing traffic [2]. Some researchers suspect that between 2020 and 2040 there could be the development of highway lanes solely for autonomous vehicles [4], at which point designers could rely on vehicle-to-vehicle communication with the formation of high-density platoons. Until then, however, it is necessary to design autonomous vehicles and ACC systems with the ability to safely interact with imperfect and unpredictable human drivers. To optimize the situation, the autonomous systems should be safer than human drivers and should do as much as they can to reduce traffic.

One such velocity controller is FollowerStopper, developed and tested in a variety of papers and experiments predominantly by the University of Arizona CAT Vehicle team [2], [6], [7]. [7] merely demonstrates that FollowerStopper can avoid collision and dampen traffic waves, but it does not assure safety or prove string stability.

II. SETUP

Suppose there is a line of vehicles in a straight infinite lane that never has any lane changes or other bottlenecks, as pictured in Figure 1. In Figure 1, the middle car is vehicle i . The vehicle to the right is vehicle $i-1$, and the trend continues so that the vehicle at the very front of the line of vehicles will be vehicle 1. The vehicle to the left is vehicle $i+1$, and the trend continues so that the vehicle at the very end of the line of n vehicles will be vehicle n . The x -position of 0 is an arbitrary location, but for ease it can be thought of as the starting position of the last vehicle in the line such that at all times $t \geq 0$, the position of every vehicle $x_i \geq 0$.

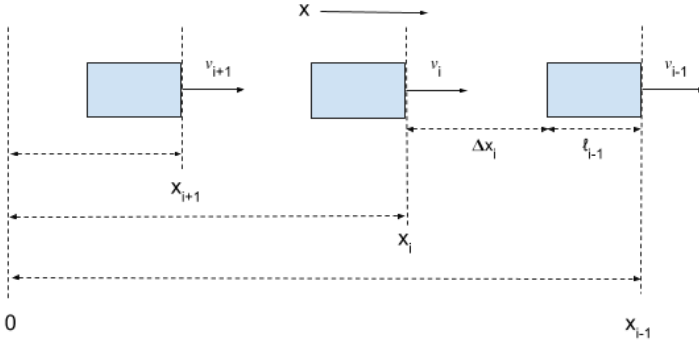


Fig. 1. Line of vehicles in a straight lane.

A. Variables

- **Relative distance:** The relative distance Δx_i for vehicle i is the distance between the front bumper of vehicle i and the back bumper of vehicle $i-1$. That is,

$$\Delta x_i = x_{i-1} - x_i - l_{i-1}, \quad (1)$$

where x_{i-1} is the position of the front bumper of vehicle $i-1$, x_i is the position of the front bumper of vehicle i , and l_{i-1} is the length of vehicle $i-1$.

- **Relative velocity:** The relative velocity Δv_i for vehicle i is the velocity difference between vehicle $i-1$ and vehicle i . That is,

$$\Delta v_i = v_{i-1} - v_i, \quad (2)$$

where v_{i-1} is the velocity of vehicle $i-1$ and v_i is the velocity of vehicle i .

- **Reference velocity:** Also known as the desired velocity or optimal velocity, the reference velocity r is the velocity at which the autonomous vehicle desires to travel. It is typically the average velocity over the length of a traffic

wave, and is found by dividing the total distance traveled by a vehicle in front of the AV by the time. That is,

$$r = \frac{d_{total}}{t_{total}} \quad (3)$$

- **Spacing error:** The spacing error ϵ_i is the difference between the desired relative distance and the actual relative distance, giving,

$$\epsilon_i = \Delta x_{ides} - \Delta x_i. \quad (4)$$

B. Definitions

- **Safe:** A scenario is safe if at all times for every vehicle i such that $1 < i \leq n$, then $\Delta x_i > 0$ m. This means that the relative distance will always be greater than 0 for every vehicle.
- **Individual vehicle stable:** A velocity control law is considered to be individual vehicle stable if the spacing error of the AV approaches 0 with time if the lead vehicle travels at a constant velocity.
- **String stable:** When a lead vehicle accelerates or decelerates in front of an individual vehicle stable AV, the spacing error will momentarily be nonzero. Suppose there is an infinite line of autonomous vehicles with one lead vehicle in front. The velocity control law is considered to be string stable if, during acceleration or deceleration of the lead vehicle, the spacing error decreases with each successive vehicle as they react to the change in velocity [3]. Additionally, all spacing errors must be in the same direction, either all negative or all positive. INCLUDE FURTHER DESCRIPTIONS OF STRING STABLE VS UNSTABLE GRAPHS

C. Infrastructure

The FollowerStopper velocity controller is first modeled in Simulink and then used in conjunction with ROS to test in the physics-based simulation engine, Gazebo. After demonstrating success in Gazebo, the velocity controller is implemented onto the Cognitive and Autonomous Test (CAT) Vehicle at the University of Arizona using a hardware in the loop (HIL) configuration as described in [5].

The CAT Vehicle is a modified Ford Hybrid Escape with a SICK LMS 291 Front Laser Rangefinder, a Velodyne HDL-64E S2 LiDAR, two Pointgrey Firefly MV FFMV-03M2C cameras, and a Novatel VPS/IMU. The FollowerStopper velocity controller uses distance data from the LiDAR to determine the relative distance to the car in front Δx_i . Using the relative distance data, the AV can determine the relative velocity [6]. Assuming that the AV knows its own velocity at all times, it can use the relative velocity data to determine the velocity of the lead vehicle.

The delay δ of the system is of supreme importance because at high speeds, if the vehicle needs to stop, the vehicle can still travel a considerable distance before receiving the stopping command and implementing the command. Contributions to the delay include the LiDAR sensor delay (0.133 s), the moving average filter delay ($\frac{10 \text{ moving steps}}{2} (0.01 \frac{s}{\text{step}})$), and

a fixed delay (1.0 s) due to friction, actuator dynamics, controller update rate, etc. From [6], considering that the position sampling frequency F_s and velocity sampling frequency F_v are both 75 Hz,

$$\begin{aligned}\delta &= \frac{\delta_f F_s}{F_v} + \delta_r = \delta_f + \delta_r \\ &= 0.133 + \frac{10}{2}(0.01) + 1 \\ &= 1.183 \text{ s}\end{aligned}$$

where δ_f is the delay of the filtered LiDAR data and δ_r is a fixed delay. To be account for safety, the models developed in Simulink assumed a delay of $\delta = 2.0$ s.

III. PARAMETERS

In the development of the FollowerStopper controller, several parameters are often used. They are grouped here to allow for easy reference. Some of the parameters involve acceleration due to gravity, which will be taken as $G = 9.80665 \frac{m}{s^2}$ for our purposes. In choosing the parameters, safety is the priority. If safety is not a concern, keeping a small distance between the AV and the lead is desirable in order to accommodate for a higher density of cars on the road and to prevent lane changes of human drivers in front of the AV. Table 1 at the end of the section summarizes the findings.

A. Minimum relative distance, ψ

Minimum relative distance refers to the minimum acceptable distance between the AV and the lead. While stopped, it is expected that $\Delta x = \psi$. We chose an arbitrary value of $\psi = 1$ because we thought that if the AV was any closer to the lead, the passengers of the AV might be uncomfortable because they do not have control of the car.

B. Comfortable acceleration, a_{cmft}

The comfortable acceleration limits the maximum acceleration of the AV. When the reference velocity increases, the AV will not immediately travel at the reference velocity, but will increase its velocity at an acceleration of a_{cmft} . Particularly in congested traffic conditions, it is undesirable for the AV to have jerky velocity changes. Though it is essential to safety to leave the deceleration of the AV unrestrained, limiting the acceleration will provide for greater passenger comfort and expectability. comfortable acceleration details comfortable accelerations in the range of $0.11G$ to $0.15G$ for public mass transportation systems. Because passengers will be much less affected by a car's acceleration due to comfortable seating and expectability than a public mass transport acceleration, we chose $0.15G$ a reasonable value.

C. Comfortable deceleration, a_{dcmt}

The comfortable deceleration defines the maximum amount by which the reference velocity can change. In cases where the reference velocity drops to a much lower value, it is not required for the AV to immediately travel at that value in order to remain safe. a_{dcmt} ensures a smooth transition when safety

is not of concern. comfortable acceleration details $0.266G$ as a deceleration that is comfortable to passengers and is preferred by a driver.

D. Maximum deceleration, a_{dmax}

The maximum deceleration refers to the maximum possible deceleration of the AV. Five different websites [9]–[13] listed different maximum deceleration data for the Ford Escape Hybrid, which is the vehicle under consideration. Every piece of data was based off of an experiment where the vehicle would travel at a constant velocity before braking as hard as possible, and then reporting the stopping distance. For safety purposes, the deceleration with the lowest absolute value was chosen as the maximum deceleration for the Ford Escape Hybrid, that is $-7.66 \frac{m}{s^2}$ [11]. If the maximum deceleration of the AV is not known, [14] details $-3.99 \frac{m}{s^2}$ as the maximum deceleration of a passenger car traveling on wet pavement. This can be used if a more accurate estimation cannot be found.

E. Deceleration ratio, k

The deceleration ratio is the ratio between the maximum deceleration of the lead vehicle and the maximum deceleration of the AV. For FollowerStopper to be safe, as is shown in the next section, there must be some knowledge of how the lead and AV accelerations relate. A deceleration ratio less than unity, that is $k < 1$, means that the AV can decelerate to a stop faster than the lead, meaning that it can travel closer than normal to the lead and still be safe. A deceleration ratio greater than unity, that is $k > 1$, means that the lead can decelerate to a stop faster than the AV, meaning that the AV must follow at a greater relative distance in order to have a greater stopping distance. To be safe, we must assume that the lead vehicle can decelerate as fast as physically possible. From section A of the Appendix, the deceleration of a vehicle is $a = -G\mu$, where μ is the coefficient of friction. [15] concludes that the maximum tire-road friction coefficient in normal driving on a dry road is $\mu_{max} = 1$, so the maximum deceleration of the lead vehicle is $-G$.

TABLE I
FOLLOWERSTOPPER PARAMETERS

Name	Symbol	Calculation	Value
minimum relative distance	ψ	—	1
comfortable acceleration	a_{cmft}	$0.15 \cdot G$	$1.47 \frac{m}{s^2}$
comfortable deceleration	a_{dcmt}	$-0.266 \cdot G$	$-2.61 \frac{m}{s^2}$
maximum deceleration (general)	a_{dmax}	—	$-3.99 \frac{m}{s^2}$
deceleration ratio (general)	k	$\frac{-G}{a_{dmax}}$	2.46
maximum deceleration (Ford Escape Hybrid)	a_{dmax}	—	$-7.66 \frac{m}{s^2}$
deceleration ratio (Ford Escape Hybrid)	k	$\frac{-G}{a_{dmax}}$	1.28

IV. FOLLOWERSTOPPER DESCRIPTION

A. Classification

The premise of FollowerStopper is to command exactly the reference velocity r whenever safe because this is the velocity that could dissipate already formed traffic jams and could prevent new traffic jams from forming. If $r > v_{lead}$ and the AV is getting close to the lead, FollowerStopper will command a lower velocity v_{cmd} whenever safety requires, based on the AV's velocity, relative velocity to the lead vehicle, and relative distance to the lead vehicle. Assuming that the two cars start out far enough apart, there are three relative velocity regions.

- 1) $v_{lead} > r$: $v_{cmd} = r$ because the AV will not catch up to the lead
- 2) $v_{lead} = r$: $v_{cmd} = r$ because the AV will not catch up to the lead
- 3) $v_{lead} < r$: $v_{cmd} \leq r$ because if the AV is far enough away, it can continue to travel at r . Once the AV gets within a specified distance $\Delta x \leq \xi_3$ then it must travel less than r in order to prevent a collision. This distance should take into account that hard braking is a contributing factor to traffic jams, so the AV should begin slowing down well in advance of a crash in order to be able to decelerate at a comfortable level of deceleration a_{dcmft} .

The Follower Stopper controller from [6] is reproduced below.

$$v_{cmd} = \begin{cases} 0 & \Delta x \leq \xi_1 \\ v_{lead}^* \frac{\Delta x - \xi_1}{\xi_2 - \xi_1} & \xi_1 < \Delta x \leq \xi_2 \\ v_{lead}^* + (r - v) \frac{\Delta x - \xi_2}{\xi_3 - \xi_2} & \xi_2 < \Delta x \leq \xi_3 \\ r & \xi_3 < \Delta x \end{cases} \quad (5)$$

$$\xi_j(\Delta v) = \omega_j + \frac{1}{2\alpha_j}(\Delta v^*)^2 \text{ for } j = 1, 2, 3 \quad (6)$$

where $v_{lead}^* = \min(\max(v_{lead}, 0), r)$. r is the reference velocity as taken from the output of smoothUpParams and v_{cmd} is the command velocity that is sent to the AV. The ω_j and α_j values in the equation for ξ_j are distance and deceleration parameters, respectively, and $\Delta v^* = \min(\Delta v, 0)$. [6] suggests for future work to optimize the distance and deceleration parameters, which were previously set to $\omega_1 = 4.5$ m, $\omega_2 = 5.25$ m, $\omega_3 = 6.0$ m, $\alpha_1 = 1.5 \frac{m}{s^2}$, $\alpha_2 = 1.0 \frac{m}{s^2}$, and $\alpha_3 = 0.5 \frac{m}{s^2}$. The following sections will seek to accomplish this task of finding the ideal ξ_j values.

B. SmoothUpParams

Theoretically, the reference velocity will be given to the AV by means of a roadside controller which takes traffic data and determines the optimal constant velocity. The function SmoothUpParams edits the reference velocity once the AV receives it but before it is used by FollowerStopper in order to prevent harsh and unnecessary acceleration or deceleration. SmoothUpParams is a function of the new reference velocity

r , the autonomous vehicle velocity v_{AV} , the maximum comfortable acceleration for the autonomous vehicle a_{cmft} , and the maximum comfortable deceleration for the autonomous vehicle a_{dcmft} . Using these inputs, SmoothUpParams edits the reference velocity so that it is a reasonable value when it is sent to the FollowerStopper controller. Suppose, for example, the speed limit were to change from 10 m/s to 15 m/s and no car was in front of the AV. FollowerStopper would command the AV to travel at the reference velocity of 15 m/s immediately, but this will result in a large acceleration. SmoothUpParams will cause the reference velocity to increase at a slow rate so that FollowerStopper can still command the reference velocity, but it will not result in a large acceleration.

C. Designing ξ_1 for safety

According to FollowerStopper, if $\Delta x \leq \xi_1$, then $v_{cmd} = 0$. That is, if the relative distance between the AV and the lead is less than or equal to ξ_1 , the AV should brake as hard as possible or remain stopped if already at a stop. The AV will recognize that it should emergency brake at $\Delta x = \xi_1$, but the actual braking will not initiate until δ seconds after $\Delta x = \xi_1$ due to the system delay. To prove that FollowerStopper is safe, we simply need to show that if $\Delta x = \xi_1$, braking as hard as possible after a delay of δ seconds will never result in a crash. This assumes that no unexpected obstacle comes between the AV and the lead. The metric is computed as:

$$\xi_1 = \psi + \Delta v^{**} + v_{AV}(1 - \frac{a_{cmft}}{a_{dmax}})\delta + \frac{a_{cmft}}{2}(1 - \frac{a_{cmft}}{a_{dmax}})\delta^2 \quad (7)$$

where $\Delta v^{**} = \max(0, \frac{1}{2ka_{dmax}}(v_{lead}^2 - kv_{AV}^2))$. The derivation can be found in the Appendix.

D. Designing ξ_2 for string stability

When $v_{AV} > v_{lead}$, the relative distance Δx will decrease as the AV approaches the lead. When Δx drops below a certain threshold in such a situation, FollowerStopper is designed to incrementally command a smaller velocity $v_{cmd} < v_{AV}$ until the velocity of the AV is equal to the velocity of the lead $v_{cmd} = v_{lead}$. Once $v_{AV} = v_{lead}$, the AV will maintain the string stable distance $\Delta x = \xi_2$. If the relative distance drops below this equilibrium distance, that is $\Delta x < \xi_2$, the velocity of the AV will decrease below v_{lead} in an attempt to recover this distance. The second line of the piecewise FollowerStopper controller in equation 5 demonstrates this concept.

If the distance is greater than the equilibrium distance, that is $\Delta x > \xi_2$, the velocity of the AV will increase in an attempt to recover this distance unless v_{lead} exceeds the reference velocity, at which point $v_{cmd} = r$. Therefore, the AV will spend the majority of its functioning at or above the distance ξ_2 . It is important, then, that ξ_2 is a string stable distance. According to [3], string stability is maintained when the time-gap h between two cars is such that $h \geq 2\tau$, where τ is the time constant of any lags in tracking the command velocity, or in other words, it is the delay of the system δ . Additionally

to maintaining a time-gap greater than 2δ , it is necessary that $\xi_2 > \xi_1$. With this knowledge the metric is computed as:

$$\xi_2 = \xi_1 + 2v_{AV}\delta \quad (8)$$

E. Designing ξ_3 for comfort

If $\Delta x > \xi_3$, then $v_{cmd} = r$. Once $\Delta x \leq \xi_3$, the AV will begin a comfortable deceleration before reaching the distance ξ_2 that it wants to maintain while $v_{lead} < r$. In order to preserve an equal spacing between all of the relative distance parameters ξ_3 , ξ_2 , and ξ_1 , we design FollowerStopper such that ξ_2 is the average of ξ_1 and ξ_3 . A brief amount of algebra reveals the calculation for ξ_3 . The metric is computed as:

$$\xi_3 = 2\xi_2 - \xi_1 \quad (9)$$

F. Further considerations

FollowerStopper is designed such that the AV will not accelerate faster than a_{cmft} and will not decelerate faster than a_{dcmft} while $\Delta x > \xi_1$. If, however, $\Delta x \leq \xi_1$, then the AV will decelerate at its maximum possible deceleration a_{dmax} . The same concept is implemented in SmoothUpParams. When receiving a new reference velocity, FollowerStopper will edit the reference to increase or decrease from the old to the new reference velocity at an acceleration and deceleration of a_{cmft} and a_{dcmft} , respectively.

V. SIMULINK VERIFICATION

A. Safety flaws of the previous version of FollowerStopper

B. Safety verification of the current FollowerStopper

C. String stability verification

VI. RESULTS

A. Gazebo interface

B. CAT Vehicle testing

VII. CONCLUSION

A. Further work

Deceleration profile is not constant, especially during emergency braking [16]

Adjusting a_{dmax} and k based on the road conditions [15], the type of car in front, and the quality of the tires in the AV [15]

B. CAT Vehicle testing

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APPENDIX

A. Determination of the maximum deceleration of the lead vehicle

To determine the maximum deceleration of the lead vehicle, consider Figure 2.

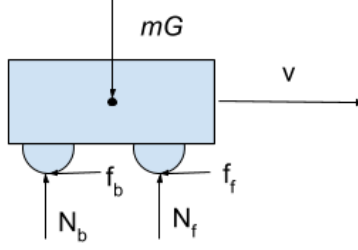


Fig. 2. Free-body diagram of a four-wheeled vehicle during deceleration.

Given the mass, m , of the vehicle and acceleration due to gravity, G , the normal force acting on the front and back tires can be expressed

$$mG = N_f + N_b = N.$$

The force of friction is proportional to the normal force by means of the coefficient of friction, μ . Assuming that the force of friction on the front and back tires is equal,

$$f_f + f_b = N_f\mu + N_b\mu = (N_f + N_b)\mu = N\mu$$

According to Newton's second law, the sum of the forces is proportional to the mass and the acceleration of an object. If we only consider the car's longitudinal direction, or the direction in which it is traveling at velocity, v ,

$$\begin{aligned} \sum F &= ma \\ -f_f - f_b &= ma \\ -N\mu &= ma \\ -mG\mu &= ma \\ a &= -G\mu \end{aligned}$$

B. Derivation of ξ_1

Consider Figure 3, depicting two cars at times t_0 , t_1 , and t_2 . t_0 is the time at which the relative distance is equal to the emergency breaking distance, that is, $\Delta x(t_0) = \xi_1$. t_1 occurs δ seconds after reaching ξ_1 , at which point the AV will first be able to react to being within the emergency breaking distance due to the delay. t_2 is the time at which both vehicles will be stopped and the AV will be exactly 1 m behind the lead vehicle. The vehicle to the left is the AV and the vehicle to the right is the human-driven lead. All positions and velocities have been labeled as functions of time, and the relative positions and relative velocities at each time can be computed according to the equations in section II.A. First we will consider the motion of the two vehicles from time t_1 to time t_2 . Within this time region in a worst-case scenario, both the AV and lead will constantly decelerate at their maximum decelerations, and in the derivation we will express the lead vehicle maximum deceleration as proportional to the AV maximum deceleration. FIND LEGITIMATE K-VALUE OR THE MAX DECELERATION OF ANY VEHICLE ON THE ROAD. The minimum distance $\Delta x(t_1)$ which can be considered safe will assume that the AV will end up at a relative distance $\Delta x(t_2) = 1$ m from the lead vehicle. The following derivation uses this idea with the equations of motion to derive a value for $\Delta x(t_1)$.

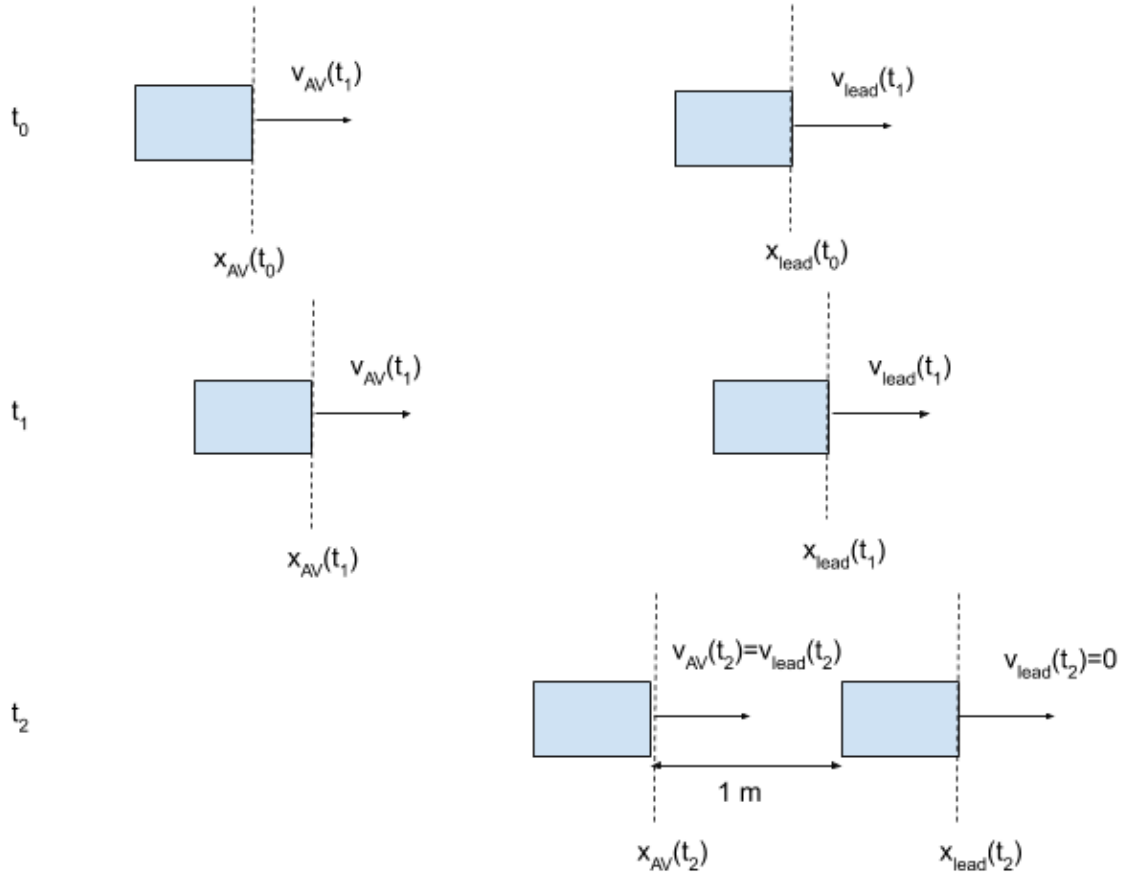


Fig. 3. Emergency braking progression.

Equation of motion : $v^2 - v_0^2 = 2a\Delta x$

Lead vehicle :

$$v_{lead}(t_2)^2 - v_{lead}(t_1)^2 = 2a_{dmaxLEAD}(x_{lead}(t_2) - x_{lead}(t_1))$$

$$\text{Suppose } a_{dmaxLEAD} = ka_{dmax}$$

$$0 - v_{lead}(t_1)^2 = 2ka_{dmax}x_{lead}(t_2) - 2ka_{dmax}x_{lead}(t_1)$$

$$2a_{dmax}x_{lead}(t_1) - \frac{v_{lead}(t_1)^2}{k} = 2a_{dmax}x_{lead}(t_2)$$

Autonomous vehicle :

$$v_{AV}(t_2)^2 - v_{AV}(t_1)^2 = 2a_{dmax}(x_{AV}(t_2) - x_{AV}(t_1))$$

$$0 - v_{AV}(t_1)^2 = 2a_{dmax}(x_{lead}(t_2) - l_{lead} - \psi - x_{AV}(t_1))$$

$$2a_{dmax}(l_{lead} + \psi + x_{AV}(t_1)) - v_{AV}(t_1)^2 = 2a_{dmax}x_{lead}(t_2)$$

Setting the equations equal :

$$2a_{dmax}x_{lead}(t_1) - \frac{v_{lead}(t_1)^2}{k} = 2a_{dmax}(l_{lead} + \psi + x_{AV}(t_1)) - v_{AV}(t_1)^2$$

$$2a_{dmax}(x_{lead}(t_1) - x_{AV}(t_1) - l_{lead}) = 2a_{dmax}\psi + \frac{v_{lead}(t_1)^2}{k} - v_{AV}(t_1)^2$$

$$\Delta x(t_1) = \psi + \frac{1}{2a_{dmax}}\left(\frac{v_{lead}(t_1)^2}{k} - v_{AV}(t_1)^2\right)$$

Delay is an essential consideration because if the AV is currently at $\Delta x = \Delta x(t_1)$, it needs to initiate emergency braking, but it will not do as such until δ seconds have passed, where δ is the delay of the system. Consider the time t_0 at which point the AV recognizes that it must send an emergency braking command in order to initiate emergency braking at the instant it reaches t_1 from the above example. When considering the emergency stopping distance ξ_1 , we must plan for the worst case scenario. The worst case scenario is that at time t_0 the lead car begins to accelerate before coming to an immediate stop because the AV might think that it can begin to accelerate as well. Though from time t_0 to time t_1 the accelerations might fluctuate, a worst-case scenario would involve maximum acceleration of the AV and maximum deceleration of the lead. FollowerStopper limits the maximum acceleration to be a_{cmft} . The following derivation, based off of a derivation in [6], incorporates the delay to determine what a safe value of ξ_1 will equal such that if $\Delta x = \xi_1$, the AV will initiate hard braking at exactly $\Delta x = \Delta x(t_1)$. In this setup, $\xi_1 = \Delta x(t_0)$.

$$\text{Equation of motion : } x = x_0 + v_0 t + \frac{1}{2} a t^2$$

Distance traveled during delay :

$$\begin{aligned} x_{lead}(t_1) &= x_{lead}(t_0) + v_{lead}(t_0)\delta + \frac{1}{2} a_{lead}(t_0)\delta^2 \\ x_{AV}(t_1) &= x_{AV}(t_0) + v_{AV}(t_0)\delta + \frac{1}{2} a_{AV}(t_0)\delta^2 \end{aligned}$$

Worst-case scenario, $a_{lead}(t_0) = a_{dmax}LEAD = k a_{dmax}$, $a_{AV}(t_0) = a_{cmft}$

Incorporating relative distance :

$$\begin{aligned} \Delta x(t_1) &= \Delta x(t_0) + (v_{lead}(t_0) - v_{AV}(t_0))\delta + \frac{1}{2}(k a_{dmax} - a_{cmft})\delta^2 \\ \xi_1 = \Delta x(t_0) &= \Delta x(t_1) - (v_{lead}(t_0) - v_{AV}(t_0))\delta - \frac{1}{2}(k a_{dmax} - a_{cmft})\delta^2 \\ &= \psi + \frac{1}{2 a_{dmax}} \left(\frac{v_{lead}(t_1)^2}{k} - v_{AV}(t_1)^2 \right) \\ &\quad - (v_{lead}(t_0) - v_{AV}(t_0))\delta - \frac{1}{2}(k a_{dmax} - a_{cmft})\delta^2 \end{aligned}$$

The above equation for ξ_1 guarantees that a crash is impossible and that the AV will never come within 1 meter of the lead, assuming that there are no unexpected obstacles that appear between the AV and the lead. However, when the AV arrives at time t_0 , it will not know $v_{lead}(t_1)$ or $v_{AV}(t_1)$. Both are best approximated using the equation of motion, $v = v_o + at$, with a set to a safe value. In a worst-case scenario, the v_{lead} will be slower than expected and v_{AV} will be faster than expected. Therefore safe acceleration values will be the same as indicated in the previous derivation. Because all time-dependent values will be expressed at the same time t_0 , the notation can be dropped, giving

$$\begin{aligned} \xi_1 &= \psi + \frac{1}{2 k a_{dmax}} ((v_{lead} + k a_{dmax} \delta)^2 - k (v_{AV} + a_{cmft} \delta)^2) - (v_{lead} - v_{AV})\delta - \frac{1}{2}(k a_{dmax} - a_{cmft})\delta^2 \\ &= \psi + \frac{1}{2 k a_{dmax}} (v_{lead}^2 + 2 v_{lead} k a_{dmax} \delta + k^2 a_{dmax}^2 \delta^2 - k v_{AV}^2 - 2 k v_{AV} a_{cmft} \delta - k a_{cmft}^2 \delta^2) \\ &\quad - v_{lead} \delta + v_{AV} \delta - \frac{k a_{dmax} \delta^2}{2} + \frac{a_{cmft} \delta^2}{2} \\ &= \psi + \frac{v_{lead}^2}{2 k a_{dmax}} + v_{lead} \delta + \frac{k a_{dmax} \delta^2}{2} - \frac{v_{AV}^2}{2 a_{dmax}} - \frac{v_{AV} a_{cmft} \delta}{a_{dmax}} - \frac{a_{cmft}^2 \delta^2}{2 a_{dmax}} - v_{lead} \delta + v_{AV} \delta - \frac{k a_{dmax} \delta^2}{2} + \frac{a_{cmft} \delta^2}{2} \\ &= \psi + \frac{1}{2 k a_{dmax}} (v_{lead}^2 - k v_{AV}^2) + v_{AV} \left(1 - \frac{a_{cmft}}{a_{dmax}}\right) \delta + \frac{a_{cmft}}{2} \left(1 - \frac{a_{cmft}}{a_{dmax}}\right) \delta^2. \end{aligned}$$

Finally, it must be noted that it is never desirable for ξ_1 to drop below ψ , the minimum acceptable relative distance. In the above equation for ξ_1 , the first, third, and fourth terms will always be positive, but the second term could be negative. To assure that ξ_1 will remain greater than ψ , the second term must be set equal to 0 if it is negative, giving a final solution

$$\begin{aligned} \xi_1 &= \psi + \Delta v^{**} + v_{AV} \left(1 - \frac{a_{cmft}}{a_{dmax}}\right) \delta + \frac{a_{cmft}}{2} \left(1 - \frac{a_{cmft}}{a_{dmax}}\right) \delta^2 \\ \Delta v^{**} &= \max(0, \frac{1}{2 k a_{dmax}} (v_{lead}^2 - k v_{AV}^2)). \end{aligned}$$