

Contents

Acknowledgements	v
List of Figures	xv
List of Tables	xix
List of Acronyms	xxi
1 Introduction	1
1.1 Motivation	1
1.2 Research Problem and Challenges	3
1.3 Research Aim and Objectives	5
1.4 Research Contributions	6
1.5 Dissertation Outline	8
2 Background and Preliminaries	9
2.1 Shared Space Design Principles	9
2.1.1 Historical background	10
2.1.2 Aims of shared space design	13
2.1.3 Impacts of shared spaces	14
2.2 Interaction Patterns in Shared Spaces	17
2.2.1 Motion behaviors of pedestrians	18
2.2.2 Motion behaviors of vehicles	19
2.2.3 Motion behaviors of cyclists	20
2.2.4 Further discussion	20
2.3 Mixed-Traffic Modeling and Simulation	22
2.3.1 Classification of traffic simulation models	22
2.3.2 Multiagent-based simulation	23
2.4 Modeling Requirements	26
3 The State of the Art	29

3.1	Path Planning	29
3.1.1	Representation of environment	30
3.1.2	Shortest path algorithms	31
3.2	Conventional Models for Motion Control	32
3.2.1	Force-based models	32
3.2.2	Cellular automata models	34
3.2.3	Models for steering behaviors	35
3.2.4	Velocity obstacle models	37
3.3	Decision Models	37
3.3.1	Rule-based constraints	37
3.3.2	Logit models	38
3.3.3	Non-cooperative game theory	39
3.4	Existing Shared Space Motion Models	40
3.5	Research Gap	44
4	GSFM: The Game-Theoretic Social Force Model	45
4.1	Selection of Methods	45
4.1.1	Path finding algorithm	45
4.1.2	Motion control	46
4.1.3	Decision model	47
4.2	The Modeling Process	48
4.3	Interaction Recognition and Classification	50
4.4	Agent Architecture	57
4.5	Path Planning	59
4.6	Force-based Modeling	60
4.6.1	Classical social force model	61
4.6.2	Extended social force model	64
4.7	Interactive Decision-Making	70
4.7.1	Pedestrian-to-car interaction modeling	72
4.7.2	Pedestrian groups-to-car modeling	77
4.7.3	Car-to-car interaction modeling	78
4.8	Implementation	79
4.8.1	Solving Stackelberg games	79
4.8.2	Representation of road users in LightJason	80
4.8.3	Simulation model	83
5	Data Sets and Evaluation Metrics	87
5.1	Data Sets	87
5.2	Evaluation Metrics	92
6	Calibration Methodology	95
6.1	Genetic Algorithm	98
6.2	Calibration of Model Parameters Universally	99
6.2.1	Calibration of SFM parameters	99
6.2.2	Calibration of game parameters	100

6.3	Identification of Different Movement Patterns of Pedestrians	101
6.3.1	Individual calibration	102
6.3.2	Clustering on individuals' parameters	102
6.3.3	Group calibration	104
7	Evaluation	109
7.1	Goals and Methodology	109
7.2	Description of Experiments and Results	110
7.2.1	Realistic trajectory modeling	111
7.2.2	Model generalizability	118
7.2.3	Traffic safety	123
7.2.4	Comparing GSFM with a deep learning model	126
7.3	Interpretation of Results	133
8	Towards Combining Expert- and DL-based Models	135
8.1	Agent Architecture in GSFM-vs-LSTM	135
8.2	Quantitative Results for Combined Model	136
8.3	Qualitative Results for Combined Model	137
9	Conclusions and Perspectives	141
9.1	Conclusions	141
9.2	Limitations	143
9.3	Perspectives	144
9.3.1	Model improvements	144
9.3.2	Considering new modalities	146
	List of Publications	149
	Bibliography	151
	References	151
10	Appendix	163