Automated Lane Change Strategy using Proximal Policy Optimization-based Deep Reinforcement Learning

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Abstract—Lane-change maneuvers are commonly executed by drivers to follow a certain routing plan, overtake a slower vehicle, adapt to a merging lane ahead, etc. However, improper lane change behaviors can be a major cause of traffic flow disruptions and even crashes. While many rule-based methods have been proposed to solve lane change problems for autonomous driving, they tend to exhibit limited performance due to the uncertainty and complexity of the driving environment. Machine learning-based methods offer an alternative approach, as Deep reinforcement learning (DRL) has shown promising success in many application domains including robotic manipulation, navigation, and playing video games. However, applying DRL for autonomous driving still faces many practical challenges in terms of slow learning rates, sample inefficiency, and non-stationary trajectories. In this study, we propose an automated lane change strategy using proximal policy optimization-based deep reinforcement learning, which shows great advantage in learning efficiency while maintaining stable performance. The trained agent is able to learn a smooth, safe, and efficient driving policy to determine lane-change decisions (i.e. when and how) even in dense traffic scenarios. The effectiveness of the proposed policy is validated using task success rate and collision rate, which demonstrates the lane change maneuvers can be efficiently learned and executed in a safe, smooth and efficient manner.

I. INTRODUCTION

Automated and semi-automated vehicles are considered to have a great potential to improve transportation safety and efficiency, and a considerable amount of studies has been performed with a focus on autonomous driving or advanced driving assistance systems (ADAS). However, even with progress to date, it is still challenging to achieve automated decision-making and control to drive vehicles smoothly and effectively in some cases. These cases often occur in a dynamically changing environment, which involves complex interactions with the surrounding objects. While expert demonstrations from human drivers can be used to learn certain driving tasks via imitation learning [1], a substantial amount of data needs to be collected at all possible conditions (with variation in surrounding traffic, road signs, traffic light) for training, which is costly and often impractical. Moreover, it requires massive human labor to label such data, but still may not cover all of the complex situations in real-world driving scenarios.

On the other hand, reinforcement learning (RL) algorithms have shown great potential for handling decision-making and control problems, which can learn in a trial-and-error way that does not require explicit human labeling or supervision on each data sample. Instead, it needs a well-defined reward function to determine the cumulative reward in its learning process. RL has demonstrated significant success for solving complex task in both robotic manipulations [2] and playing video games [3].

However, applying RL to real-world applications is particularly challenging, especially for autonomous driving tasks that involve extensive interactions with other vehicles in a dynamically changing environment. Among a variety of vehicle decision-making and control problems that were tackled using RL algorithms [4], [5], [6], facilitating automated lane change maneuvers is of special interests, since improper lane change behaviors can be a major cause of highway crashes and traffic jams [7], [8], [9], [10]. An early work of applying deep RL to lane change can be found in [11], where the Q-masking technique is proposed to act as a mask on the output Q-values in a deep Q-learning framework to obtain a high-level policy for tactical lane change decisions, while still maintaining a tight integration with the prior knowledge, constraints and information from a low-level controller. To overcome the obstacle of rule-based models that are prone to failures in unexpected situations or diverse scenarios, a Q-function approximator with closed form greedy policy is proposed in [12]. In [13], a hierarchical RL based architecture is presented to make lane change decisions and execute control strategies. Specifically, a deep Q-network (DQN) is trained to decide when to conduct the maneuver based on safety considerations, while a deep Q-learning framework with quadratic approximator is designed to complete the maneuver in longitudinal direction.

Additionally, the applications of deep RL algorithms on lane change strategies are often challenged by their slow learning rates. In [14], this problem is addressed by making use of a minimal state representation consisting of only 13 continuous features, which facilitates a faster learning rate while training a DQN. Moreover, a technique referred to as “multi-objective approximate policy iteration (MO-API)” is presented in [15]. The value and policy approximations are learned using data-driven feature representations, where sparse kernel-based features or manifold-based features can be constructed based on data samples. It is concluded that better learning efficiency can be achieved using the proposed MO-API approach, when compared to benchmark RL algorithms such as multi-objective Q-learning. While
these methods are centered around manipulating the feature space, more effective RL algorithms can be also employed to facilitate efficient learning rates and reduce the high variance in policy learning.

To address the above issues, in this work, we apply a proximal policy optimization (PPO) [16] based deep reinforcement learning method with an actor-critic structure, which combines policy gradient methods with a learned value function. The parameterized actor with Adam can enforce a trust region with clipped objectives that reduce the high computation burden in nonlinear conjugate gradient of TRPO [17]. Moreover, PPO tends to be more efficient in sampling and learning policies than TRPO. Meanwhile, compared to value-based methods, PPO is able to compute actions directly from the policy gradient rather than optimizing from the value function. On the other hand, the merit of the critic is to supply the actor with the knowledge of performance in low variance. All of these nice properties of PPO can improve its capability in real-life application domains.

The objective of this study is to develop a decision-making strategy to enable automated mandatory lane change maneuvers centered around the objectives of safety, efficiency, and comfort, using the concept of PPO-based deep reinforcement learning. The technical preliminaries of the PPO algorithm are introduced in Section II. Section III presents a detailed problem description, while the formulation of the proposed lane change model and reward function design are described in Section IV. The simulation setup, evaluation metrics, and results are presented in Section V. Section VI the conclusion and future work directions.

II. POLICY-BASED REINFORCEMENT LEARNING

Reinforcement learning can teach an agent to act by interacting with its environment in order to maximize the expected cumulative rewards for a certain task. There are two general categories of RL algorithms, namely value-based method and policy-based method. While value-based methods can approximate the value function using neural networks in an off-policy way, the primary advantage of policy-based methods, such as the REINFORCE algorithm [18], is that they can directly optimize the quantity of advantage, while remaining stable during function approximations. Our study thus focuses on policy-based RL methods.

The most commonly used loss function for updating a RL policy has the form

$$L_{\theta}^{PG} = \mathbb{E}_{\pi_{\theta}} \left[ \log \pi_{\theta}(a_{t}|s_{t}) \right]$$

where $\mathbb{E}_{\pi}$ is the expectation operator, $\pi_{\theta}$ is a stochastic RL policy, $\hat{A}_{t}$ is an estimator of the advantage function at time step $t$.

While it might be appealing and straightforward to perform multiple steps of optimization on this loss function $L_{\theta}^{PG}$, many challenges can arise from the prevalence of sample inefficiency, the balance between exploration and exploitation, and the undesirable high variance of the learned policy. Empirically, it often leads to destructively large policy updates, which are destructive since they can also affect the observation and reward distribution at future time steps.

Compared to this fundamental loss function $L_{\theta}^{PG}$, to update a policy, some advanced policy-based algorithms such as TRPO [17] and PPO [16] take the actor-critic structure, which is able to combine advantages of traditional value-based and policy-based approaches. The PPO algorithm is also much simpler to implement, more general, and have better sample complexity (empirically). Specifically, the PPO employs a neural network architecture that shares parameters between the policy and value function, and its loss function also combines the policy surrogate and a value function error term, which is defined as [16]

$$L_{\theta}^{CLIP+VF+S} = \mathbb{E}_{\pi_{\theta}} \left[ L_{\theta}^{CLIP} - c_1 L_{\theta}^{VF} + c_2 S_{\theta}^2 \right]$$

where $L_{\theta}^{CLIP}$ is the clipped surrogate objective, $c_1$, $c_2$ are coefficients, $L_{\theta}^{VF}$ is the squared-error loss of the value function $(V_{\hat{\theta}}(s_t) - V_{\hat{\theta}})^2$, and $S_{\theta}$ denotes the entropy loss. Specifically, the clipped surrogate objective $L_{\theta}^{CLIP}$ takes the following form

$$L_{\theta}^{CLIP} = \mathbb{E}_{\pi_{\theta}} \left[ \min (r_t(\theta) \hat{A}_t, \text{clip}(r_t(\theta), 1 - \varepsilon, 1 + \varepsilon) \hat{A}_t) \right]$$

where $\varepsilon$ is a hyperparameter, and $r_t(\theta)$ denotes the probability ratio $r_t(\theta) = \pi_{\theta}(a_t|s_t)/\pi_{\pi}(a_t|s_t)$. In this manner, the probability ratio $r$ is clipped at $1 - \varepsilon$ or $1 + \varepsilon$ depending on whether the advantage is positive or negative, which forms the clipped objective after multiplying the advantage approximator $\hat{A}_t$. The final value of $L_{\theta}^{CLIP}$ takes the minimum of this clipped objective and the unclipped objective $r_t(\theta) \hat{A}_t$, which can effectively avoid taking a large policy update compared to the unclipped version [16], which is also known as the loss function of the conservative policy iteration algorithm [19].

A complete PPO algorithm uses a fixed length-$T$ trajectory segments at each iteration, which runs the policy for $T$ times steps, and each of the $N$ parallel actors will collect data in all time steps. A truncated version of generalized advantage estimation is adopted, which takes the form of

$$\hat{A}_t = \delta_t + (\gamma \lambda) \delta_{t+1} + \ldots + (\gamma \lambda)^{T-t}(\gamma \lambda - 1) \delta_{T-1}$$

where $\delta_t = r_t + \gamma V(s_{t+1}) - V(s_t)$, and $\gamma$ is the discount factor.

Then PPO constructs the loss in Eqn. (2) on these $N T$ time steps of data, and optimize it with mini-batch SGD, for $K$ epochs [16].

III. PROBLEM DESCRIPTION

A lane change action is conducted when the vehicle needs to exit the highway, overtake a slower vehicle, adapt to the merging lane ahead, etc. Lane change maneuvers are usually classified into two major categories: mandatory and discretionary. Compared to a discretionary lane change that is intended to achieve faster speed or better driving experience, a mandatory lane change is usually occurs when the ego vehicle is forced to make a lane change due to either a lane drop or a highway exit.
In our formulation, we focus on mandatory lane change situations where explicit lane change intentions are already given by the vehicle route planner, and our task is to decide when and how to make the lane change maneuver based on states of surrounding vehicles and the ego vehicle itself. Once a decision is made by the model, a low-level controller is used to generate a corresponding control command to execute the decision. The applicable lane change policy to be learned should incorporate the following three functionalities:

- Avoiding collisions with surrounding vehicles
- Achieving high efficiency
- Executing smooth maneuvers

### IV. METHODOLOGY

This study proposes a PPO-based RL approach for learning a robust and reliable mandatory lane change strategy. In this section, we’ll introduce the system architecture, the design of state space, action space, and reward functions of our proposed decision-making system.

#### A. System Architecture

The overall system architecture for enabling automated lane change is shown in Fig. 1. There are two major components in the system: a learner model and a simulation environment. Specifically, the learner model uses PPO to train the ego-vehicle (agent) to learn a high-level policy for decision making tasks while interacting with the surrounding traffic. The simulation environment, which includes the road network, traffic, and different task scenarios, is generated using a high-fidelity microscopic traffic simulation suite SUMO (Simulation of Urban Mobility) [20], and it is used to interact with the training agent. Using SUMO and its associated traffic control interface (TraCI), we can access the vehicle information in the road network, and execute high-level decisions regarding vehicle dynamics given by the learned deep neural network models.

To enable safe, smooth, and efficient driving behaviors on highways, the ego-vehicle first receives its current state and its surrounding vehicles’ state from the SUMO environment through TraCI, and these states are passed through the policy network. Next, the ego-vehicle determines the longitudinal and lateral actions based on the developed policy network, which then sends the action back to SUMO to model the vehicle’s movement in the next time step and compute the corresponding reward.

#### B. State and Action Space

We consider the state of 5 vehicles involved in the lane change decision and execution phase as shown in Fig. 2: (1) the ego-vehicle $C_e$; (2) the leading vehicle in the current lane $C_0$; (3) the leading vehicle in the target lane $C_1$; (4) the following vehicle in the current lane $C_2$; and (5) the following vehicle in the target lane $C_3$.

The state space is composed of a total of 21 continuous state variables from both the ego-vehicle and its surrounding vehicles. Specifically, the ego-vehicle has 5 state variables, including its longitudinal position, speed, acceleration, as well as its lateral position and speed. Additionally, each surrounding vehicle has 4 state variables: relative distance to the ego-vehicle, longitudinal speed, acceleration, and lateral...
position.

In this study, we design the action space in both the lateral and longitudinal direction, so that an agent can learn when and how to perform a lane change. For the lateral command, we have three different actions \( \{0, 1, 2\} \), in which “0” denotes lane keeping, “1” represents making lane change right away, and “2” indicates aborting the lane change maneuver. For the longitudinal strategy, there are two actions \( \{0, 1\} \), in which each chosen action denotes whether to follow the current lane leader “0”, or the target lane leader “1” to adjust the vehicle to a proper longitudinal position.

Therefore, there are an altogether 6 actions combining different cases of actions in both the lateral and longitudinal direction, which are defined as shown in Table II. We also designed the low-level longitudinal and lateral controller to execute the corresponding movement instructed by the high-level PPO decision maker. To generate a human-like smooth trajectory, we modified a well-developed car-following intelligent driver model (IDM) [21] to suit our needs in this low-level longitudinal control.

C. Reward Function

The reward function is designed to incorporate key objectives of this study, which is to develop an automated lane change strategy centered around safety, efficiency, and comfort. More specifically, these ideas are explained as follows:

1) **Comfort**: evaluation of jerk (lateral and longitudinal direction);
2) **Efficiency**: evaluation of travel time and relative distance to the target lane;
3) **Safety**: evaluation of the risk of collisions and near-collisions.

The reward function representing comfort can be expressed as

\[
R_{\text{comf}}(t) = -\alpha \cdot \dot{a}_x(t)^2 - \beta \cdot \dot{a}_y(t)^2 \tag{5}
\]

where \( \dot{a}_x \) and \( \dot{a}_y \) are the lateral jerk and the longitudinal jerk. This reward function is introduced to avoid sudden acceleration or deceleration of the vehicle that may cause vehicle occupant discomfort.

In terms of efficiency, the ego-vehicle should manage to move to the target lane as soon as possible without exceeding the speed limit, thus the efficiency reward function can be defined as

\[
\begin{align*}
R_{\text{time}}(t) &= -\delta t \\
R_{\text{lane}}(t) &= -|P_x - P_x^*| \\
R_{\text{speed}}(t) &= -|V_x - V_{\text{desired}}|
\end{align*}
\]

\[
R_{\text{eff}}(t) = w_t \cdot R_{\text{time}}(t) + w_l \cdot R_{\text{lane}}(t) + w_s \cdot R_{\text{speed}}(t) \tag{6}
\]

where \( R_{\text{time}}(t) \) is the sub-reward related to time, \( R_{\text{lane}}(t) \) represents the difference between the ego-vehicle’s lateral position \( P_x \) with respect to the targeted lateral position \( P_x^* \), while \( R_{\text{speed}}(t) \) represents the difference between the ego-vehicle’s longitudinal speed \( P_t \) with respect to the targeted longitudinal speed \( V_{\text{desired}} \). The total efficiency reward \( R_{\text{eff}}(t) \) can be computed as the sum of these three rewards adjusted by their corresponding weights \( w_t, w_l, \) and \( w_s \), respectively.

In order to improve the safety in the automated lane changing process, we introduce a near collision penalty instead of only returning a penalty when a collision actually happened. In this case, an ego-vehicle can learn to abort lane change maneuver if the relative distance of which with regard to the surrounding vehicles is smaller than a predefined threshold, indicating a collision is eminent.

Thus the designed safety reward takes the form of

\[
R_{\text{safety}} = \begin{cases} 
R_{\text{near-collision}} & \text{if } D < 20 \text{ m} \\
-200 & \text{if collision}
\end{cases} \tag{7}
\]

where \( D \) is the relative distance of the ego-vehicle with respect to the neighboring vehicles.

Considering the fact that an ego-vehicle \( C_e \) can interact with different surrounding vehicles taking different actions, we design a near-collision penalty term, \( R_{\text{near-collision}} \), conditioned on action-state space. This penalty term is dependent on the relative position of the ego-vehicle with respect to its surrounding vehicle \( C_i \) conditioned on the action space, as shown in Table II where

\[
F(C_e, C_i) = -1/|P_{i,x} - P_{e,x}| + 0.1 \tag{8}
\]

\( P_{i,x} \) represents the longitudinal position of the ego-vehicle \( C_i \); and \( P_{e,x} \) represents the longitudinal position of the surrounding vehicle \( C_e \).

V. SIMULATION EXPERIMENT

A. Simulation Setup

The simulation network is modeled using a real-world highway segment with on-ramps and off-ramps as shown in Fig. 3, which is implemented on SUMO. The highway segment length to the ramp exit is 800 m and each lane width is 3.75 m. Vehicle counts are generated from a probability model to simulate the dense traffic. In this study, we constrain the maximum acceleration and emergency braking deceleration of vehicles as 2.5 m/s² and -4.5 m/s², respectively.

In order to make the proposed simulation network as similar to real traffic as possible, we applied the intelligent

| \( R_{\text{near-collision}} \) | \( C_0 \): Current lane leader | \( C_2 \): Current lane follower | \( C_1 \): Target lane leader | \( C_3 \): Target lane follower |
|-----------------|--------------------|------------------|------------------|------------------|
| 0: Lane keeping | \( F(C_e, C_0) \) | 0 | \( \min(F(C_e, C_1), F(C_e, C_3)) \) | 0 |
| 1: Changing to the target lane | 0 | \( \min(F(C_e, C_0), F(C_e, C_2)) \) | 0 | 0 |
| 2: Aborting lane change | 0 | 0 | \( \min(F(C_e, C_1), F(C_e, C_3)) \) | 0 |
driver model (IDM) to the other vehicles longitudinal control method as well as low-level longitudinal control of the ego-vehicle. In SUMO environment, we also designed the abort lane change maneuvers to reduce the risks of collision. The lane change kinematics in SUMO is explored and tested in both normal situation and a challenging situation. When facing challenging situation such as in dense traffic, the vehicle can abort lane change anytime to avoid collisions and resume the lane changing maneuver when its safe to move.

In terms of PPO hyper-parameters, we choose to use Adam and learning rate annealing with a step size of $1 \times 10^{-4}$, and we set the horizon $T = 512$, the mini-batch size as 64, the discount factor $\gamma = 0.99$, and the clipped parameter $\varepsilon = 0.2$.

### B. Evaluation Metrics

To quantify the safety and effectiveness of the proposed PPO-based automated lane change model in both training and testing process, we add two metrics that evaluate the average collision rate and task success rate, which are computed under 5 rollouts with horizon $T$ being 256 and 1024 for the training and testing process, respectively. The collision counts both rear-end collision and side-impact collision. A successfully task in a simulation run is defined as the ego-vehicle having successfully changed to the target lane before reaching the exit and managed to avoid collisions with other vehicles.

### C. Results

In Fig. 4 we illustrate that the ego-vehicle can adjust its own speed to narrow the distance between itself and its leading vehicle after adopting the IDM model [21]. If a decision is made to change lane and follow the target lane leader, the ego-vehicle then proceeds to accomplish this lane change decision.

The average cumulative total reward, comfort reward, efficiency reward and safety reward in the training process are shown in Fig. 5. The curve of the cumulative reward indicates the ego-vehicle can successfully learn to take actions to maximize the reward. All three categories of reward curves (comfort, efficiency, safety) show an increasing trend. It is noted that a drop is observed in the safety reward at the early learning stage, illustrating the process balancing exploration and exploitation.

Fig. 6 presents the total loss, cumulative collision rate and task success rate in the training process. In Fig. 6 (a), we can observe a clear decreasing trend in the average cumulative loss, which indicates the total loss converges after taking sufficient epochs. In the training process, a continuously increasing success rate can be observed in Fig. 6 (b). On the contrary, the collision rate in Fig. 6 (c) reaches its peak value at the early stage of training process, which is in accordance to the decrease of safety reward. Then it continuously decreases and shows an improving lane change performance in terms of safety. During the training process, the trained agent can achieve a 95% success rate, while the collision rate is reduced from 20% to 4% in dense traffic. These curves indicate the ego-vehicle is capable of learning the mandatory lane change strategy with regard to our designed reward function using the proposed PPO-based model.

### VI. CONCLUSIONS AND FUTURE WORK

This paper proposed an automated mandatory lane change strategy by using proximal policy optimization (PPO) [16] based deep reinforcement learning, which features safety, efficiency, and comfort. The high-level PPO policy is used to generate lane-change decision (i.e. when and how) at each time step based on the current driving situations of the ego vehicle and its surrounding vehicles, while the lower level control is executed by a pre-defined model. We have shown the ego-vehicle trained using PPO based
deep reinforcement learning can take appropriate actions to maximize the accumulated reward and achieve a 95% success rate in dense traffic, which demonstrates the effectiveness of the proposed lane change strategy.

The next step of our study is to incorporate human/expert inference by modeling the probability of their lane-changing behaviors to achieve better performance and further reduce collision rate. Future research directions may also involve more interdisciplinary work of RL intertwined with other techniques for better generalization, some recent examples can be found in combining transfer learning [22], [23].

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