# Zero-Collision Models for Urban Mobility: A Data-Driven Technological Framework

**Simran Sethi**

simrannsethi@gmail.com

**Abstract**

**The last few years there has been an effort to eradicate traffic collisions termed for North American cities under "Vision Zero." It seems that removing infrastructure advancements and policies will always be crucial, but at some point in the future, data driven technology will dominate the urban mobility space. This paper presents a real time analytics driven collision mitigation system with focus on data from connected and autonomous vehicles alongside simulation platforms. We analyze literature that documents these claims, particularly how computation of large datasets, simulation engines, and safety rules for self-driving vehicles can significantly diminish or completely eliminate traffic collisions. Further, we demonstrate a proof of concept case of a city hackathon, stationed "VANquish Collisions," in Vancouver, Canada, which can facilitate the development of working prototype tools. This paper claims that with the marriage of intelligent infrastructure, data pipelines, and automation in vehicles, cities can truly start to work towards actionably reducing collision incidents to zero.**

**Keywords: Zero-Collision, Vision Zero, Data Analytics, Autonomous Vehicles, Simulation, Urban Mobility**

## I. Introduction

The world's metropolitan centers are now more than ever ready to adopt Vision Zero strategies as the number of fatalities and severe injuries from traffic accidents increases. While much work continues to be done in the areas of curbing vehicle speeds or building better infrastructure for pedestrians and cyclists, the conversation now includes technology's increasing portion Automated vehicles (AVs), connected vehicle (CV) systems, and advanced driver assistance systems (ADAS) are setting the stage to reduce human error – a huge contributor to collisions [2]. No less important are the approaches which enable counting traffic flows, forecasting crash probability zones, and automating some of the safety measures.

At the same time, a number of urban regions show non diminishing or even growing collision frequencies meaning that these areas are not benefiting from step-wise safety improvements [1], [3]. We need to reshuffle the deck and transform the road accident tracking system into a real-time systemic safety infrastructure blockade and concurrently enhanced with artificial intelligence.

This paper highlights the steps necessary to achieve zero-collision mobility by putting an emphasis on the use of data and technology. Eight Level Advanced technologies and their remarkable successes in collision mitigation form the base for which literature is reviewed. From there, the conceptual and implementation questions are discussed, along with the example of vanquish collisions hackathon as a form of innovation that works with the municipality rather than against it. The conclusion brings forth the final version of an actionable explanation.

## II. Background and Literature Review

### A. Vision Zero and Safe-System Paradigm

Vision Zero, which gained traction first in Sweden, places the elimination of road deaths above all else by treating human life and health as sacred [1]. Within North America, numerous evidence suggests that simply implementing conventional safety measures is not adequate. For example, Ferenchak (2022) reported that out of 18 cities that were early adopters of Vision Zero in the United States, only two experienced declines in total fatalities that were statistically significant [1]. In the same way, Ahangari et al. (2017) noted that the automobile dependency is highly deadly, emphasizing a need to curb vehicle miles traveled (VMT) [2]. LaJeunesse et al. (2023) presented new data depicting that out of 788 municipalities examined, only 11% (~86) had a Vision Zero plan, primarily the larger ones [3]. These results suggest that safe-system approaches need to be expanded along with other new measures.

### B. The Role of Technology in Achieving Zero Collisions

Even though infrastructure and policy changes contribute greatly to crash statistics, it is becoming clear that technological advancements will have an even bigger impact in the future. Marshall & Ferenchak's research (2019) demonstrates that protected cycling infrastructure, by itself, and multimodal designs decrease crashes for and with cyclists [4]. But these innovations are much more effective when applied together with:

1. **Advanced Driver Assistance Systems (ADAS):**
   Systems like Forward Collision Warning (FCW) and Automatic Emergency Braking (AEB) show an up to 50 percent reduction of rear-end collision rates in real world assessments [9]. These examples do contribute to the argument of how partial automation can greatly reduce the frequency of collisions, at least for specific case scenarios.

2. **Connected & Autonomous Vehicles (CAVs):**
   Dresner & Stone (2008) and Fagnant & Kockelman (2015) showed through multiple simulations and field studies that the use of autonomous vehicles, especially along with V2V and V2I communications, can reduce crashes by as much as 80 to 90 percent [5], [6]. Moreover, attached to Figure 1, Morando et al. (2018) claims that the introduction of even small amounts of AV will lower the conflict points significantly [7].

3. **Formal Safety Frameworks:**
   Shalev-Shwartz et al. (2017) have introduced the Responsibility-Sensitive Safety (RSS), which provides a means for translating crash-avoidance into a formal set of rules. In other words, if all AVs follow these set principles, collision should theoretically be eliminated [8].

### C. Data-Driven Simulation and Analytics

A reliable high-frequency data system forms the backbone of these solutions. The addition of cameras and sensors in urban settings enables the collection of extensive data and safety information that can be utilized for predictive analysis. Various simulation platforms such as VISSIM and SUMO permit the examination of proposed changes within a novel virtual environment, which includes implementing new intersection designs or employing separate routing strategies for autonomous vehicles. The two-way feedback of these platforms allows authorities to incorporate simulation results into the policies and infrastructural planning, thereby enabling the authorities to iteratively enhance their approaches and complete the cycle of development, experimentation, and execution. [5], [7].

## III. Conceptual Framework: Technology and Data as Key Drivers

A. Overview of the Zero-Collision Technological Ecosystem

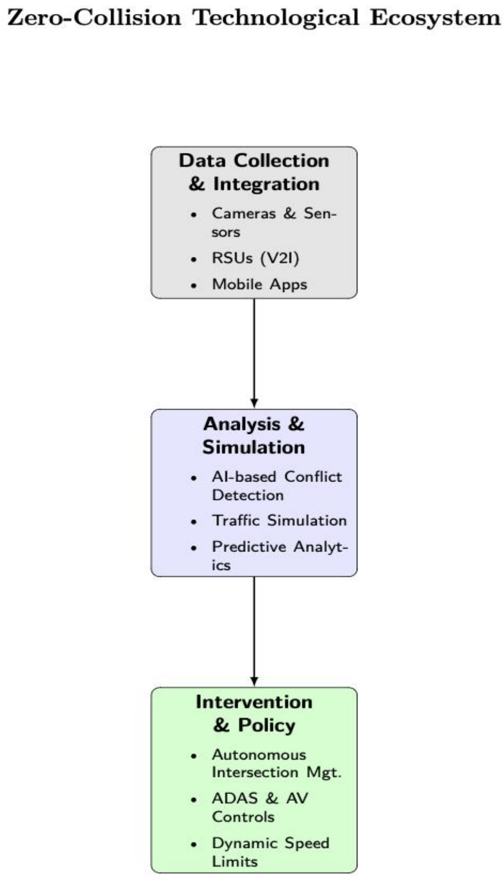


Figure 1: Zero-Collision Technological Ecosystem with Data-Driven Layers.

**Figure 1: Zero-Collision: Technological Ecosystem with Data-Driver Layers**

A schematic representation of the Ecosystem Zero-Collision Technology is shown in Figure 1. There are three interconnected layers in the ecosystem, as illustrated below:

1. **Data Collection and Integration**
   - **Sensors & Cameras**: Publicly owned CCTVs positioned at critical intersections, vehicle mounted sensors (radar, lidar), and user mobile devices.
   - **Internet of Things (IoT)**: V2I communication roadside units, smart traffic signals, and user safety reported ‘hotspot’ areas.
2. **Analysis and Simulation Layer**
   - **Microsimulation Engine**: Real-time modeling of multi-modal conflict detection in traffic.
   - **Predictive Analytics & AI**: Machine learning models for predicting collisions and near-miss events.

3. **Intervention and Policy Layer**
   - **Dynamic Traffic Control**: Modification of signal timing or speed restrictions with respect to dangers that have been previously detected.
   - **Vehicle Automation**: Self-driving or partially self-driving actions of vehicles like AEB or lane keeping.
   - **Urban Planning & Enforcement**: Decisions pertaining to the redesigning of particular streets and the placing of enforcement resources and their locations are made based on data.


**Figure: Three subgraphs: Data Collection & Integration, Analysis & Simulation, Intervention & Policy**

B. Hackathon as a Catalyst: The VANquish Collisions Example

In September 2018, the VANquish Collisions Hackathon in Vancouver is a great example for demonstrating how effective grassroots innovation can be to achieve innovation. Several attendees, including the lead author, created a simulator that incorporated real time camera feeds to render pedestrian, bicycle, and vehicular traffic. Important results include:

1. **Citizen Engagement**: Residents could access an undisputed web portal, did reporting unsafe places, which then passed hyperlocal data to the simulation model.
2. **Real-Time Aggregation**: Live camera feeds were algorithmically parsed to estimate sustainable flows and potential conflicts among different modes of travels.
3. **Prototype Validation**: Government stakeholders examined the practicality of amending existing infrastructure or doing trials with new structures in the virtual reality of existing streets using geospatial digital twins.

This hackathon reveals the intervening power of data even without fully developed CAV or ADAS systems. And it is of equal importance to see similar ideas being explored to enhance data connectivity and autonomy.

## IV. Implementing a Data-Driven Zero-Collision Model

A. Infrastructure: Sensors, Connectivity, and Data Pipelines

Big Picture zeroing in on collisions starts with urban infrastructure designed with data-driven inventory capture capability.

1. **Sensor Network Deployment**
    - Deployment of **Smart Cameras** at critical intersections for vehicle speed monitoring, pedestrian duration to cross, and cyclist counts.
    - **Roadside Units (RSUs)** for Vehicle to Infrastructure (V2I) communication, streaming signals to and from equipped vehicles regarding the traffic signal phase and timing.
    - **Mobile & Crowd-Sourced Inputs** allowing local users to report hazards, construction sites, near misses or in general any obstacles to traffic using a smartphone.
2. **Data Management Framework**
    - **Edge Computing**: Local RSUs enable computing processors to do pre-processing on the data (for example, object classification, collision risk analysis) to improve latency.
    - **Cloud Platform**: Central repository to store raw and processed data. Enables secondary users like simulation engines and city authorities to access key information.
    - **Privacy & Security**: Disguised identity and strong analytics hides the identity of citizens while enable encrypted channels and anonymized data sets for genuine analytics.

| **Data Source** | **Data Type** | **Processing Steps** |
|---|---|---|
| Traffic Cameras | Video feed (30 fps) | Object detection, speed estimation |
| Roadside Units (RSUs) | V2I messages | Signal phase, SPaT data aggregation |
| Mobile App Reports | Crowdsourced text/geo-tags | Hazard classification, geofencing |
| AV Fleet Sensors | Lidar/Radar | Real-time obstacle detection, path planning |

**Table I** offers a simplified example of data inputs, from raw sensor streams to structured analytics outputs.

B. Real-Time Analytics and Predictive Modeling

Having set a pipeline, further analytics tools can forecast and avert collisions with the following features:

1. **Conflict Identification**
    - Surrogate techniques derived from real time trajectory analysis such as time-to-in-collision and post-encroachment time.
    - Intelligent anomaly detections include knowing when a car is exceeding the speed limit, breaking a red traffic signal or erratically changing lanes.
2. **Simulation Integration**
    - **Microscopic Traffic Simulation** (e.g., VISSIM, SUMO) integrated with current data to predict near future traffic conditions.
    - Identifies potential hotspots and estimates the likely frequency of conflicts within set limits and multiple contexts (for example, 10% versus 50% of the autonomous vehicles in use).

3. **Decision Support System**
    - Automatic prioritization for signal extension to pedestrians crossing the roads.
    - Strategies in managing intersections or alleviating speed limits dynamically give way to the real time risk factors of the pedestrians and cyclists.

C. Autonomous and Connected Vehicle Operations

Having the vehicle fleet partially or fully autonomous enables the zero collision model to further expand:

1. **Vehicle-to-Vehicle (V2V)** Communication

    - Exchange of speed, location, and intent to avoid head-on collisions.
    - Management of sequential blocks of vehicles to guarantee minimum safe distances as dictated by a reliable safety concept such as RSS [8].
2. **Autonomous Intersection Management**
    - Funds used to create intersection “reservation systems” as described by Dresner & Stone in 2008 ensure it is more feasible to make claims concerning collision-free flows of traffic controlled by time controlled slots [5].
    - Instant settlement between cars without the assistance of a traffic controller which captures peak level traffic situations for ambulances and old people.
3. **ADAS as a Transition Mechanism**
    - Even vehicles driven by people and having Forward Collision Warning (FCW), Automatic Emergency Braking (AEB), and active lane keeping features show reduced risks of collisions [9].
    - Morando et al. [7] affirm that an AV mix will considerably reduce conflicts, supporting the proportional benefits of AV penetration.

## V. Discussion

A. Policy and Governance

Aspects of this technology need to comply with other policies. While Vision Zero policies may be adopted by municipalities, issues regarding automated data collection, privacy, and enforcement still pose political and public approval hurdles. Clear governance and transparency is a necessary condition. For example, information collected from decentralized hacks, or projects like VANquish Collisions, should be treated under legislation that standardizes privacy concerns.

B. Socioeconomic Equity

There may be a greater degree of difficulty in the deployment of more advanced sensors in low-income areas owing to lack of funds or new cars. It is the planners’ duties to ensure that safety technology powered by real-time analytics be available not only to the rich and central urban areas but to all communities.

C. Ongoing Research and Limitations

Even with promising simulation results, real world intricacies like bad weather, cybersecurity issues, or hardware malfunctions could significantly reduce safety benefits. Testing connected ADAS and AV fleets in real life areas is still critical to confirming the hypotheses presented in simulation. Shalev-Shwartz et al.

(2017) mentioned that safety proofs do not work unless all participants abide by the same rules [8]. Some leeway could still result in accidents.

## VI. Conclusion and Future Work

This undertaking attempts to propose a data-infused technological scaffold that would ensure zero collisions in metropolitan areas. Our literature review together with practical activities, for example, the VANquish Collisions Hackathon, support the idea that, indeed, real-time analytics coupled with connected vehicle systems and automated driving capabilities would eliminate crashes. While infrastructure and politics are of utmost importance, the reality is that the boundaries of collision eradication lie in data fusion and intelligent vehicles.

Future Directions

1. **Large-Scale Deployments**: Pilot corridors and intersections to demonstrate full-stack harnessing of V2V, V2I, and advanced simulation com feedback loops.
2. **Integration with Urban Planning**: The collaboration between other technologists and urban planners to ensure land use zoning policies that promote zero collision principles.
3. **Robust Cybersecurity Measures**: Mitigating attacks and data alteration will be crucial as real time data increases dependency on information decision making.

Through integrated policies, a safe infrastructure, and modern technologies, cities can make leaps toward eliminating traffic deaths and severe injuries.

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