Statistical Prediction of Road Traffic. From Data to Models and vice versa

Fabrice Gamboa

Collaboration with: Guillaume Allain, Philippe Goudal, Jean-Michel Loubes, Jean-Noël Kien

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vstrafic

Overview

- Collaboration overview
- 2 Industrial context
- 3 Road traffic models : examples
- 4 Upstream research

- Collaboration overview
- Industrial context
- Road traffic models : examples
- Upstream research

The actors of the collaboration

- Mediamobile Vtrafic
 - Mediamobile ensures the production and broadcasting of reliable and pertinent real-time traffic information. Founded in 1996, Mediamobile originated from a partnership between TDF Group (European leader in media content broadcast) and the automotive manufacturer Renault in the framework of a European Program for Research and Development of Intelligent Transportation.
- Institut de Mathématiques de Toulouse

 The Toulouse Mathematics Institute, CNRS Research Laboratory, federates the mathematics community of the Toulouse area. One of the biggest mathematical team in France (around 400 people)

People involved in the collaboration

Six years collaboration leading to three patents. Actual people involved

- Mediamobile Vtrafic
 - Philippe Goudal head of the prediction department
 - Guillaume Allain Engineer has been Engineer/CIFRE Ph. D Student of the project
 - Jean-Noël Kien Engineer/CIFRE Ph. D Student
- Institut de Mathématiques de Toulouse



- Fabrice Gamboa Professor
- Jean-Michel Loubes Professor
- Elie Maza Associated Professor
- Jean-Noël Kien Engineer/CIFRE Ph. D Student
- Thibault Espinasse Ph. D Student

Overview

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- Upstream research

Mediamobile's task

- Gathering raw traffic information
- Processing and agregating
- Broadcasting (radio, www, mobile device...)
- ⇒ Fancy new services : forecasting and dynamic routine

Industrial constraints:

- coverage $\begin{cases} each \text{ road of the network} \\ from real time to long run \end{cases}$
- quality/accuracy { controlled speed prediction error controlled jam prediction error
- user friendly adaptative easy to update

Road traffic data-Road network

What is a road network?

- Graph composed of a set of pair (edges, vectices)
- Complexity of the graph → Functional Road Classes (FRC)
- FRC → road type classification (arterial, collector, local road...)

FRC	Number of edges	$\sum L[km]$
0	46 175	22 580
1	232 572	42 793
2	462 907	75 453
3	998 808	175 790
{0,1,2,3}	1 740 462	316 616

Tab: Number of edges by FRC

Network coverage depends on the FRC

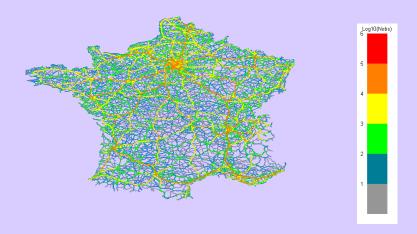
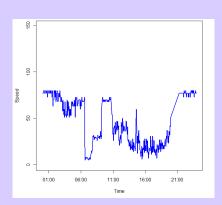


Fig: Network coverage by all FRC {0,1,2,3} from 03/01/2009 to 05/31/2009

Speed data

What is a speed data? Loop sensor

speed calculated from flow and density (conservation law)



Pros

- More accurate
- 3min constant frequency

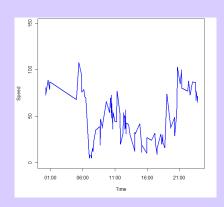
Cons

- Located only in main roads
- Thresholded at national speed limits

Speed data

GPS sensor : Floating Car Data

positions are mapped on a graph → building speeds



Pros

Road traffic models: examples

- Can potentially cover all the graph
- Raw source of data

Cons

- Less accurate → GPS and map-matching error
- More variable → outlier emergence
- Random frequency → user feedback

- Collaboration overview
- Industrial context
- Road traffic models : examples
 - Sparse model to forecast
 - Punctual model of road traffic
 - Calendar influence
 - Model by classification
 - How to use the observed speed of the day?
 - Aggregation : statistical learning
- Upstream research

Local road trafficking forecasting with l^1

Our Goal

Collaboration overview

Appoach the road traffic dynamic with local statistical models

$$V(s_q,t_{p+h}) = F(Q(s,t),\rho(s,t)...) \rightarrow V_{q,p+h} = g_{q,p,h}(\underbrace{\{V_{i,k}; i \in G, k \in T\}}_{X})$$

Problems

- High dimension of X
- All V_{i k} not influent

Solution

- Regularization
- Selection

Modelizing traffic dynamic with significative effects **only**

$$V_{q,\mathfrak{p}+h}=\mathfrak{g}_{q,\mathfrak{p},h}(V_{i,k})\to V_{q,\mathfrak{p}+h}=\sum_{i\in G,k\in T}\beta_{i,k}.V_{i,k}$$

where

Collaboration overview

$$\widehat{\beta_{i,k}} = \underbrace{K((i,k),(q,p+h))}_{\text{Kernel}}$$

Kernel selection: fit road traffic dynamic

learning a sparse set of influence parameters

$$\widehat{\boldsymbol{\beta}} = \mathop{\text{arg\,min}}_{\boldsymbol{\beta}} \left(\|\boldsymbol{V}_{q,p+h} - \sum_{i \in G,k \in T} \boldsymbol{\beta}_{i,k}.\boldsymbol{V}_{i,k}\|^2 + \lambda \sum |\boldsymbol{\beta}_{i,k}| \right)$$

- Short run local model
- Forecast and complete missing data
- Time and spatial road traffic dynamic used

Improve accuracy of short/long run predictions with weather data

Partnership between Mediamobile and Meteo-France

Rupture model

Collaboration overview

$$V(x,t_1) = V(x,t_0) + C(.) \times \mathbb{1}_{M(x,t_1) \neq M(x,t_0)} \quad \text{with } t_1 - t_0 < \tau_{sta}$$

τ_{s+a}: timespan for a stationary traffic flow

C(.) correction term can depend on:

- edge x : road specifications, geographical areas
- nature and intensity of the weather evolution
- traffic state at t₀: V(x, t₀)

Linear thresholded biais model

If
$$V(x, t_0) \ge \alpha$$
,

$$V(x,t_1) = V(x,t_0) - \underbrace{\beta}_{\mathrm{correction \; term}}.(V(x,t_0) - \underbrace{\alpha}_{\mathrm{break \; parameter}})$$

Road traffic models : examples

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Or else.

$$V(x,t_1)=V(x,t_0)$$

Advantages

- takes traffic state into consideration
- thresholded model yields interpretable model

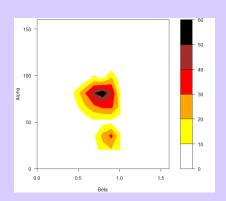
Drawback

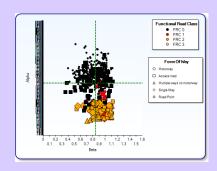
edge by edge model

Network generalization

Collaboration overview

Repartition of (α, β) parameters





Results

- β can be generalized
- Repartition of α depends on the FRC

Results with 10 000 random edges FRC 0

Weather condition	α	β	# obs
	(% of FreeFlowSpeed)		
Low rain	93%	0,95	7236
Medium and Strong rain	90%	0.95	3316
Freezing rain	NA	NA	0
Rain and Snow	94%	0.97	1011
Snow	83%	0.96	2621
Hail	NA	NA	0
Drizzle	89%	0.90	615

For instance, let the free flow speed equals 100 km/h: a car travels at 130 km/h on a freeway and strong rain appears.

Since 130 > 90%.100, car speed **decreases** to 130 - 95%.(130 - 90) =92 km/h.

 $\forall p, h X = C$

Model the relationship between speeds and calendar

How it is used:

Collaboration overview

- \rightarrow D \neq day of the prediction
- → the speed curve is not observed
 - « Inboard configuration » ⇒ low complexity

mathematical model: linear model with k fixed

$$\begin{split} g(t_k, x) &= \beta_0 + \begin{cases} \beta_1 \mathbb{1}_{\{c = \text{Monday}\}} + \beta_2 \dots \\ \beta_8 \mathbb{1}_{\{c = \text{January}\}} + \beta_{19} \dots \\ \beta_{20} \mathbb{1}_{\{c = \text{Hollidays}\}} + \dots \end{cases} & \text{one oder effects} \\ &+ \beta_{1,8} \mathbb{1}_{\{c = \text{Monday} \cap \text{January}\}} + \dots \\ &+ \beta_{1,20} \mathbb{1}_{\{c = \text{Monday} \cap \text{Holli}\}} + \dots \end{cases} & \text{Second order effects} \end{split}$$

Drawbacks:

- Functionnal aspects are lost
- \rightarrow (N + 1) × K effects

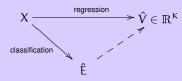
Model by classification

- Functional mixture model
- speed curve V is represented as a finite number of patterns:

$$\begin{split} &f_1, \dots, f_i, \dots, f_m \text{ avec } f_i \in \mathbb{R}^K \\ &V = \sum_{i=1}^m \mathbb{1}_{E=i} \ f_i + \varepsilon_i \text{ et } f^\star = f_E \end{split}$$

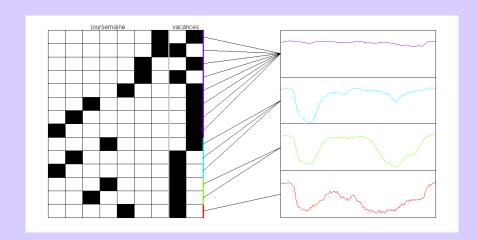
$$\left. \begin{array}{l} E \in \{1,\ldots,m\} \text{ i.i.d. hidden R.V.} \\ \varepsilon_i \in \mathbb{R}^K \text{ , } \varepsilon_i \sim \mathcal{N}(0,\Sigma_i \in \mathcal{M}_{K,K}) \end{array} \right\} \ \mathbb{E}[V|E=i] = f_i \text{ , } \text{Var}[V|E=i] = \Sigma_i \\ \end{array}$$

Classification of E then prediction of V by f*:



The classification model

 $X = \{ \text{Day of the week, Hollidays} \}$ and $\mathfrak{m} = 4$



Model the information contained in the speed of the day

Frame:

- Prediction in the day D
- Spedds V^p are **known**

$$p$$
 fixed, $X = (V^p, C)$

- X Time series
- How many patterns?
 - h big et p small :
 - \Rightarrow m small
 - \rightarrow h small and p big :
 - \Rightarrow m big

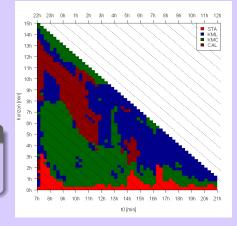
Industrial implementation

Restriction of the forecast profile :

- STA : $g(V^p) = V_p$
- KMC10 : $X = V^p$, m = 10 et $\tau = 1h$
- KML4: m = 4 et $\tau = \infty$
- CAL4 : X = C, m = 4

Avantages:

- Hight stability
- Small processing time



Example for a travel with $\mathtt{h}=1$ (forecast at one hour)

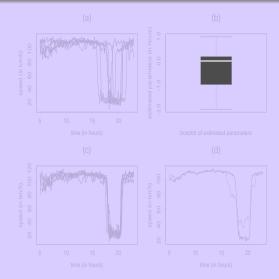
Industrial context

	Mean of de the relative error [%]						
	REF	STA	C10	L4	CAL4	BP	
BPI (14km)	32.3	21.2	14.2	15.3	17.5	14.4	
BPE (21km)	41.8	24.6	17.6	18.9	21.6	17.1	
A86ES (22km)	20.4	14.7	15.4	13.2	12.6	10.1	
N118W (26km)	25.4	16.7	9.6	9.8	14.3	9	
A4W (35km)	21.3	17.5	12.8	13	15	11.8	

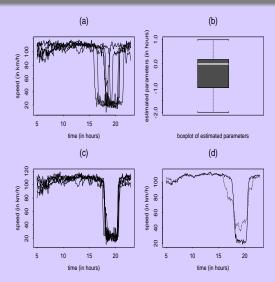
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 - Optimal estimation of a translation
 - Shift on traffic jams
 - The translated regression model
 - A more general model : Shape invariant model (SIM)
 - Model and estimation method
 - An artificial data example
 - Whittle approximation for a Gaussian field on a graph
 - General frame
 - Maximum likelihood



Shift on traffic jams



Shift on traffic jams



$$Y_{i,j} = f^*(x_i - \theta_j^*) + \epsilon_{ij}, i = 1, \dots, N, j = 1, \dots, J. \tag{1} \label{eq:state_equation}$$

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- $\bullet \ (\theta_{\mathbf{j}}^*)_{\mathbf{j}=1...J}$ is an unknown parameter of \mathbb{R}^J
- (ε_{ij}) is a Gaussian white noise with variance σ^2

Aim : Statistical inference on $(\theta_i^*)_{i=1...J}$, when f^* is unknown

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Road traffic models: examples

$$Y_{ij} = f_i^*(x_i) + \epsilon_{ij} \quad i = 1...n_j, \ j = 1...J.$$

$$f_j^*(\cdot) = a_j^* f^*(\cdot - \theta_j^*) + \upsilon_j^* \quad (\theta_j^*, a_j^*, \upsilon_j^*) \!\in\! \mathbb{R}^3, \ \forall j = 1 \dots J$$

A more general model: Shape invariant model (SIM)

$$Y_{\mathfrak{i}\mathfrak{j}}=f_{\mathfrak{j}}^*(x_{\mathfrak{i}})+\epsilon_{\mathfrak{i}\mathfrak{j}}\quad \mathfrak{i}=1.\,..n_{\mathfrak{j}},\ \mathfrak{j}=1.\,..J.$$

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Road traffic models: examples

$$Y_{ij} = f_i^*(x_i) + \varepsilon_{ij}$$
 $i = 1...n_j$, $j = 1...J$.

- ε is as before a Gaussian white noise with variance σ^2

$$f_j^*(\cdot) = \alpha_j^* f^*(\cdot - \theta_j^*) + \upsilon_j^* \quad (\theta_j^*, \alpha_j^*, \upsilon_j^*) \! \in \! \mathbb{R}^3, \ \forall j = 1 \dots J$$

A more general model: Shape invariant model (SIM)

Road traffic models: examples

$$Y_{ij} = f_i^*(x_i) + \varepsilon_{ij}$$
 $i = 1...n_j$, $j = 1...J$.

- ε is as before a Gaussian white noise with variance σ^2
- \bullet $\exists f^* : \mathbb{R} \to \mathbb{R}$ with

$$f_j^*(\cdot) = a_j^* f^*(\cdot - \theta_j^*) + \upsilon_j^* \quad (\theta_j^*, a_j^*, \upsilon_j^*) \! \in \! \mathbb{R}^3, \ \forall j = 1 \dots J.$$

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Collaboration overview

$$Y_{i,j} = f^*(x_i - \theta_j^*) + \epsilon_{ij}, i = 1, \dots, N, j = 1, \dots, J. \tag{2} \label{eq:spectrum}$$

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Recall the model

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The model is not well posed. Identifiability problem

Identifiability

Collaboration overview

Set
$$\alpha_i^* = \frac{2\pi}{T}\theta_i^*$$
.

$$\alpha^* + c1 + 2k\pi \quad (c \in \mathbb{R}, k \in \mathbb{Z}^J)$$
 (3)

•
$$f^*$$
 by $f^*(\cdot - c)$

$$\begin{array}{l} A_1 = \{\alpha \in [-\pi, \pi[^J \colon \alpha_1 = 0] \\ A_2 = \{\alpha \in [-\pi, \pi[^J \colon \sum \alpha_i = 0 \text{ and } \alpha_1 \in [0, 2\pi/J]\} \end{array}$$

Collaboration overview

Set
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Road traffic models: examples

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Replacing
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Road traffic models: examples

• f^* by $f^*(\cdot - c)$

the observation equation remains invariant Identifiability constraints

- Parameter set A is compact
- $\alpha^* \in A$
- If $\alpha \in A$ and $\alpha = (3)$ holds then $\alpha = \alpha^*$

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Main simple idea

For any $c \in \mathbb{R}$ the shift operator T_c defined on T-periodic functions

$$T_c(f) = f(\cdot - c)$$

has common eigenvectors

$$T_{c}[\exp(2i\pi/T\cdot)] = \exp(-2i\pi c/T)\exp(2i\pi/T\cdot)$$

More generally on a general group (here the torus), Fourier transform diagonalizes any translation operators acting on functions on the group (forward to extensions)

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More generally on a general group (here the torus), Fourier transform diagonalizes any translation operators acting on functions on the group (forward to extensions)

Rewriting the model in terms of the Fourier transform

Taking the DFT and neglecting the (deterministic) error between the DFT and the Fourier transform. The model may be rewritten as (N is odd)

$$d_{jl} = e^{-il\alpha_{j}^{*}}c_{l}(f^{*}) + w_{jl}, l = -(N-1)/2, ..., (N-1)/2, j = 1, ..., J$$

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- c₁(f*) is the Fourier coefficient of f*
- (w_{il}) is a complex Gaussian white noise with variance σ^2/N

$$\tilde{c}_{jl}(\alpha) = e^{il\alpha_j}d_{jl} \ (\alpha \in A)$$

Road traffic models: examples

$$\hat{\mathbf{c}}_l(\alpha) = \frac{1}{J} \sum_{j=1}^J \tilde{\mathbf{c}}_{jl}(\alpha)$$

$$\tilde{c}_{jl}(lpha^*) = c_l(f^*) + e^{illpha_j^*}w_{jl}$$
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Building a M-function

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Road traffic models: examples

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Idea : The deviation $\tilde{c}_{i1}(\alpha) - \hat{c}_{1}(\alpha)$ should be small for $\alpha = \alpha^*$

$$M_n(\alpha) := \frac{1}{J} \sum_{j=1}^J \sum_{-(N-1)/2}^{(N-1)/2} \delta_l^2 |\tilde{c}_{jl}(\alpha) - \hat{c}_{l}(\alpha)|^2$$

Road traffic models: examples

The M-function

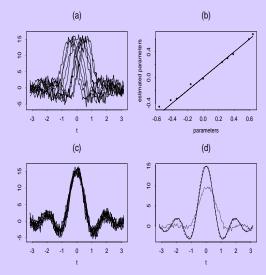
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• (δ_1) is l^2 sequence of weights discussed later

An artificial data example

Collaboration overview



Gaussian Process on Graph: Origin of the Problem

Trafic: Predict the speed of the vehicles with missing values

For now: Spatial dependency is not exploited

Aims

- Give a model that uses spatial dependency
- Estimate the spatial correlation
- Spatial filtering

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Model: Speed process $(X_i)_{i \in G}$ indexed by the vertices G of a graph G.

Definition (Unoriented weighted graph)

$$\mathbf{G} = (\mathsf{G}, \mathsf{W})$$
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- G set of vertices (infinite countable)
- $W \in [-1, 1]^{G \times G}$ Weigthed adjacency operator (symmetric)

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 H_0

- $D := \sup_{i \in G} D_i < +\infty$, **G** has bounded degree
- $\forall i \in G$, $\sum_{i \in G} |W_{ij}| \leq 1$ even renormalize

Collaboration overview

- Our work robust to renormalization
- For \mathbb{Z} , for instance : $W_{i,i}^{(\mathbb{Z})} = \frac{1}{2} \mathbf{1}_{|i-i|=1}$

$$\forall u \in l^2(G), \forall i \in G, (Wu)_i := \sum_{j \in G} W_{ij} u_j$$

$$\|W\|_{2,op} \leqslant 1$$

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 H_0' : The entries of W belongs to a finite set

Observation: Correlations are independent of the position and the orientation

Road traffic models: examples

Aim : Propose a *stationary* and *isotropic* model for covariances $(X_i)_{i \in G}$ Gaussian, zero-mean, with covariance $K \in \mathbb{R}^{G \times G}$: \Rightarrow Characterized by K

Aim: Extension of time series

- ⇒ Construction MA with adjacency operator
- + isotropic modification of the graph

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For \mathbb{Z} : $(\varepsilon_n)_{n\in\mathbb{Z}}$ white noise

$$X_n = \sum_{k \in \mathbb{N}} \alpha_k \varepsilon_{n-k}$$

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Aim: Maximum Likelihood Estimation

⇒ Generalize Whittle's approximation

Spectral representation of stationary processes:

- \bullet \mathbb{Z}^d : X. Guyon
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Maximum Likelihood

- Z : here R. Azencott et D. Dacunha-Castelle
- $\bullet \mathbb{Z}^d$: X. Guyon, R. Dahlhaus

$$\exists (r_k)_{k\in\mathbb{N}}, K_{\mathfrak{i}\mathfrak{j}}=r_{|\mathfrak{i}-\mathfrak{j}|}$$

If
$$r\in l^1$$
 , $\exists f, K_{ij}=\frac{1}{2\pi}\int_{[0,2\pi]}f(t)\cos\left((j-i)t\right)dt:=\left(T(f)\right)_i$

$$\forall i,j,k \in \mathbb{Z}, \left(\left(W^{(\mathbb{Z})} \right)^k \right)_{i,j} = \frac{1}{2\pi} \int_{[0,2\pi]} \cos(t)^k \cos\left((j-i)t \right) \mathrm{d}t,$$

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Road traffic models: examples

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Operator representation

We have $K = g(W^{(\mathbb{Z})})$

$$\forall i,j,k \in \mathbb{Z}, \left(\left(W^{(\mathbb{Z})} \right)^k \right)_{ij} = \int_{[-1,1]} \lambda^k \frac{T_{|j-i|}(\lambda)}{\sqrt{1-\lambda^2}} \mathrm{d}\lambda^k \mathrm{d}\lambda^{(k-1)} \mathrm{d}\lambda^k \mathrm{d}\lambda^{(k-1)} \mathrm{d}\lambda^k \mathrm{d}\lambda^{(k-1)} \mathrm{d}\lambda^k \mathrm{d}\lambda^{(k-1)} \mathrm{d}\lambda^k \mathrm{d$$

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Identity resolution

Collaboration overview

Spectral decomposition

$$\exists \mathsf{E}, \mathcal{M}, \mathbf{W} = \int_{\mathcal{M}} \lambda \mathsf{d} \mathsf{E}(\lambda)$$

$$\forall i, j \in G, \forall \omega \in \mathcal{M}, \mu_{ij}(\omega) = E_{ij}(\omega)$$

Spectral decomposition

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Definition (Identity resolution)

 \mathcal{M} Sigma-algebra $E: \mathcal{M} \to B_G$ such that $\forall \omega, \omega' \in \mathcal{M}$.

- E(ω) self-adjoint operator.
- (2) E() = 0, E(Ω) = I
- \bigcirc Si $\omega \cap \omega' =$, then $E(\omega \cup \omega') = E(\omega) + E(\omega')$

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- Dependency on W

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Aim: Estimate θ_0 by maximum likelihood:

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Muito obrigado



