Visualization architecture

One of the main goals of the project is to visualize geographical data about the stops of vehicles over Valle de Aburrá map to understand the current demand for the public transport system in this area.

Since this transport system does not have a fixed set of stops, it is necessary to associate any given observation to the closest nodes in the map, and that way it can be calculated a load of passengers in the nodes. Once this data is processed, the results are going to be visualized in a dashboard that allows the user to observe the demand at any moment over a period during the months processed.

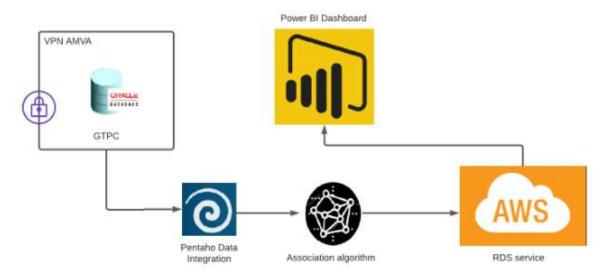


Fig.1 Visualization architecture

Database Infrastructure

In this section, it is described the databases available for the analysis that has been carried out throughout the project. After sourcing the data from the entity (Oracle database), these were consolidated in a PostgreSQL instance created in AWS (RDS service).

The data delivered is in the main schema called **source** and additionally, in another schema called **dw** there is a calendar-type table.

Relational Model

In the model, it is found information corresponding to the description of the event of interest and characteristics related to the vehicle in which they occur, as well as the spatial information of the routes carried out by each vehicle.

This is, in the first instance, both the boarding and the alighting at each stop the vehicle makes on its corresponding route (which is the table that we have been working on so far) and the characteristics associated with the vehicle that performs the routes: its associated model, the company to which it belongs and/or operates it, its capacity to transport standing, seated and total passengers.

On the other hand, there is also the data transformed into a row-column format (where each row represents an observation associated with a variable or column) corresponding to the stops of the routes in the metropolitan area (nodes) and the sections that connect them (links) which are the geometries to which we are interested in assigning the transportation demand at a specific time interval.

The last table is a calendar that contains a series of dates for indexing and/ or filtering the events according to different time intervals required by the stakeholders, that is, by hour, day, and so on.



Name	Туре	Length	Precision	Scale	Default value	Allow null	Unique
date_dim_id	integer		32	0		false	false
date_actual	date					false	false
epoch	bigint		64	0		false	false
day_suffix	character varying	4				false	false
day_name	character varying	9				false	false
day_of_week	integer		32	0		false	false
day_of_month	integer		32	0		false	false
day_of_quarter	integer		32	0		false	false
day_of_year	integer		32	0		false	false
week_of_month	integer		32	0		false	false
week_of_year	integer		32	0		false	false
week_of_year_iso	character	10				false	false
month_actual	integer		32	0		false	false
month_name	character varying	9				false	false
month_name_abbreviated	character	3				false	false
quarter_actual	integer		32	0		false	false
quarter_name	character varying	9				false	false
year_actual	Integer		32	0		false	false
first_day_of_week	date					false	false
last_day_of_week	date					false	false

first_day_of_month	date		false	false
last_day_of_month	date		false	false
first_day_of_quarter	date		false	false
last_day_of_quarter	date		false	false
first_day_of_year	date		false	false
last_day_of_year	date		false	false
mmyyyy	character	6	false	false
mmddyyyy	character	10	false	false
weekend_indr	boolean		false	false

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Columns - 4 Name Туре Length Precision Default value Allow null Unique Scale bigint idempresa 0 false false nombres character varying 32 true false nroidentificacion character varying 15 false true identidadopera bigint false false

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☐ ds4a project
☐ source
☐ Tables
☐ links

Columns - 15 Name Allow null Unique Type Length Precision Scale Default value id character varying 50 true false inode bigint 0 false 64 true jnode bigint 64 0 true false bigint 0 false TYPE 64 true false modes character varying 50 true false lanes numeric 19 0 true 0 vdf bigint 64 true false LENGTH numeric 16 7 true false data1 numeric 11 3 true false 2 true false data2 numeric 18 data3 numeric 16 7 true false 7 false volax numeric 16 true volau numeric 16 7 false true 7 volad 16 false numeric true timau numeric 16 7 false true



Namo	Tuno	Longth	Precision	Scale	Default value	Allow null	Unique
Name	Туре	Length	Precision	Scale	Default Value	Allow null	Unique
id	bigint		64	0		false	false
х	numeric		25	9		true	false
у	numeric		27	10		true	false
iszone	bigint		64	0		true	false
isintersec	bigint		64	0		true	false
label	bigint		64	0		true	false
lat	numeric		33	15		true	false
long	numeric		30	13		true	false

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☐ passenger_route_vehicle
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☐ Table

passenger_route_vehicle

Name	Туре	Length	Precision	Scale Defa	ault value	Allow null	Unique
secuenciarecorrido	bigint		64	0		false	false
recorridofinalizado	character varying	1				true	false
idvehiculo	bigint		64	0		false	false
codigoruta	bigint		64	0		false	false
fecharegistro	timestamp without time zone					false	false
latitud	numeric		14	6		true	false
longitud	numeric		16	6		true	false
subendelantera	bigint		64	0		true	false
subentrasera	bigint		64	0		true	false
bajandelantera	bigint		64	0		true	false
bajantrasera	bigint		64	0		true	false
id	bigint		64	0 next	val('source.passenger_route_vehicle_id_seg'::regclass)	false	false

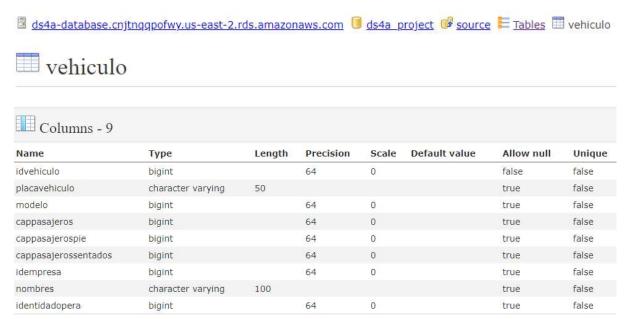


Fig2. Database schema

ER Diagram

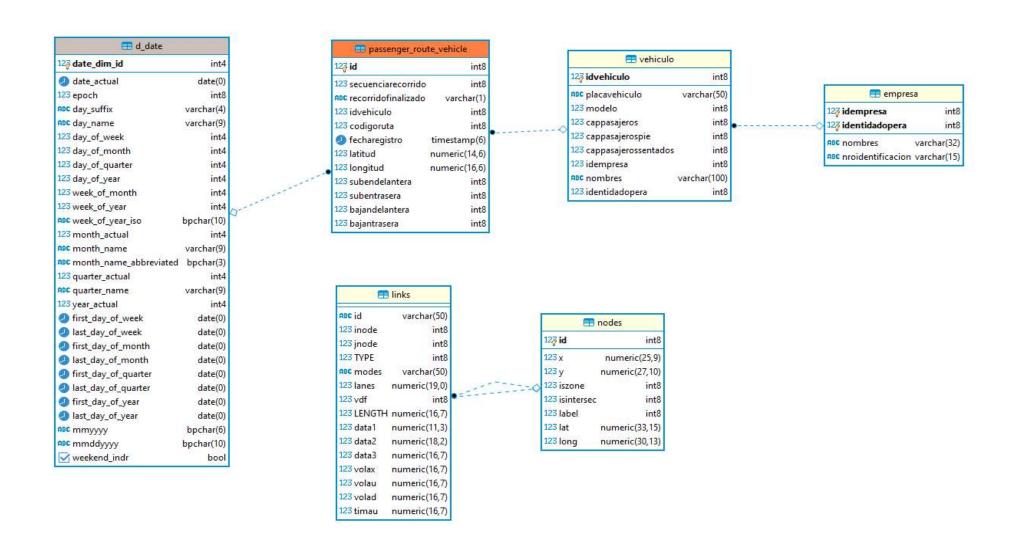


Fig3. ER Model