

PEMS stations fundamental diagrams

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January 2018

Abstract

TODO

Intro

Traffic engineers model the flow of traffic (vehicles per hour) as a function of traffic density (vehicles per mile). This model dictates how traffic will flow in a given stretch of road, so it is known as the fundamental diagram Daganzo (1997).

An inherent problem in understanding the fundamental diagram is that we seldom observe high density traffic. Thus we need to look at all the data to find observations in areas of high density.

The CalTrans PEMS database contains terabytes of historical traffic sensor data. Most academic analyses focus on small areas for small time periods. This paper demonstrates how to compose and integrate powerful data processing technologies to create a scalable solution that allows us to apply essentially any analysis we like.

explores clustering techniques based on distances between functions.

We use this to build data driven models of the fundamental diagram as a function, and compute distances between them based on distances calculated with the inner product between functions. The fundamental diagrams group into those showing high and low flows. (TODO: how high?)

We combined the Apache Hive database with the R programming language to efficiently process hundreds of billions of data points.

Contributions of this paper:

- Demonstrate scalable and efficient computational techniques
- Discover the PEMS sensor stations cluster into naturally occurring groups with high and low flow

Literature Review

Li and Zhang (2011) fit a piecewise linear fundamental diagram to 30 second PEMS data by minimizing the absolute deviation from the observed data points to the fundamental diagram. This inspired the robust regression presented here.

Qu, Wang, and Zhang (2015) use weighted least squares to fit traffic speed as a function of density. Areas of density with few observations get high weights, reducing bias for various models. Our binned means technique also addresses the problem of fitting data in regions where data points seldom appear.

Kianfar and Edara (2013) clusters individual observations into congested and free flow regimes. In this paper we apply clustering techniques to the stations themselves.

Data

The size and structure of the data presented a challenge; this is why we wanted to work with it. The analysis examined the relationship between flow and occupancy for the second lane. **Flow** is the number of vehicles that pass over the detector in a 30 second period, and **occupancy** is the fraction of time that a vehicle is over the detector.

We downloaded 10 months of 30 second loop detector data in 2016 from the CalTrans Performance Measurement System (PEMS) <http://pems.dot.ca.gov/> website. We chose Caltrans district 3, the San Francisco Bay Area, because this area contains many observations of high traffic activity.

Each downloaded file represents one day of observations. There are around 10 million rows and 26 columns per file that take up about 90 - 100 MB each when compressed on disk. Represented in memory as double precision floating point numbers each file will occupy about 2 GB of memory. This size becomes unwieldy with most programming languages. In total there were 284 files with 2.6 billion rows and 26 columns for a total of 68 billion data points. This will take up 500+ GB if completely loaded into memory. This size motivated some new computational techniques.

Computational Techniques

To analyze this data we need:

- scalability
- high throughput
- an efficient interface into a data analysis language

Hive provides all of these things. Scalability and high throughput come through Hadoop’s map reduce. The POSIX concept of standard input, or `stdin`, provides an efficient interface into the R programming language.

Hive directly processed the data files produced by PEMS. All we had to do was copy the files to Hadoop File System (HDFS), declare it to be a table, and we were ready for analysis. This “schema on read” technique is far more efficient than a traditional database for this type of research project. This project required the execution of a handful of specific queries on data that doesn’t change. In contrast, a traditional database must validate each data point and store it in a database specific representation.

After analyzing the data we became aware of the RHive package. Our computational model has less sophisticated interactive features, but is much more efficient for batch processing based on large groups, because groups are loaded in an operated on at a million elements at a time rather than line by line. An experiment showed that line by line processing would slow the program down by a factor of several hundred. Then we would be measuring run times in days rather than in minutes.

The only fundamental limit to this computational approach is how much data a single R process can handle. One way to get around this is by using map reduce within R.

We used Hive’s `CLUSTER BY` to separate the data into different stations before analyzing the fundamental diagram for each station. Each station had around 800 million observations corresponding to one every 30 seconds for 10 months. We processed results in a streaming Map Reduce using the R language to express the analytic operations.

Data Analysis

We fit the fundamental diagram modeling vehicle flow per 30 seconds as a function of sensor occupancy. We used three different increasingly complex piecewise linear functions.

Before fitting we removed stations that satisfied any of the following conditions:

- all observations in one bin are the same. This probably comes from a sensor error.
- all observations had mean flow less than 1 vehicle per 30 seconds. If occupancy is nonzero and flow is always less than 1 then this means flow isn’t being properly counted.
- there are few observations in the area of high density. We experimented a bit and found a reasonable filter to be fewer than 10 bins in an area of occupancy greater than 0.2. These may be real phenomena in the data rather than sensor errors; it simply means that very little congestion (high occupancy) events happened at that station during the time of analysis.

All this filtering brought the number of stations down from 3722 to 1379, so about 37 percent of the data was preserved. Only about 50 percent of the stations even generate data. This filtering doesn't bias results, because ...

The first method used robust regression to fit curves on the left and right hand sides of a cutoff where occupancy = 0.2. We initially chose robust regression because of its resistance to outliers. These models included an intercept, so each station is represented by two linear models, which becomes 4 floating point numbers. Including the intercept means that the fundamental diagram doesn't necessarily pass through the points (0, 0) and (1, 0). In the areas of high density many didn't pass through (1, 0).

The second method fit three separate lines from points in different regions:

- Left line comes from fitting in (0, 0.1)
- Center line comes from fitting in (0.2, 0.5)
- Right line comes from fitting in (0.5, 1)

We fit the lines using least squares subject to the constraints that the fundamental diagram must pass through (0, 0) and (1, 0). Enforcing this constraints makes for a more reasonable model, since we know that the fundamental diagram must satisfy this. We ignored the points in the region (0.1, 0.2) because points vary widely in this region as the traffic transitions to a congested state.

The last method used a nonparametric method based on binning the data based on the values of the occupancy and then computing means for the flow in each bin. We started out with a fixed minimum bin width of $w = 0.01$, which means that there will be no more than $1/w = 100$ bins in total. We chose 0.01 because it provides sufficient resolution for the fundamental diagram in areas of low density. Furthermore, we required that each bin has at least k observations in each bin. Some experimentation for a few different stations showed that choosing $k = 200$ provided a visually smooth fundamental diagram.

TODO: Is there any theoretical statistical justification for this technique? It's somewhat a data summary technique. How much information is preserved?

Because there are more observations in areas of low occupancy we have more bins here. To construct the piecewise linear fundamental diagram we then simply define lines connecting the mean in each bin. This minimizes the assumptions we need to make about the fundamental diagram. This derived data could be used for further analysis of empirical traffic flow. For example, one can examine the maximum mean flow for the stations.

Clustering

For each of the fundamental diagrams we experimented with clustering based on the distance metric induced by the inner product on functions. Since the fundamental diagram representing flow as a function of occupancy is a function

on $[0, 1]$, the distance between two different fundamental diagrams f and g is defined as

$$d(f, g) \equiv ||f - g|| = \sqrt{\langle f - g, f - g \rangle}$$

where

$$\langle f, g \rangle = \int_0^1 f(x) \cdot g(x) dx.$$

We only considered piecewise linear functions, so all of these expressions have closed analytic forms that can be quickly computed.

The distance matrix to input into the Partitioning Around Medoids (PAM) algorithm. Inspection of the silhouette plots provided some evidence for clustering the fundamental diagrams into $k = 2$ groups. Silhouette plots for larger values of k provided no evidence that there should be more groups.

Figure 1 shows a sample of the fundamental diagrams corresponding to the PAM algorithm with two clusters. Cluster 1 contains 88 percent of the data, making it the dominant cluster. These fundamental diagrams look roughly like the triangular diagram we expect, and they have a max mean flow of around 2000 vehicles per hour. Cluster 2 contains the remaining 12 percent of the data, and these stations have much lower flow.

We can view the clusters on an interactive map here: <http://anson.ucdavis.edu/~clarkf/fd/>. We see points from cluster 2 on I 80 in the toll area for the Bay Bridge from Oakland to San Francisco.

We performed a similar cluster analysis on just the shape of the fundamental diagrams. We did this by normalizing each fundamental diagram f , ie. repeating the analysis on $f'(x) = f(x) / \int_0^1 f(y) dy$. This failed to reveal any interesting patterns in the shapes of the fundamental diagrams. Most shapes roughly follow the triangular fundamental diagram, with erratic deviations as seen in figure 2. Faulty sensors likely caused many of these anomalies.

Figure 3 shows that the two clusters have different rates of maximal flow. The maximum flow in the dominant cluster 1 is around 2000 vehicles per hour, while the max flow in cluster 2 is much lower. This

Further Work

We could consider all lanes on the freeway, rather than just the second lane as we did here. This would produce a more complete picture of the traffic patterns.

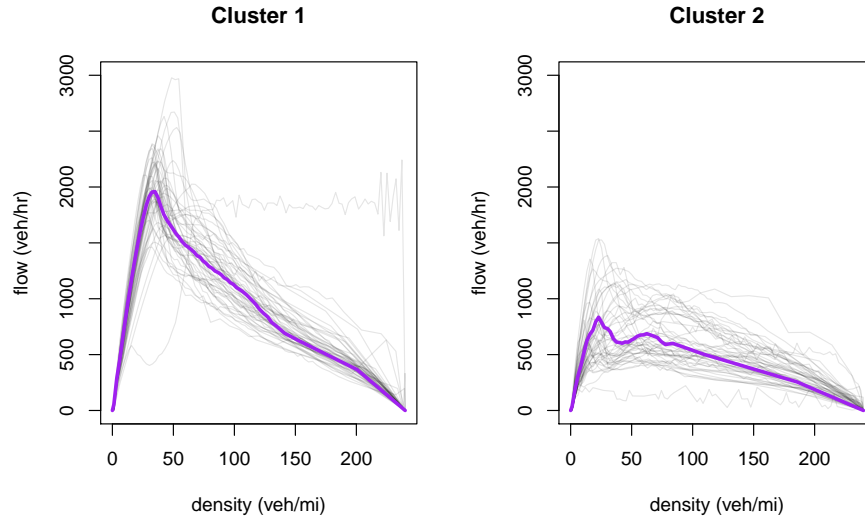


Figure 1: The bold lines come from the fundamental diagrams that have the lowest median distances to other stations in their clusters. In this sense they are the “median” stations.

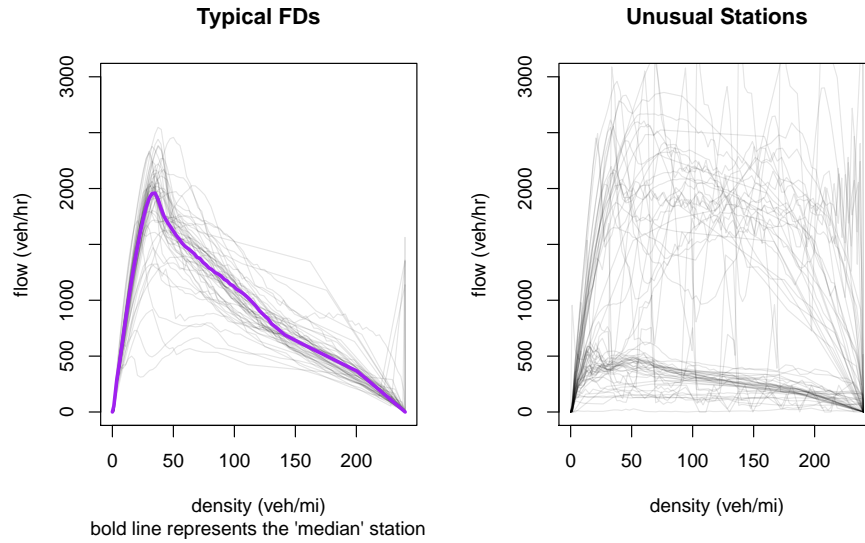


Figure 2: Typical versus unusual clusters

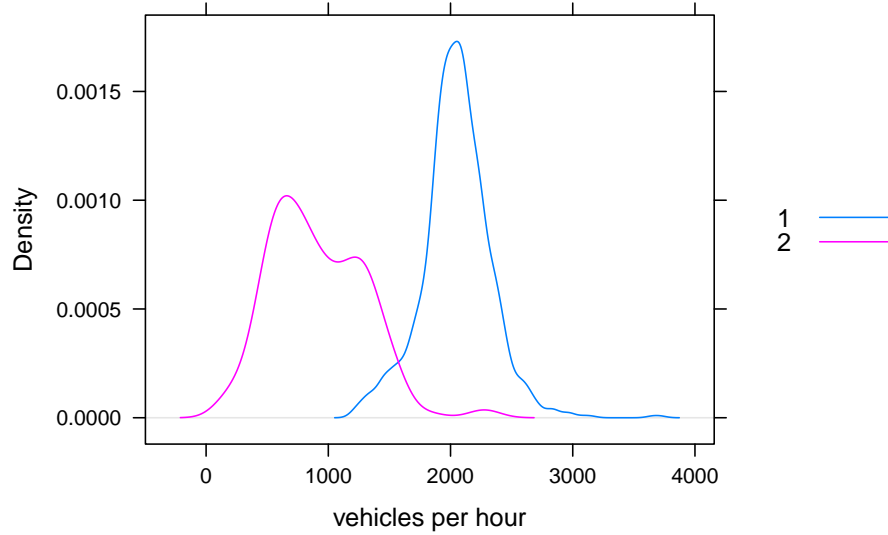


Figure 3: This density plot shows the maximum mean flow at each station, grouped by cluster.

We could join the PEMS data with data on historical weather and sunrise / sunset times to understand how changes in weather and light conditions influence the fundamental diagram.

Conclusion

References

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