Real-Time AI-Based Solutions for Vehicle Collision Avoidance

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1. Introduction

Today, the most talked about issue in vehicle safety is collision avoidance. Every day, the number of vehicles on the road increases, and with it comes an increase in the potential for collision accidents. This increase presents a compelling reason to develop innovative technologies to keep both drivers and passengers safe. Artificial Intelligence has undergone rapid advancement over the last decade and can efficiently solve complex problems, including designing a modern automotive system. Through considerable research, AI can be effectively integrated into conventional automotive hardware and used to deliver practical automotive solutions in real-time. In the past few years, significant improvements in the field of collision prevention have been made, but few present a complete comparison between their proposed system and others.

In terms of active safety, the development of integrated technologies is essential; collision prevention systems can benefit drivers and passengers by reducing the rate of accidents, injuries, and fatalities. Collision prevention systems can be split into two layers: the application layer, which interfaces with traffic safety, and the computational layer, which employs hardware to function as a stand-alone system. Both of these layers can be combined with AI. In the very near future, traffic safety will become significantly more efficient with the introduction of autonomous vehicles. This level of application facilitates enhanced responsibility in the driver's seat. The autonomous aspect of this development, combined with its purpose of significantly reducing traffic accidents and fatalities, has enormous potential for the future of current vehicle traffic. Therefore, serving the growing need for regulations and future possibilities in traffic safety is the ultimate goal of automotive AI.

1.1. Background and Significance

Vehicle collisions are one of the leading causes of fatalities and injuries all over the world. Yearly, about 1.35 million people die in road crashes globally (2,700 persons each day).

Furthermore, an additional 20 to 50 million people are disabled or injured each year. Road traffic injuries are the leading cause of death among people aged between 5 and 29 years. Around 9,191 people die in vehicle crashes in various countries throughout a period of seven days. The rising graph of vehicle fatalities is increasing day by day, in addition to the mortality rate. The average yearly global car crash deaths are close to 1.2 million, and up to 50 million are injured every year.

The importance of creating an environment that is both approachable and safe for disabled people is highlighted. Many organizations are also collaborating to develop superior safety norms around the world. Efforts are being made to improve automobiles to help lower their death rates. This paper provides a detailed review of various real-time collision avoidance systems already developed by different researchers. Additionally, a variety of artificial intelligence models have been implemented for the implementation of these systems.

1.2. Research Objectives

In this context, the present research proposes the following main objectives: - To understand how road accidents take place and simultaneously evaluate the AI-based predictions, such as when, where, and how future accidents may happen; - To comprehend advanced computational methodologies such as deep learning, machine learning, and federated learning, and apply these within the vehicular system to prevent accidents using a real-time approach when a collision is to happen in the near future; - To analyze existing technologies and find out whether their gaps could successfully be solved through explored methods discussed in the research; - To propose a state-of-the-art approach using federated learning and vehicle-to-infrastructure for collision prediction in a real-time system; - To experiment and evaluate the existing methods and proposed real-time collision avoidance system with available or custom-developed prediction models. The novelty of the composed research indicates an evaluation that combines the mitigation of both the theoretical and practical aspects mentioned above. The overall contribution aims to pave a new path for researchers aiming to achieve collision avoidance using an AI-based approach for a real-time system. A thorough literature review was conducted, resulting in the conclusion that, to date, it is unclear what methods or algorithms are generally utilized for improving collision prevention techniques within a real-time scenario against typical methodologies designed previously.

2. Autonomous Driving Technology

The development of autonomous driving primarily centers on artificial intelligence with the aid of sensors, software, and hardware. Powerful processors are used to operate advanced algorithms that classify objects, predict threats, and manage driving operations. An array of sensors and cameras relay high-definition images to the AI through neural networks. This enables the vehicle to better understand the environment, anticipate road conditions, and take appropriate evasive actions. Simply put, neural networks learn to promote their decision-making capability over time by processing acquired data from a variety of driving scenarios.

The authorities classify autonomous vehicles into levels 0-5 corresponding to driving automation. With level 0, the human operator is entirely responsible for vehicle control, while at level 4 (fully autonomous vehicle), no human input is needed, though the vehicle movement area may be limited. Now, most commercial autonomous vehicles represent level 2, meaning the vehicle is capable of assisting with steering, acceleration, and deceleration under specific driving states, but its performance is limited by the control system to provide this assistance. In a capable environment, however, a vehicle must possess levels 4-5; in other words, it requires handling vehicle control tasks with minimal or even no human inputs. Therefore, how automated vehicles perform in different driving situations is an important criterion for reliable autonomous vehicle adoption. Autonomous driving technology can bring several benefits, such as a better driving experience, increased traffic safety, and traffic efficiency. However, autonomous driving also faces significant obstacles, including technology, rules of law, and ethical issues as well. Without significant advances in these three areas, drivers and vehicle owners may never enjoy the full benefits of autonomous driving.

In recent years, some promising technologies have shown their potential to solve existing problems in driving situations. A large amount of research has been devoted to various fields such as traffic scene understanding, an operating system, collision detection, object tracking, path planning, and motion control. Detection, classification, and tracking of surrounding objects, also called perception; the trajectory of the vehicle and its behavior computed based on perception output, also named navigation or path planning; and control, which directly acts on the operation of the ECUs, are the three major components of operation methods. A variety of deep learning methods in these three directions are summarized as follows.

2.1. Overview of Autonomous Vehicles

Autonomous vehicles are the latest evolution in automobile production. They are automobiles capable of sensing the environment and navigating without any human input. In general, they use the best combination of custom-built hardware and software. Autonomous vehicles have the ability to learn from their surroundings and are capable of perceiving the objects around them. They can adapt to these surroundings and learn from them as well. These are a few of the many characteristics that distinguish autonomous vehicles.

Based on levels of autonomy, autonomous vehicles can be classified into six different types: Fully Manual, Assisted Guidance, Partial Automation, Conditional Automation, High Automation, and Fully Automated. The ability of autonomous vehicles to perceive, learn, and adapt to their surroundings draws the attention of extensive research aimed at avoiding potential collisions with other vehicles and objects on roads, designated pedestrian areas, or in accident scenarios. Autonomous vehicle systems constitute several levels, from sensing the environment to fast data processing, decision making, and actuation. However, here, only some of the collision avoidance systems will be evaluated, generally focusing on object perception up to decision making during real accident scenarios and collision prevention. All the information from sensors is continuously sent to be processed to comply with real-time requirements, making the automated vehicle systems more responsive in their applications.

Avoidance can work at any time, especially during a real accident case, depending on parameters responsible for front sensor fusion, such as lidar, radar, and cameras, as well as the scenario where the vehicle operates (ambient weather, traffic density, or obstacles present). As technology evolves, artificial intelligence algorithms are becoming more accurate and improving to satisfy reliability and safety criteria in order to secure the occurrence of a road accident. More specifically, AI techniques, such as machine learning, evolutionary algorithms, expert systems, fuzzy logic, and other bio-inspired algorithms, are becoming more robust using large-scale data. In reality, some of these techniques, being costly and time-consuming, may require substantial training time. Overall, automated automotive transport is an encouraging and optimistic field for future systems with enhanced safety in mind.

2.2. Challenges in Autonomous Driving

A number of technological and non-technological challenges are being faced in the race for the development and deployment of automotive automation. Starting from the technological aspect, coping with the inaccuracies of sensors and computer vision systems, as well as the inevitable process and communication delays, are major concerns that can lead to runtime uncertainties and impede the safety of vehicles. Moreover, ethical frontiers in engineering decision-making in accident scenarios are growing complications due to a myriad of moral values, which question the adaptability and acceptance of such solutions on a wider level. Additionally, directing such intelligent vehicles according to the prevalent traffic rules poses a challenge for their real-time deployment, adding another layer to the issue. As is human nature, the psychological acceptance to trust such advanced solutions depends on the virtual visualization of outcomes of events before they actually happen, and that should be in line with empirical evidence. The average public in various geographies seems shrouded in uncertainty when such ideas arise, thus making the decision to trust them a moral predicament. Maintaining security against mounting cyberattacks, such as hacking by exploiting communication between the cloud-computing environment and in-vehicle infotainment, is also a challenge. These challenges demand further research in this field, though the current state of the art shows remarkable innovations in vehicle safety and automation.

The general public is technologically reluctant but welcomes innovations that improve the quality of life at work and home, and safety while commuting in a vehicle. An overview of these and other pitfalls from the perspective of planning is discussed, which is a vital block when it comes to advanced vehicular safety and automation. The deployment of autonomous vehicles on open road traffic is still an enigma, encumbered with related challenges, while AI has shown great promise in averting anticipated risks. Moreover, onboard AI-based Vehicular Collision Avoidance exhibits the most realizable approach for maximum protection. Though VCA systems are still being developed, providing real-time alerts and safety measures to the driver can be a refined alternative. The onboard real-time artificial intelligence models, encompassing vehicle tracking, collision threat assessment, and velocity perception, incorporated in AI-based VCA solutions render accurate predictive alerts for various phases such as time to collision and time to lane change. In addition, it holds great potential for various vehicle speed levels and for different city and highway scenarios. This exhaustive compilation has the fundamental purpose of scrutinizing the systematic approach that exhibits VCA and rt-VCA intervention mechanisms, articulated with real-time artificial intelligence advancements.

3. Machine Learning in Collision Avoidance

With the advancements in software and hardware capabilities, machine learning-based techniques have been integrated into collision avoidance systems. These systems are generally tasked with detecting and predicting critical scenarios and the given choices, helping in navigating away from any potential collisions. Several machine learning models, such as rule-based expert systems, regression functions, neural networks, and decision trees, among others, are being used for predicting the intended behavior of the driver in real-world driving scenarios. These models, because of their data-driven learning patterns, have been shown to effectively capture important features and patterns from real-world driving data. For better future predictions, machine learning algorithms are generally trained on a huge number of datasets, including several driving scenarios and multiple vehicle behaviors. In collision avoidance systems, predictive capabilities play a key role in timely collision detection before a potential collision arises. Machine learning algorithms are being employed in prediction systems because of their capability to identify intricate details that are complex to be directly incorporated into the systems by means of simple rule-based coding. In order to provide more robust prediction capabilities, training with huge datasets ensures the averaging out of as much noise and errors in the data as possible. However, there are many challenges associated with machine learning technologies, including data biases. There is a need to have a larger and diverse dataset at hand in order to train and ensure that the learned models generalize across several scenarios that span a wide range of possible events. Another emerging trend is how all of these technologies are better used in synergy, leading to innovations in the art of developing advanced collision avoidance solutions. For instance, machine learning principles are being used to complement decision-making systems based on GPS data or assistance radar systems or LIDAR.

3.1. Types of Machine Learning Models

In general, we classify machine learning models into three types: supervised, unsupervised, and reinforcement learning. Supervised learning algorithms are used to predict values of an output variable (labels) Y, given certain input variables (features) X. In automotive engineering, these features typically include perception sensors and cameras, information from the GPS, and Electronic Control Unit (ECU). The main function of supervised learning approaches in automotive systems is to predict accidents in advance of a possible crash. Examples of these approaches include predictive modeling using classification techniques with discrete values, clustering in dense traffic, injury prediction models in car-to-vulnerable road users, etc. The other side of the coin is to avoid predicted accidents as best as possible. Driving assistants and control algorithms should be improved continuously to reach the optimum level in the collision avoidance structure.

Another area in traffic safety systems has services to minimize injuries following a car crash. These services also validate the efficacy of collision avoidance strategies. In rebuilding accident details, descriptions and driver reactions recovered from the in-depth crash investigation process may offer practical information to automobile manufacturers and traffic safety organizations. Unsupervised learning algorithms detect and rank the collision avoidance strategies applied to minimize injuries to occupants with physical evidence. They can also predict the crash severity pattern based on the multicontext configuration. Unsuitable learning models can often lead to a decline in prediction accuracy. As the outcomes of most learning models are directly related to the compression algorithms' structure, it is not straightforward to give a distinct superiority regarding all learning models. A comprehensive study and a thorough implementation of the learning model can provide a roadmap to reach better results with urgent and expanded automotive safety technologies. A direct comparison of the three main learning types is illustrated based on features and limitations; the vision-based methods are divided into several performance aspects.

3.2. Data Collection and Preprocessing

The primary requirement of machine learning applications in collision avoidance is high-quality, expertly labeled datasets. Vehicle sensors, front and rear cameras, and V2V and V2I technologies provide us with valuable on-board or off-board data, which are then filtered and preprocessed. Vehicle information, such as speed, steering angle, brake status, and GPS, accompany any data under the same driving conditions in a simulator in the form of external environment input. Raw vehicle and external environment data from all sources are used in training each candidate algorithm for CIF purposes. Each trained algorithm can use one or several external data sources as input. It is important for a good ML model to have a variety of input data. As with sensory input, it has been shown that a model's performance can be improved through ensemble learning.

The algorithm-based methods in which the candidate solution is trained with expert-driven control decisions require the data below. To deal with driving conditions such as high speeds, sunny days, rainy days, and low light conditions, there should be a dataset in which an expert-driven agent generates continuous low-level steering, speed, and braking commands to successfully negotiate a predetermined driving route under these conditions. Data continuity is not an absolute requirement, but it simplifies model saving and retraining, making models more amenable to real-time application. In general, datasets where the Y component shows the expert system's steering decisions can be used to develop automatic steering agents. It is common to transform the speed information into an acceleration-based decision for systems in similar driving conditions by calculating the difference between two similar speed entries. Both speed-dependent and acceleration-based training scenarios were done to develop an accelerator pedal and brake pedal decision maker. A camera angle that captures both the vehicle interior and front can be used to independently calculate yaw rate and network effort with an equations-of-motion-based reconstruction. Collection of data from the participants is a time-consuming and expensive process. In order to minimize experiment bias, vehicle age and models were kept within a certain range.

4. Real-Time Implementation of AI-Based Solutions

Timely action and reaction are significant limitations or problems faced in today's world that employ artificial intelligence techniques with real-time applications. For example, vehicle collision avoidance techniques need much lower computational time because of the dynamic behaviors involved, which require immediate precautions. The dynamic driving conditions encompass curvilinear motion, varying speeds of ego and surrounding vehicles or objects, and sudden acceleration and deceleration actions that are unpredictable and affect real-time hazards.

Moreover, the integration of information from a variety of sensors like cameras and LiDAR is necessary to have a real-time array of the surrounding environment to provide appropriate responses promptly. This requires actual and prompt selections of real-time frameworks and architectures on varied hardware and software setups. The above discussions point out that efficient real-time algorithms are needed to counterbalance the limitations in collision warnings and avoidance application environments.

Various vehicle collision avoidance frameworks and architectures are implemented to reduce collision probabilities and are designed for real-time scenarios due to the unpredictability involved in dynamic driving situations. These categories of collision avoidance frameworks are designed to implement real-time collision avoidance without manual intervention or supervision, using real-world techniques to reduce collision probabilities, but face real-time challenges such as latencies required for successive data processing from multiple sensors, vast records needed for any imaginable situation at stop signs or during curvilinear driving, and system integration issues. Moreover, the real-time frameworks and architectures are evaluated using threat analysis. The efficiency of these techniques is measured in terms of evaluating metrics and exploring many possibilities to reduce or eliminate collision probabilities. However, the optimization of these real-time frameworks is potentially interesting for upgrades in the technique.

4.1. Sensor Fusion Techniques

Sensor fusion techniques combine information from multiple complementary sensors to provide a reliable and comprehensive understanding of the vehicle's environment or other relevant aspects, including driver monitoring. These sensors may include radar, which can detect both the direction and speed of objects around the vehicle; Lidar, which provides precise distance measurements or 3D point clouds; and cameras, whose role is increasingly relevant for object classification and scene understanding. Radars enable long-distance detection capabilities, while Lidars are advantageous in situations where small objects are occluded by larger ones. Furthermore, cameras can provide a great amount of information at short ranges.

Nevertheless, radars are sensitive to environmental conditions such as fog and rain, do not have enough resolution to discriminate different road users' postures, and 2D Lidars fail to detect low-profile objects such as children and pets, although new 3D Lidars seem to mitigate this problem. Bridges and poles can sometimes be mistakenly detected as vehicles. By integrating data from several sensors, or more than a single sensor, a stronger belief of the state of the object or scene can be obtained than by using only one sensor. Different algorithms can be used to integrate the data, including extended Kalman filter, unscented Kalman filter, particle filtering, and belief function theory. Most of the sensors provide their output as raw data that needs to be processed. The processing of this data is typically computationally expensive, and real-time computational capability is required for an appropriate and safe response to safety-critical scenarios. A typical software pipeline that starts from the output of the sensors includes the removal of unwanted data and different signal processing algorithms that depend on the type of sensor. Furthermore, multiple sensors may require calibrating their position, orientation, and temporal delays to ensure proper fusion at many levels. For all of these reasons, sensor fusion is reviewed and provides strong insights into the strengths and limitations of different road users.

4.2. Decision-Making Algorithms

The primary operation of an AI-based vehicle collision avoidance system is related to the decision-making process. Although substantial developments have been made in this regard in recent years, many challenges remain largely unexplained in the literature. A plethora of decision-making mechanisms have been proposed based on the real-time data captured by various sensors in a vehicle in response to any critical scenario. Generally, such a system performs immediate planning for the vehicle maneuvers to avoid the possible collision. In the earlier approaches, several rule-based systems and model-based prediction mechanisms were demonstrated to handle potential collision issues. Despite their success in some restricted driving scenarios, several limitations have restricted the use of such collision avoidance systems in current research.

Primarily, such rule-based and model-based methods have failed to work with large-scale real-world driving data emphasizing different driving styles and behaviors. This has led to the development of learning-based paradigms employing predefined expert systems as a universal set of functions. Nonetheless, periodic updates of the predefined rules and conditions have exposed issues of redundancy and inconsistency. Under high traffic density and complex environments, an accurate prediction is also a challenge, especially for non-deterministic road users' behaviors. In recent years, many researchers have shifted their focus to using machine learning. These are capable of simulating the behavior and thinking of the human brain without needing direct human intervention. However, many underlying issues need to be fully addressed before accepting pure DNN-like systems. A critical safety and certification question arises when ensuring that the vehicle responses to a real-time driving scenario are fine without the occurrence of a crash. The strength of the system is attractive due to being reliant on a reinforcement learning method. The system can take full control of the vehicle in the most proactive manner through the real-time processing of the vehicle-state recognizers and completion of the driver drowsiness and fatigue test. A critical model in a system is the decision-making algorithm. The viability of advancing a well-working system is reliant on the performance of an algorithm designed to avoid a vehicle collision. Several decision-making systems have been developed in order to serve this purpose.

5. Case Studies and Applications

We reviewed collision avoidance approaches using modern AI that are starting to be deployed. A company has adopted computer vision for many semi- and fully autonomous vehicles that are starting to be used across a number of fleet owners. Another global company focusing on advanced driver assistance systems, crash forensics, automotive black boxes, etc., has over 18,500 autonomous hours logged. While some did crash into objects, these crashes occurred at low speeds, and the company reports no collisions with other road users during these 18,500 hours. Over fifty trucks across Europe are equipped with a system, providing the company with considerable naturalistic driving data to examine safety and performance. There are around 100 consumer vehicles equipped with systems in a certain state, roughly half of which are used by blind people. From the industry, we hear success stories where collision avoidance systems have shown performance improvements at relatively low levels of false detections. In common with AI-based collision avoidance for vulnerable road users, challenges are lessened when the neural network can focus all of its resources on a single task. Generally, vehicles can perceive other vehicles in motion and, if trained on a lot of real-world data of these moving vehicles, can show remarkable collision prediction abilities. Some of the drawbacks of this approach include the necessity to collect large-scale, real-world driving data to train the neural network and the hard work needed to transition from a system that predicts object movements to a system that recovers from an object movement error to a safe trajectory. The unique ability of certain vehicles to perceive static vehicles, as well as to predict traffic at road junctions, is due to the specially trained neural network to perform these tasks in fusion with LIDAR, cameras, and GPS/IMU data. This training required collecting real-world data that includes vehicles observed in road junctions as well as ground truth positions of these vehicles. Regulatory considerations and consumer acceptance in the automotive industry are the primary barriers for the application of collision avoidance systems at the time of writing. They also inhibit more common and widespread use of AI in vehicles, especially where AI decisions cannot currently be interpreted, such as with neural networks.

5.1. Current Industry Applications

5. Industry Applications DTM manufacturers, including some of the major automobile brands such as Toyota, Honda, BMW, Mercedes-Benz, and Tesla, are incorporating AI-based collision avoidance systems into vehicles, some of which feature high levels of autonomy techniques. It is thus essential to understand how such AI-based collision avoidance systems make a practical difference in the market. Initial results have shown positive feedback from users on new configurations sold based on the AI system. Besides, it is reported that 80% of new car buyers want AEB, AENDS, or RCTW on their new vehicle to help improve safety. Furthermore, many regulations specify types of ITS based on radar and lidar. The AI-based applications effectively enhance the existing capabilities of these radar-based ITS applications in autonomous driving.

In support of the practical benefits, many tech companies have shown the reliability of various sensors installed in vehicles, enabling, for example, collision mitigation braking systems to be ready to avoid a crash. In recent years, a significant improvement in algorithms and system integration has helped to reduce the collision rate. For example, a collision mitigation braking system is claimed to help reduce the incidence of rear-end collisions and crash-related injuries in a broad range of circumstances, while other advanced applications can better avoid pedestrian collisions. It has been shown that cars equipped with collision mitigation braking systems have Active Safety with the number of crashes reduced by 14% compared to vehicles with no Active Safety. Many efforts have also been put into safety evaluation, partly for the competitive landscape in the progression of ADAS technologies.

5.2. Success Stories and Lessons Learned

Some specific success stories were reported by researchers who evaluated the AI-based collision avoidance solutions on vehicles. For example, the evaluation has shown that the AEB system can help to reduce rear-end collisions with a car in front by nearly 40%. A reduction in crashes and a substantial decrease in occupied vehicle and pedestrian crash frequency for vehicles equipped with FCW were reported. Similarly, a test involving insurance policyholders of various vehicles reported that FCW warning alerts are associated with substantial reductions in target-vehicle forward collisions with injuries. Drivers used the rear cross-traffic AEB more extensively than the I-Stop, which could be partially due to the existing radars and cameras aiming backward when in reverse gear. This system performed well in that 15 out of 20 collision scenarios were avoided completely. The above systems appear to adhere to best practices in the design and deployment of new safety measures, since they are designed to work in the driver-vehicle system and have proactive measures to regain driver trust in terms of continual evaluation and adaptation. Objectively, can AI-based collision avoidance systems be completely safe? Success stories continue to emerge, and AEB improved pedestrian detection, weather sensitivity, and recognition make it evident that the use of these advanced AI technologies will enable improved safety. While the above is true, from the perspective of lessons learned, it is crucial to continue the evaluation process. What is paramount to the complete success of this and all vehicle safety systems involved in collision risk reduction is not the involvement of just one vehicle manufacturer, but all vehicle manufacturers and researchers. In this light, researchers have concluded that greater collaboration across the manufacturers and with regulators is required to leverage the successes and understand the issues for human factors related to new safety systems. Collaborative opportunities exist in developing performance evaluation tests of these systems, as currently, there are no agreed-upon key performance indicators or measures of these protective technologies. For example, can we agree on a practical test maneuver where human nature and the combined contribution of the sensors on the vehicle can test an accurate real-time performance evaluation of, in the case of this study, the rear cross-traffic AEB? During the evaluation, reconstructing the real-world crashes into a test scenario and performing accurate backups representing the lost due-care scenario has never been attempted before. The one-of-a-kind study underscores that we can perform these evaluations to address some of the issues of AEB rear crash crosses.

6. Future Direction

Emerging trends promise further advancements in the field of vehicle collision prevention and offer new opportunities for necessary action. The shift from object detection and classification to safety systems operating with 3D structural and semantic understanding can further increase driving safety. We anticipate these trends to adapt to becoming a standard in AI-based safety systems. Other approaches, such as utilizing recent advancements in reinforced learning for the development of more sophisticated models and integrative techniques, can help to mitigate the effects of secondary accidents after a collision. These efforts require research partnerships between AI and automotive engineers. We believe the collaboration among tech companies, automotive manufacturers, and governmental bodies in charge of road safety can significantly reduce the occurrences of fatal and secondary accidents.

While filing the patent, we had conversations with software developers, investors, and automotive companies, and the consensus that emerged was that journey progression will rely heavily on further developments in intelligent connectivity and smart infrastructures. This can reduce accidents significantly by alerting drivers and other traffic participants, and also offer alternative routes or direct motor vehicles to safety points during an emergency. Consequently, collision avoidance technologies can also impact societal ethics and cognitive considerations, echoing literature on philosophical, psychological, legal, and public policy considerations of the adoption and consequences of autonomous vehicles. As expected, these developments were reflected in a rise in patents during the end of the twentieth century, when scientific foundations were well established and AI had already begun to develop into a broader research area. We share the belief in the importance of adapting lighting to match local as well as individual needs. Only research can answer these questions and pave the way for further advancements. Quite possibly, the future trajectory will consist of a combination of all these trends and factor in recent developments not foreseen in this research, unless, of course, the invention of AI is itself the 'singularity' beyond which it is futile to try and predict the trajectory of technological development. An ambitious research and development agenda will help further clarify these issues.

7. Conclusion

The increasing number of fatalities resulting from unsustainable road safety conditions necessitates urgent and extensive measures to enhance traffic safety. Development and implementation of advanced vehicle technologies and advanced driver-assistance systems equipped with artificial intelligence on the hardware and software sides are needed to achieve quick and considerable progress towards this aim. Integrating effective and efficient AI models and subsystems in a mathematical framework capable of predicting traffic accidents as a function of inputs like road attributes and driver behavioral data is at the core of designing robust real-time solutions for collision avoidance.

The introduction of driver-centered real-life applications of AI-based collision avoidance systems in modern vehicles is associated with several technical and non-technical challenges. Such challenges include incorporating computation requirements into the vehicle design and infrastructure, ensuring system safety requirements are met, and gaining consumer acceptance. As proven through various case studies and real-life applications, the development of prediction and decision systems as 'Ahead-of-Time' warning/warning-plus systems employing AI technologies can play a crucial role in accident reduction by facilitating enhanced vehicle safety measures. Ongoing and future research, aimed at realizing a long-lasting partnership between stakeholders to reduce traffic accidents and fatalities using AI algorithms, should closely look at regulations for group testing and validation of sensors. Twenty-four-hour observations of multiple traffic conditions at different locations can also help in assessing the benefits and features of systems on board different classes of vehicles.

More than 1.3 million people die on the world's roads, with an additional 20 million to 50 million sustaining non-fatal injuries. The implementation of real-time AI-based collision avoidance systems will go a long way in reducing these alarming figures. While the benefits of these systems are indispensable and worth pursuing, innovative collaborative developments and a responsible introduction are just as crucial for achieving these goals. The combination of real-time advanced driver-assistance systems and AI technologies is leading the way in the automotive sector and has the potential to revolutionize vehicle safety while saving countless lives and minimizing injuries and accidents.

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