

Table of Contents

Preface	xi
Slim HAMMADI and Mekki KSOURI	
Introduction	xiii
Chapter 1. Agent-oriented Road Traffic Simulation	1
René MANDIAU, Sylvain PIECHOWIAK, Arnaud DONIEC and Stéphane ESPIÉ	
1.1. Introduction	1
1.2. The principle of multi-agent systems	2
1.2.1. Motivations	2
1.2.2. Agents versus multi-agent systems	3
1.3. General remarks on traffic simulation devices	8
1.3.1. Granularity level	8
1.3.2. A centralized approach for traffic simulation	9
1.3.3. Behavioral approaches	10
1.4. ArchiSim simulator	12
1.4.1. A distributed architecture	12
1.4.2. A behavioral model of agents	12
1.5. The issue of traffic simulation in intersections	14
1.5.1. Behavioral model of agents	14
1.5.2. Illustrative example of the proposed model	16
1.6. Assessment of different scenarios	21
1.6.1. Assessing the execution time of agents	21
1.6.2. Reducing the number of deadlock situations	22
1.6.3. Real situations	24

1.7. Conclusion	25
1.8. Bibliography	26
Chapter 2. An Agent-based Information System for Searching and Creating Mobility-aiding Services	31
Slim HAMMADI and Hayfa ZGAYA	
2.1. Introduction.	31
2.2. Formulating the problem	33
2.3. The global architecture of the system	36
2.3.1. Modeling based on communicating agents	38
2.3.2. Local databases within the ISAM	39
2.3.3. Dynamic data archiving model	39
2.4. Proposal of a resolution system with several interactive entities: a dynamic multi-agent system	42
2.5. The behavior of a scheduling agent.	44
2.5.1. First level of optimization: building initial route plans for mobile agents	44
2.5.2. Second level of optimization: creating services using an evolutionary framework	49
2.6. Managing system robustness when dealing with disruptions: advancing a negotiation process between stationary and mobile entities	59
2.6.1. Initiators and participants	59
2.6.2. The proposed protocol	60
2.7. The usefulness of a dedicated dynamic ontology.	61
2.7.1. Terms	63
2.7.2. Predicates	64
2.8. Simulations and results	64
2.8.1. Intra-system communication	64
2.8.2. The validity and assessment of the mobile agent paradigm	65
2.8.3. Example of a mobility-aiding services demand scenario.	68
2.8.4. Case study of an itinerary service	72
2.9. Conclusion and perspectives.	76
2.10. List of abbreviations.	76
2.11. Bibliography	77
Chapter 3. Inter-vehicle Services and Communication	81
Sylvain LECOMTE, Thierry DELOT and Mikael DESERTOT	
3.1. Introduction.	81
3.2. The specificity of inter-vehicle communication	84
3.2.1. What is an inter-vehicle service?.	86
3.2.2. Inter-vehicle services versus ambient computing	86

3.2.3. What type of stakeholders are involved?	88
3.3. Inter-vehicle communication	91
3.3.1. What constraints?	92
3.3.2. Can we do without communication architecture?	92
3.3.3. Data exchange or service invocation?	95
3.4. Deployment and maintenance	95
3.4.1. What are the deployment needs?	96
3.4.2. Available deployment mechanisms	98
3.4.3. Application of the VESPA example	103
3.5. What kind of future can we envisage for inter-vehicle services and communication technologies?	107
3.6. Bibliography	107
Chapter 4. Modeling and Control of Traffic Flow	111
Daniel JOLLY, Boumediene KAMEL and Amar BENASSER	
4.1. General introduction	111
4.1.1. Different models of road traffic flow	112
4.1.2. Classification criteria for road traffic flow system models.	113
4.2. Microscopic models	114
4.2.1. Car-following models	114
4.2.2. The cellular automata model	117
4.3. Macroscopic models	118
4.3.1. LWR-type first-order models	119
4.3.2. Superior-order or second-order models	123
4.4. General remarks concerning macroscopic and microscopic models	127
4.4.1. Links between models	127
4.4.2. Domains of application of macroscopic and microscopic models	128
4.4.3. Movement toward hybrid models	129
4.5. Hybrid models	129
4.5.1. The Magne model (MicMac)	131
4.5.2. The Poschinger model	133
4.5.3. The Bourrel model (HYSTRA).	134
4.5.4. The Mammar model	135
4.5.5. The Espié model	136
4.5.6. The El Hmam hybrid model	137
4.5.7. Comparison of the hybrid models presented and general remarks	144
4.6. Different strategies for controlling road traffic flow systems.	147

4.6.1. Regulation of access: definition and history	147
4.6.2. Access regulation methods (metering systems)	149
4.6.3. Adaptive local access regulation strategies (responsive ramp metering control strategy)	152
4.6.4. Adaptive strategies for coordinated access regulation (multivariable regulator strategies)	159
4.6.5. Implementation of regulation via traffic lights	161
4.6.6. Evaluation of access control (effects of access regulation)	162
4.7. Conclusion	164
4.8. Bibliography	164
Chapter 5. Criteria and Methods for Interactive System Evaluation: Application to a Regulation Post in the Transport Domain	173
Houcine EZZEDINE, Abdelwaheb TRABELSI, Chi Dung TRAN and Christophe KOLSKI	
5.1. Introduction	173
5.2. Principles and criteria of evaluation	174
5.2.1. Principle of evaluation	174
5.2.2. Classifications of evaluation methods	176
5.3. Methods, techniques and tools for the evaluation of interactive systems	181
5.3.1. User-centered approaches	182
5.3.2. Expert-based approaches	191
5.3.3. Analytical approaches	195
5.3.4. Synthesis of evaluation methods, techniques and tools	200
5.4. Toward automated or semi-automated evaluation assistance tools	201
5.4.1. Tools utilizing ergonomic guidelines	202
5.4.2. Tools for the collection of interaction data to support the evaluation	207
5.5. Proposal of a generic and configurable environment to aid in the evaluation of agent-based interactive systems: EISEval	213
5.5.1. Motivation	213
5.5.2. Principles of the proposed EISEval evaluation environment	213
5.5.3. Structure of the environment proposed	214
5.6. Context of operation of the proposed evaluation environment	217
5.6.1. SART project	217
5.6.2. The IAS agent-based interactive system	218
5.6.3. Application of the proposed EISEval environment to evaluate IAS	222

5.7. Conclusion 228

5.8. Bibliography 230

List of Authors 241

Index 245