

Contents

	A User's Guide to Optimal Transport	1
	Luigi Ambrosio and Nicola Gigli	
1	Introduction	1
2	The Optimal Transport Problem	3
	2.1 Monge and Kantorovich Formulations of the Optimal Transport Problem	3
	2.2 Necessary and Sufficient Optimality Conditions	7
	2.3 The Dual Problem	13
	2.4 Existence of Optimal Maps	16
	2.5 Bibliographical Notes	26
3	The Wasserstein Distance W_2	28
	3.1 X Polish Space	29
	3.2 X Geodesic Space	37
	3.3 X Riemannian Manifold	47
	3.4 Bibliographical Notes	58
4	Gradient Flows	59
	4.1 Hilbertian Theory of Gradient Flows	59
	4.2 The Theory of Gradient Flows in a Metric Setting	61
	4.3 Applications to the Wasserstein Case	81
	4.4 Bibliographical Notes	92
5	Geometric and Functional Inequalities	93
	5.1 Brunn–Minkowski Inequality	94
	5.2 Isoperimetric Inequality	94
	5.3 Sobolev Inequality	95
	5.4 Bibliographical Notes	96
6	Variants of the Wasserstein Distance	97
	6.1 Branched Optimal Transportation	97
	6.2 Different Action Functional	99
	6.3 An Extension to Measures with Unequal Mass	100
	6.4 Bibliographical Notes	102

7	More on the Structure of $(\mathcal{P}_2(M), W_2)$	103
	7.1 “Duality” Between the Wasserstein and the Arnold Manifolds.....	103
	7.2 On the Notion of Tangent Space.....	106
	7.3 Second Order Calculus.....	107
	7.4 Bibliographical Notes	130
8	Ricci Curvature Bounds	131
	8.1 Convergence of Metric Measure Spaces	134
	8.2 Weak Ricci Curvature Bounds: Definition and Properties	137
	8.3 Bibliographical Notes	150
	References	152
	Hyperbolic Conservation Laws: An Illustrated Tutorial	157
	Alberto Bressan	
1	Conservation Laws	158
	1.1 The Scalar Conservation Law.....	158
	1.2 Strictly Hyperbolic Systems	160
	1.3 Linear Systems	161
	1.4 Nonlinear Effects	163
	1.5 Loss of Regularity	164
	1.6 Wave Interactions.....	166
2	Weak Solutions	167
	2.1 Rankine–Hugoniot Conditions.....	168
	2.2 Construction of Shock Curves	172
	2.3 Admissibility Conditions.....	173
3	The Riemann Problem.....	179
	3.1 Some Examples.....	179
	3.2 A Class of Hyperbolic Systems.....	182
	3.3 Elementary Waves	184
	3.4 General Solution of the Riemann Problem	187
	3.5 The Riemann Problem for the p-System	190
	3.6 Error and Interaction Estimates	194
4	Global Solutions to the Cauchy Problem	196
	4.1 Front Tracking Approximations	197
	4.2 Bounds on the Total Variation	200
	4.3 Convergence to a Limit Solution	203
5	The Glimm Scheme	205
6	Continuous Dependence on the Initial Data	210
	6.1 Unique Solutions to the Scalar Conservation Law	211
	6.2 Linear Hyperbolic Systems	212
	6.3 Nonlinear Systems.....	213
7	Uniqueness of Solutions.....	216
	7.1 An Error Estimate for Front Tracking Approximations ...	217
	7.2 Characterization of Semigroup Trajectories.....	218
	7.3 Uniqueness Theorems.....	221

8	The Vanishing Viscosity Approach	223
	8.1 Local Decomposition by Traveling Waves	226
	8.2 Evolution of Gradient Components.....	230
	8.3 Lyapunov Functionals	231
	8.4 Continuous Dependence on the Initial Data.....	236
	8.5 The Semigroup of Vanishing Viscosity Limit Solutions...	237
9	Extensions and Open Problems	238
	9.1 Compactness Theorems	239
	9.2 An Elementary Error Estimate	240
	9.3 The Center Manifold Theorem	241
	References	243

Derivation of Non-local Macroscopic Traffic Equations and Consistent Traffic Pressures from Microscopic Car-Following Models 247

Dirk Helbing

1	Introduction	247
2	The Gradient Expansion Approach	248
3	The Linear Interpolation Approach	250
4	An Approach Reminding of Smooth Particle Hydrodynamics	253
	4.1 Derivation of the Continuity Equation	253
	4.2 Derivation of the Macroscopic Velocity Equation	255
	4.3 Discussion of the Non-locality.....	260
	4.4 Comparison with Other Macroscopic Traffic Models	260
5	Summary, Discussion, and Conclusions	266
	References	268

On the Controversy Around Daganzo's Requiem for and Aw-Rascle's Resurrection of Second-Order Traffic Flow Models 271

Dirk Helbing and Anders Johansson

1	Introduction	272
2	Summary of the Controversy Regarding Second-Order Traffic Flow Models	273
3	Linear Instability of Macroscopic Traffic Models.....	275
	3.1 Derivation of the Instability Condition	278
	3.2 Characteristic Speeds, Phase, and Group Velocities	279
4	Discussion.....	281
	4.1 Characteristic Speeds in the Aw-Rascle Model.....	281
	4.2 Payne's Traffic Model	282
	4.3 Characteristic Speeds Vs. Vehicle Speeds.....	284
5	Linear Instability and Characteristic Speeds of the Optimal Velocity Model	286
6	Summary, Conclusions, and Outlook	289
Appendix 1	Hyperbolic Sets of Partial Differential Equations and Characteristic Speeds	291
Appendix 2	Stability Analysis for Macroscopic Traffic Models	293

Appendix 3	Derivation of Formula (19)	294
Appendix 4	Meaning of the Group Velocity	296
Appendix 5	Linear Stability Analysis of the Optimal Velocity Model	297
Appendix 6	Correspondence of the Optimal Velocity Model with the Macroscopic Payne Model	299
References	300

**Theoretical vs. Empirical Classification and Prediction of
Congested Traffic States** 303

Dirk Helbing, Martin Treiber, Arne Kesting, and Martin Schönhof		
1	Introduction	303
2	On the Definition of Traffic Phases	306
3	Congested Traffic States	307
4	Derivation and Explanation of the Phase Diagram of Traffic States	309
	4.1 Transition to Congested Traffic for Small Bottlenecks	313
	4.2 Conditions for Different Kinds of Congested Traffic After the Breakdown of Traffic Flow	315
5	Combinations of On- and Off-Ramps	318
6	Other Phase Diagrams and Universality Classes of Models	321
7	Empirical Phase Diagram	324
	7.1 Reply to Criticisms of Phase Diagrams for Traffic Models with a Fundamental Diagram	325
	7.2 On the Validity of Traffic Models	326
8	Summary, Conclusions, and Outlook	328
Appendix 1	Modeling of Source and Sink Terms (In- and Outflows)	329
Appendix 2	Parameter Dependence of the Instability Thresholds in the Intelligent Driver Model	330
References	331

Self-Organized Network Flows 335

Dirk Helbing, Jan Siegmeier, and Stefan Lämmer		
1	Introduction	335
2	Flows in Networks	336
	2.1 Flow Conservation Laws	337
	2.2 Two Views on Traffic Jams	339
3	Treatment of Merging, Diverging and Intersection Points	344
	3.1 Diverging Flows: One Inflow and Several Outflows	345
	3.2 Merging Flows: Two Inflows and One Outflow	345
	3.3 A Side Road Merging with a Main Road	346
	3.4 Intersection-Free Designs of Road Networks	347
	3.5 Two Inflows and Two Outflows	348
	3.6 Inefficiencies Due to Coordination Problems	350
4	Towards a Self-Organized Traffic Light Control	351
5	Summary and Outlook	353
References	354

Operation Regimes and Slower-is-Faster-Effect in the Control of Traffic Intersections	357
Dirk Helbing and Amin Mazloumian	
1	Introduction
1.1	Paradoxical Behavior of Transport Systems
2	Specification of the Traffic System Under Consideration
3	Consideration of Traffic Flows
4	Travel-Time-Oriented Signal Operation
4.1	The Optimize-One-Phase Approach
4.2	Transformation to Dimensionless Variables and Parameters
4.3	Control Strategies and Slower-is-Faster Effect
4.4	Operation Regimes for Periodic Operation
4.5	Minimization of Vehicle Queues
4.6	Complexity of Traffic Light Control
5	Optimize-Multiple-Phases Approach
5.1	Combined Flow-and-Delay Time Optimization
6	Summary, Discussion, and Outlook
6.1	Self-Organized Traffic Light Control
Appendix 1	Considering the Price of Stopping Vehicles
Appendix 2	More Than Two Traffic Phases
Appendix 3	Limited Forecast Time Horizon
References
Modeling and Optimization of Scalar Flows on Networks	395
Simone Göttlich and Axel Klar	
1	Introduction
2	Traffic Flow Networks
2.1	Network Models Based on Scalar Partial Differential Equations
2.2	Simplified Dynamics on the Network
2.3	Optimization
2.4	Summary
3	Modeling Supply Networks
3.1	Network Models Based on Scalar Conservation Laws
3.2	Optimization Problems
3.3	Numerical Results
3.4	Summary
References
Control and Stabilization of Waves on 1-d Networks	463
Enrique Zuazua	
1	Introduction and Main Results
2	The Wave Equation on a Network
3	Main Results on Observability and Controllability
3.1	Summary of Known Results
3.2	The Weighted Observability Inequality

4	Stabilization	478
	4.1 Problem Formulation	478
	4.2 Observability for the Damped System.....	482
	4.3 The Interpolation Inequality	484
	4.4 The Main Result	486
5	Further Comments and Open Problems	487
	References	491