

“FPGA Implementation of Intelligent Traffic Signal Controller Based On Neuro-Fuzzy System”

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Abstract-Fast transportation systems and rapid transit systems are nerves of economic development for any nation. All developed nations have well developed transportation system with efficient traffic control on road, rail, and air. The monitoring and control of city traffic is one of the key issues especially in metropolitan areas due to ever increasing number of vehicles and pedestrians. Numerous methods are available to reduce delays and environmental problems caused by road traffic in major cities. Present traffic controllers are based on microcontroller and microprocessor. These traffic light controllers have limitations because it uses the predefined hardware, which functioning according to program that does not have the flexibility of modification on real time basis. In traffic signal control system, detection of traffic variables at intersection is very important and is the basic input data to determine signal timing. The “Intelligent Traffic Signal Controller using FPGA controller based on Neuro-Fuzzy system” is capable of taking decision to reduce delays at intersection. To develop the system, algorithm need to be developed using VHDL. The designing part of this controller into VHDL program eliminates the shortcomings of the other custom facilities and conventional controller design available today.

Keywords: *FPGA, Intelligent, Delays at Intersection, Neuro-Fuzzy, VHDL.*

I. INTRODUCTION

Traffic signal is an essential element to manage the transportation network. At present, a major research focus has been on application of artificial intelligent techniques, for example, expert systems, fuzzy logic, neural network for intersection signal control. To improve traffic flow and safety of the current transportation system is to apply automation and intelligent control methods to roadside infrastructure and Vehicles. The complexity of modern traffic control system makes their design & optimization a complex task. Nevertheless, well configured traffic systems are essential to avoid unnecessary congestion in traffic network and to reduce the negative economic and environment impact of traffic.

Various computational intelligence based approaches have been proposed for designing real time traffic signal controllers, such as fuzzy sets, genetic algorithm and reinforcement learning and neural networks (NN). Neural network based

system can provide effective control of large scale traffic network even as the complexity of simulation increases.

The Fuzzy logic theory is introduced in the traffic controller to provide an intelligent green interval response based on dynamic traffic load inputs. A fuzzy logic control scheme is proposed to overcome the inefficiency of conventional traffic controllers that has a preset cycle time regardless of dynamic traffic load. Fuzzy logic is used to model expert's thinking in situations where development of a mathematical model is very difficult or impossible. Fuzzy logic technique based system reflects two fundamental aspects of traffic responsive signal control – the observation of the on-going traffic situation around the intersection, and the control of the traffic signals in a manner appropriate to the observed situation. The key to achieving a high degree of responsiveness to traffic is to monitor closely the traffic flow on the approaches to the junction, and to interpret the incoming data correctly. This system brings fuzzy logic into toolbox currently available to traffic planners and engineers, enhancing their ability to deal with urban congestion problems so prevalent.

The fuzzy controller can be used with the input variables of the weighted traffic flow at the current and neighbouring intersections. This can be helpful for reducing the complexity of controllers. i.e., the controller has less input variables. For satisfying performance, the weighting fuzzy module is used to substitute the communication among intersections.

Modern approaches towards designing traffic signal controllers suggest way to convert loop detector data or video detector into no. of vehicles waiting for queue for a major arterial intersection under interrupted traffic flow conditions by means of fuzzy logic and neural networks.

II. OBJECTIVE

Intelligent traffic control system is generally designed for different traffic parameters. The important parameters which contributes most for all types of traffic like homogeneous and heterogeneous in urban, rural and metro cities are

- a) Congestion at the intersection,
- b) Delay in traffic and

c) Synchronization of signal at current intersection with the signal at neighboring intersection.

The main objective of this paper is to discuss methods used in work problems mentioned above.

a. Congestion at the intersection

In India, Congestion is defined using Volume/Capacity ratio. However, Passenger Car Unit (PCU) used to estimate the volume as well as capacity is subjective in nature and these are not directly measurable units. Therefore, the actual capacity of the road is not determined and thus the value of congestion becomes subjective in nature. The type and intensity of congestion depends on many quantifiable factors such as volume, speed, headway, ratio of slow moving and fast moving vehicles etc. In this context, the quantification and evaluation of congestion severity has been taken as an important research to give a modification to the generalized design procedures and also to suggest the remedial solutions for releasing congestion. With increasing number of vehicles on road, heavy traffic congestion has substantially increased in major cities. This happened usually at the main junctions commonly in the morning, before office hour and in the evening, after office hours. The main effect of this matter is increased time wasting of the people on the road. The solution for this problem is by developing the program which different setting delays for different junctions. The delay for junctions that have high volume of traffic should be setting longer than the delay for the junction that has low of traffic. The congestion control process generally attempts to maximize throughput by selecting the phase that will pass the most vehicles through the intersection.

b. Delays in Traffic

There are many metrics exist in order to evaluate the performance of a traffic light controller. One of the most important metric to optimize, as it impacts directly on drivers is called the delay. The delay is defined by the amount of additional time a vehicle takes to complete its journey through the network because of traffic lights. Another interesting metric is the throughput which gives the number of vehicles that cross the intersection in a specified amount of time. Clearly, the general optimization goal for traffic network designers is to lower the delay and to increase the throughput of vehicles.

One of the solutions to this problem would be to design controllers that use adaptive policies. Such adaptive systems could react to current perceptions of traffic conditions and select the best actions in order to optimize the traffic flow at the intersection. Moreover, these adaptive systems could even be equipped with communication networks that could enable adaptive coordination between different intersections in order to improve the traffic flow

globally. Such coordination could help minimize the overall delay caused by traffic signals.

c. Synchronization of signal at current intersection with the signal at neighboring intersection

The traffic flow has the characters of continuity and fluidity. When vehicles run to an intersection, the vehicles flow meets with obstruction because of the running conflict coming from the traffic flow in several directions. The vehicles flow slackens and even stops. The shock wave will affect the movement of the following traffic flow, even the clearing of vehicles at the upstream intersection. Therefore we must consider the influence of the neighbouring traffic flow. So evaluation of affected current traffic flows will consider the influence of traffic flow at neighbouring intersections which is imposed on signal timing at current intersection.

With the parameter coordination of the fuzzy weighting module, the produced signal timing can control the traffic flow smoothly at the intersections, and response the movement of the flow perfectly. So achieve the aim of the harmony between signals among multi intersections. The weighting coefficient can be used to indicate the imposed influence. Therefore the signal timings can harmonize each other among the neighbouring intersections. So the signal controller considering the neighbouring flow can give the effective real-time signal timing, and improve the total performance index of the system because of the coordination of the signals between intersections.

For the synchronization between current intersection and neighbouring intersection it is important to understand 32 different conflicts at the intersection which is shown in figure below:

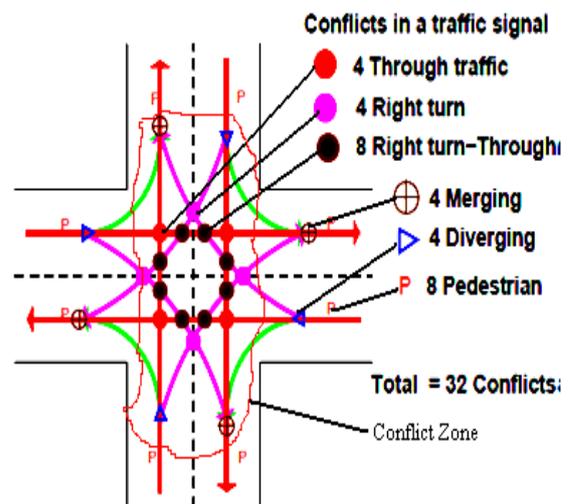


Fig. 1. Conflicts at the Intersection.

III. RELATED WORK

The problem of converting loop detector or video detector data into travel times and NVWQ(No. Of Vehicles Waiting for Queue) for

signalized arterial intersection under interrupted traffic flow conditions is based model from Lu Conglin and Wei Wu [1] by the use of fuzzy logic and neural networks.

An on-line supervised learning algorithm for building and tuning a neural fuzzy controller has been presented in this paper. The training data lets the learning scheme learn the network structure and parameters in real time. Based on the neural structure an off-line two-phase hybrid learning scheme tune the ASC(adaptive subthreshold controller) from the given input-output training data sets. Here more emphasise is given on urgency values which is defined as the values to determine the appropriate balance of distribution of the green light i.e., the urgency with which the stream requires green.

The multiobjective optimization of parameters for fuzzy logic controller is suggested for desired flexibility. For that the parameters of the signal controller is optimized with respect to different objectives or criteria. To solve this problem, effective multi-objective genetic algorithms (MOGA) is used. The simulation results show that the percentage of stops of algorithms is smaller 15.25% than the traditional extension principle, and using proposed algorithm, the average delay is also smaller 15-30% than the extension principle in the test area 100-1500vph. So this controller produces lower vehicle delays and percentage of stopped vehicles than traditional actuated controller.

Traffic Light Controllers (TLC) problems based on microcontroller and microprocessor are solved using model proposed by Shilpa Chavan and R. Deshpande [2]. This technique uses sensors networks along with embedded system. The Infrared Sensors are applied to detect vehicles is mounted on road.

The signals from sensor assembly will be in the form of digital signals which corresponds to presence or absence of a vehicle. These digital signals from each lane will be given to the input port of microcontroller which determine the length of vehicle at each lane. This information is the input to microcontroller to determine various timing signals. These signals will be applied to two relay drivers which consist of ULN 2003. These relay drivers are level shifters and current amplifiers. The output of relay driver is applied to Red, Green and Orange LED at each junction. IC 24C61 is used for I2C interface.

The proposed Intelligent Traffic Light Controller can be more efficient than the conventional controller in respect of less waiting time, more distance travelled by average vehicles and efficient operation during emergency mode and GSM interface.

The signal controller at a single intersection that control its traffic based on fuzzy logic and weighting coefficient [3] which gives the weights

that the traffic flow at neighbour intersections imposes on the signal timing at current intersection. The fuzzy rules of the signal controller and the weighting module are produced by the traffic information with the vehicles detectors. The average delay time of a vehicle is used as a performance index. The fuzzy controller shows the better performance with the simulation comparison of two signal controller at different traffic conditions which earns better realistic meaning and application value.

The multiagent system approach is used to develop distributed unsupervised traffic responsive signal control models proposed by by Dipti Shrinivasan [4], where each agent in the system is a local traffic signal controller for one intersection in the traffic network. The first multiagent system is developed using hybrid computational intelligent techniques. The second multiagent system is developed by integrating the simultaneous perturbation stochastic approximation theorem in fuzzy neural networks (NN).

The multiagent systems are implemented using Java and its multithreading technology. During the running of the simulation in PARAMICS Modeler, the multiple threads/processes in Java representing the agents are running concurrently. The model proposed shows the results which suggest that the hybrid NN-based multiagent system provides effective control of large scale traffic network even as the complexity of the simulation increases.

A developed adaptive neuro-fuzzy inference system can draw the membership functions and corresponding rules by its own from a given input data set [5], which makes the designing process easier and reliable compared to standard fuzzy logic controllers.

The Neuro-Fuzzy logic controller performs better than the fixed time controller due to its real time adaptability. The easiness of selecting the initial settings can be the advantage when real time signal controller is implemented.

A functional Fuzzy Traffic Controller (FTC) [6], which utilizes fuzzy logic algorithm. To develop the system, the behavior level of FTC algorithm has developed using VHDL under MAX+PLUS II CAD environment. The Finite State Machine (FSM) of the FTC has coded in VHDL program for controlling the specific Traffic flow application. Later on, the FPGA Express (Synthesis tool) has used to get a fully gate level synthesis architecture for the whole Fuzzy based VLSI chip and then the optimization step has been applied for minimizing the VLSI chip's timing delay, clock speed, and area to get the correctness of FTC design.

The FTC chip can be also further interfaced with the others control peripheral hardware modules to control a more complex traffic system. It overcomes the weakness of conventional traffic controllers with the capability of providing varying

green cycle interval based on dynamic traffic load changes at every lane I a 4-way junction control.

An FPGA design implementation of a low cost 24-hour advanced traffic light controller system is proposed by WM El-Medany and MR Hussain [7] as a term project of a VLSI design subject using VHDL. The system has been successfully tested and implemented in hardware using Xilinx Spartan 3 FPGA.

The division of traffic light system into three stages which includes the implementation of the state diagram, writing and simulating the VHDL code and programming the FPGA and development of the interface circuit.

A prototype is designed and implemented in Field Programmable Gate Arrays (FPGA) by N. Y. Hamisi, N. H. Mvungi and B. M. M. Mwinyiwiwa [8]. Using VHDL an algorithm has been developed for coordinating adjacent traffic signals along the arterial roads.

It is possible to use the developed algorithm to solve traffic congestion by increasing the number of junctions in the coordination system. Furthermore, having two or more junctions sharing the same controller may lead to reduction of controller cost which has been hampering efforts of traffic control for developing cities.

A hierarchical fuzzy logic traffic controller [9] is described for a real intersection of fourteen vehicle lanes and two pedestrian crossings controlled by signals with seven light phases. To evaluate the best fuzzy rule base, a fitness function is defined to characterize performance of the fuzzy controller. The hierarchical fuzzy controller has seven inputs as queue lengths of the seven light phases, and one output as green time of the selected phase. In the hierarchical fuzzy controller, there are six layers of fuzzy sub controllers with two inputs and one output. The sub-controllers in the first five layers have identical structure that has two inputs of queue lengths and one output of combined queue length employed as one input of next layer. The sub-controller in the last layer has two inputs, combined queue length obtained from the fifth layer and queue length of the selected phase, and one output as green time of the selected phase.

The developed fuzzy controller had better performance than the pre-cycle controller which is currently using in the intersection. It produces shorter average queue length than that of pre cycle controller, and shortens more than 38% of vehicle average waiting time of the pre-cycle controller.

A real-time adaptive signal control model decides optimal signal control parameters commonly found in modern actuated controllers [10]. The proposed control model incorporates a traffic flow prediction process to estimate approach volumes based on the outflows from upstream intersections, and to forecast turning movements at

the target intersection according to the turning fractions in previous cycles.

Simulation results of proposed model shows performance of this model was best under traffic conditions of medium intensity, where the optimized parameters were expected to be valid.

The traffic light controlling system is proposed by Liu Yang and Chen Xian Feng in which the original relay wiring was replaced by the program, and the hardware and software resources of PLC [11] are used reasonably. The remote monitoring system of traffic lights at the crossroads was designed with configuration software MCGS, which monitored traffic lights in real-time and improved the reliability greatly.

The system simplified the communication between PLC and Host Computer by using industrial configuration software, which shortened the exploitation time greatly; especially, it is more fit for complex controlling system. The controlling of traffic lights is done by PLC and MCGS instead of the original relay control and increase life expectancy of this system.

The object segmentation, classify and tracking methodologies are proposed to know well the real time measurements. According to the real time traffic measurement, the adaptive traffic signal control algorithm [12] is derived to settle the red-green switching of traffic lights.

Object segmentation is used to compute the difference between current image and background image to subtract object apart. The major goal of object classification is to determine the separated objects. These have several algorithm to handle problem of object tracking.

IV. PROPOSED METHOD

In case of traffic signal control, the resource in question is green time and the problem is made more complex by its temporal aspect and ever changing and stochastic nature of the demand. This means that the allocation of green time must be constantly reviewed as time passes & the situation changes in order to distribute it in the desired manner. An approach to this problem is to derive a value for each user, which reflects their claim on the limited resource & to use these values to determine the appropriate balance of distribution of the resource. This value for each user will be derived by using learning rule of neural network system.

The traffic conditions of the green phase are observed by the Extension Time Module. Green light extension time of the green phase is produced by this module according to the condition of observed traffic flows. Phase Sequence Module controls the phase sequence based on the vehicle's density and extension time of green light from Extension Time Module. The Output Module switches current phase to the appropriate next

phase. Basically, this module switches the current phase to the next phase based on the outputs of Phase sequence Module.

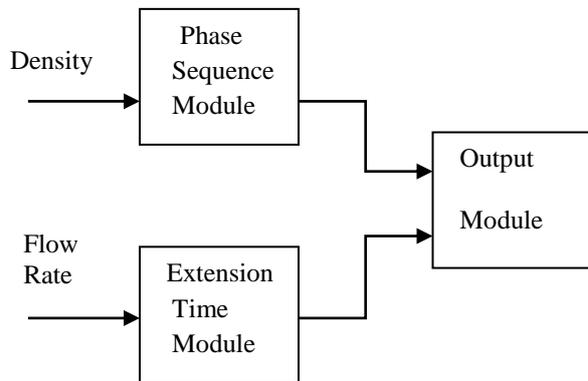


Fig. 2. Fuzzy Traffic Controller Design.

Fuzzy logic algorithm will be developed with available tools like MATLAB to achieve a smart and flexible knowledge based system in hardware design while achieving better efficiency in traffic control & minimizing traffic jam occurrences at interchange on road area.

The tested developed system, and the algorithm for traffic control will be then implemented in VHDL. Later on, by using synthesis tool like FPGA express, synthesis of the whole fuzzy based VLSI chip will be designed.

V. CONCLUSION

Designing the fuzzy neuro based controller implemented on FPGA will provide smart solution for Adaptive Traffic Control. Selection of the fuzzy logic rules and fuzzy inputs is very important to the results of the controller. Fuzzy logic is a powerful and User-friendly tool for dealing with the complex problems of traffic responsive signal control in a straight forward and intuitive way without losing any of the desired features of the problem solution. Adaptive neuro-fuzzy controller provides number of advantages starting from its implementation since it requires only a set of input values and modeled output values to decide the optimum membership functions and rules by it. In normal fuzzy logic controllers, the rules, and the membership functions should be provided after expert observations. It can overcome the weakness of conventional traffic controllers with the capability of providing varying green cycle interval based on dynamic traffic load changes at every lane in a 4-way junction control.

ACKNOWLEDGEMENT

Authors would like to thanks Prof. P. S. Bokare (Dean, BDCE, Sevagram (India)) and his project group for their support and providing necessary data useful in this project

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