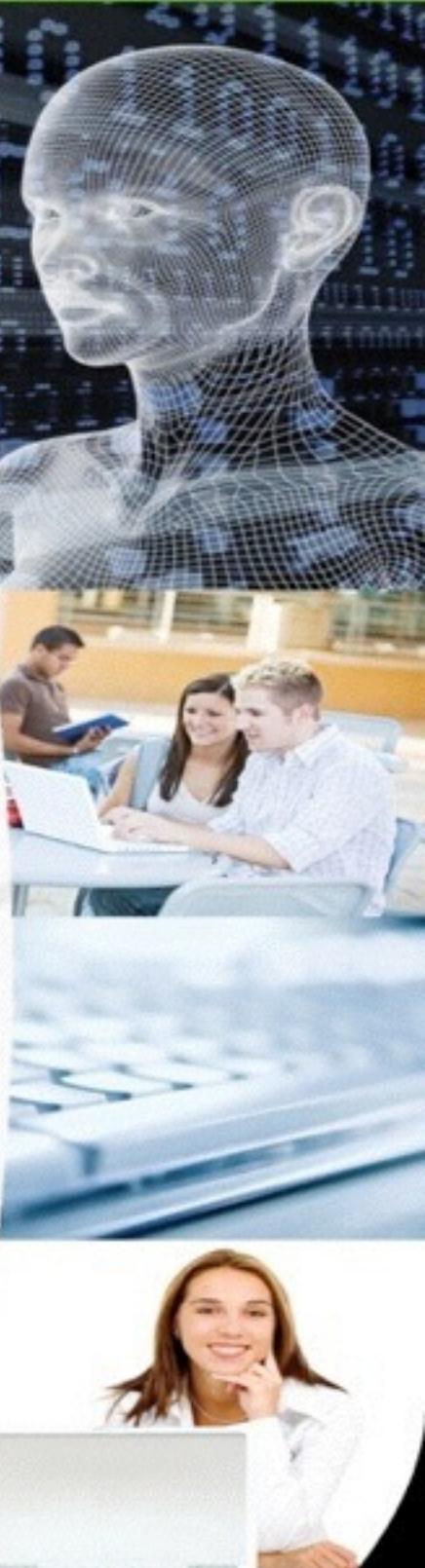


Can Road Traffic Volume Information Improve Partitioning for Distributed SUMO?

Ulrich Dangel, Quentin Bragard, Patrick McDonagh, Anthony Ventresque and
Liam Murphy

Ulrich Dangel

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<http://dangel.im>



TRAFFIC

- Software Engineering issues within Intelligent Transportation Systems
 - VANET (NS3 & SUMO)
 - Global Route balancing (SUMO)
 - Distributed Simulation (SUMO)

Why SUMO?

- TAPAS, real-world scenario, not 100x100 grid
- dSUMO
- TraCI

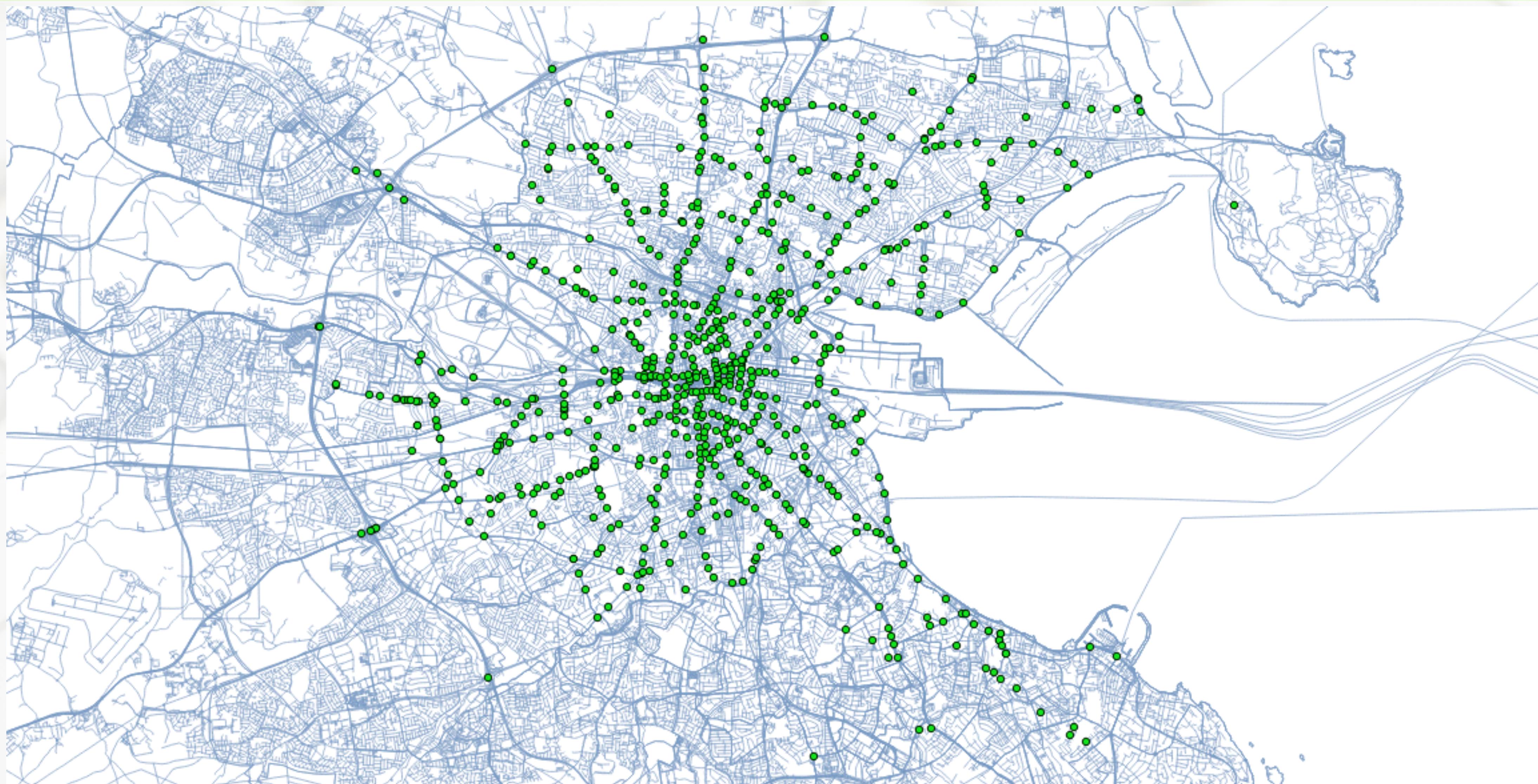
Objective

- Use traffic information to improve map partitioning
- Unbalanced partitions cause delay/waiting time

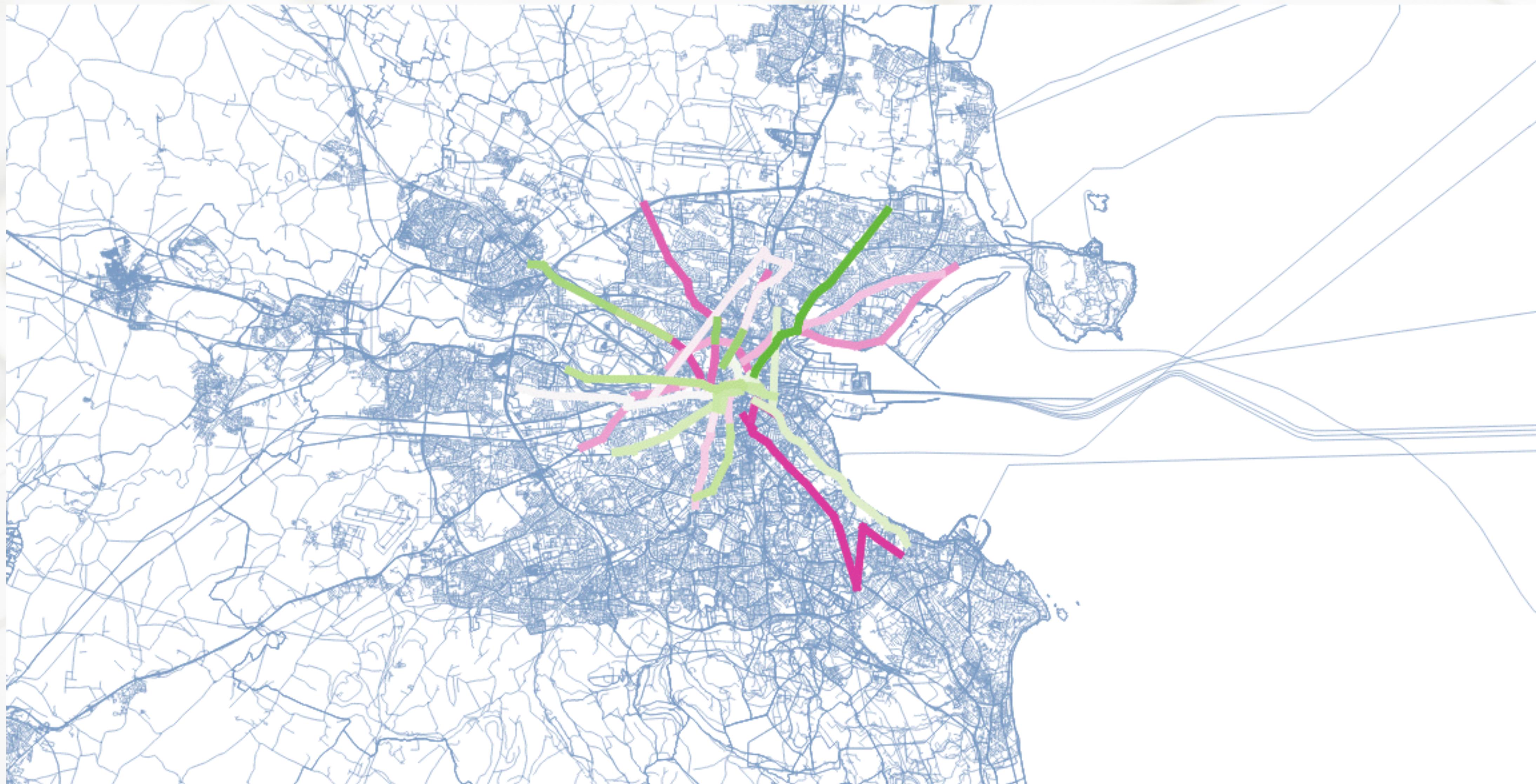
Datasets / Open Data

- Dublin - SCATS & TRIPS via dublinked
 - SCATS preliminary data
 - TRIPS - realtime

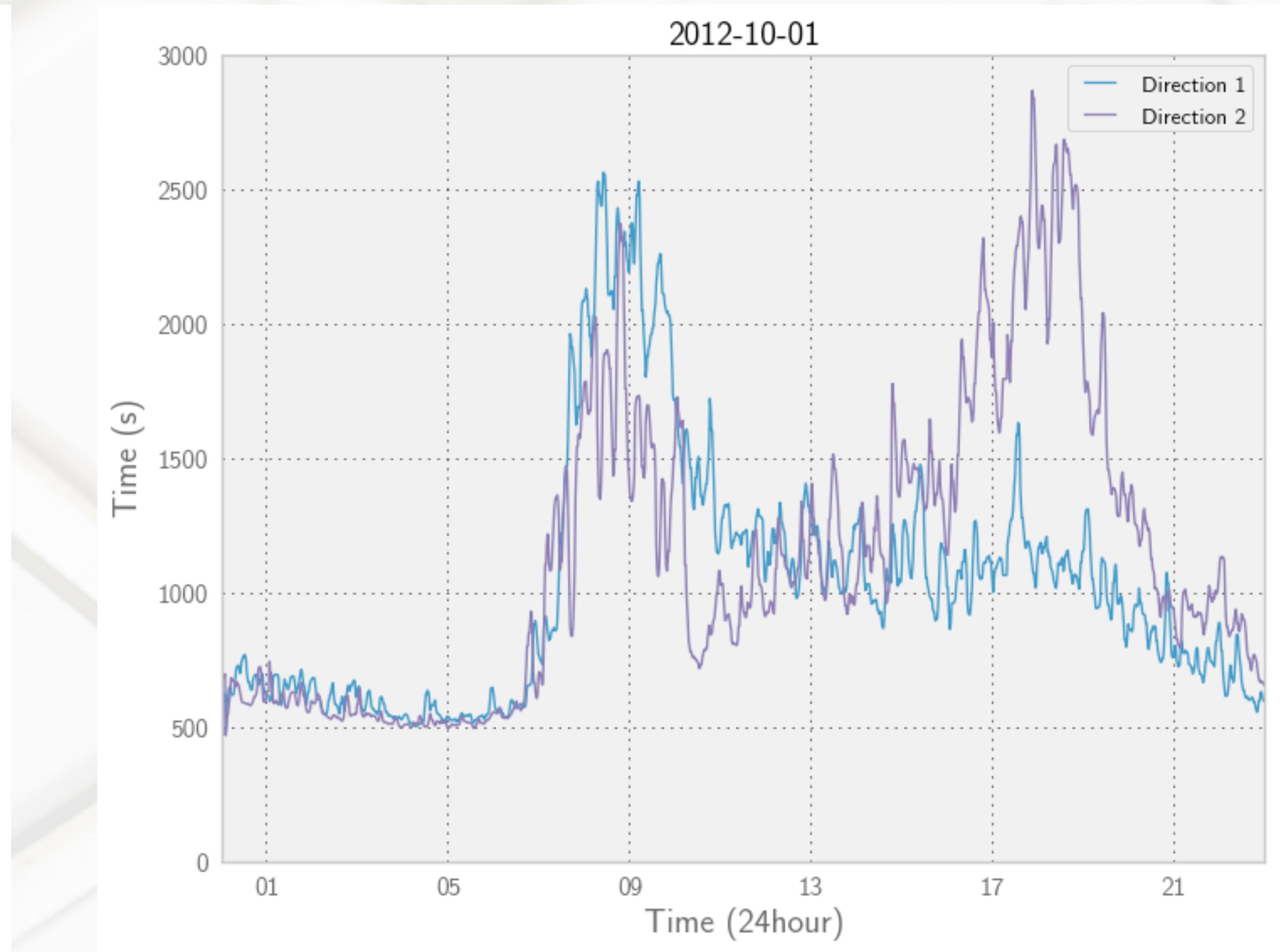
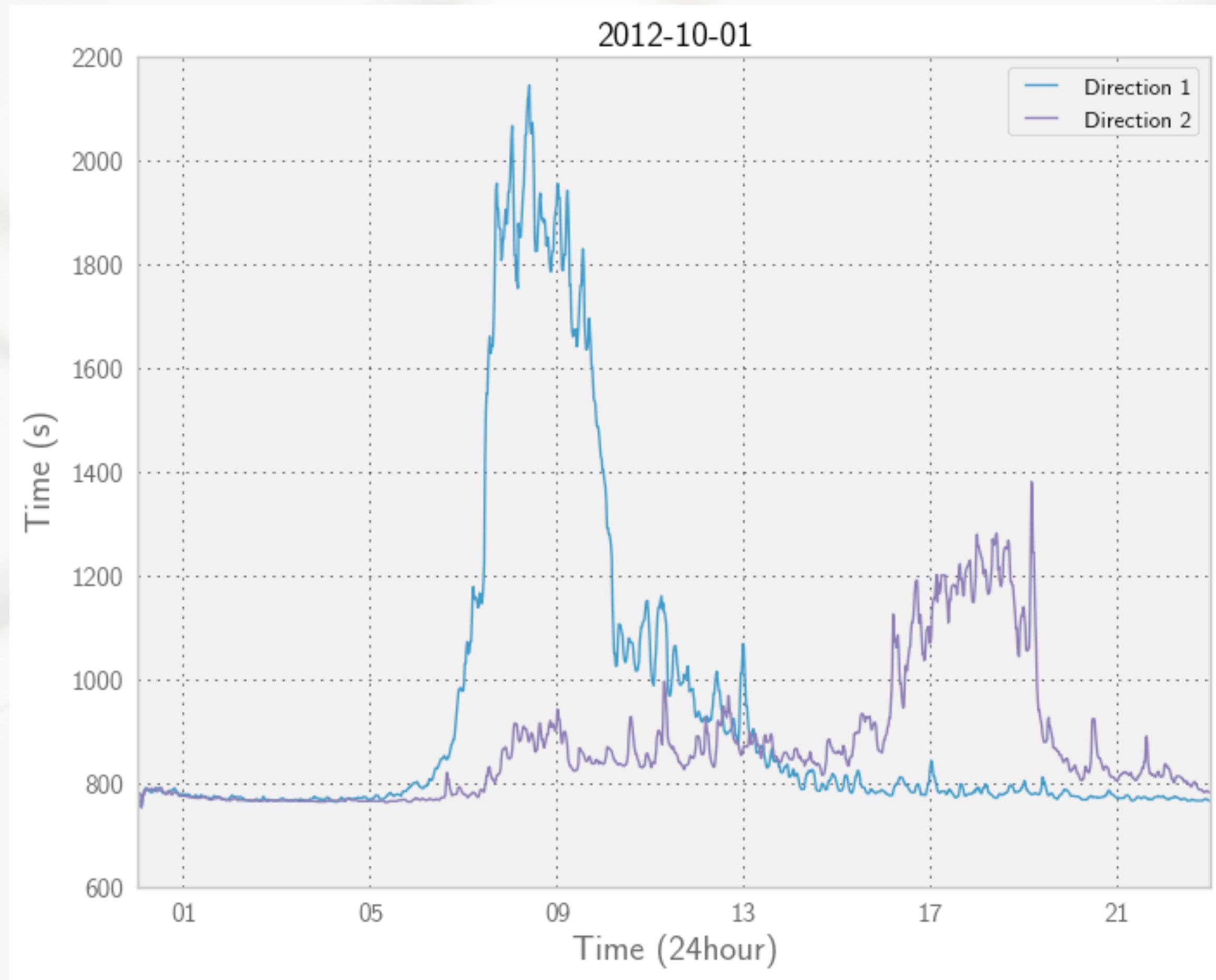
Dublin SCATS



Dublin TRIPS

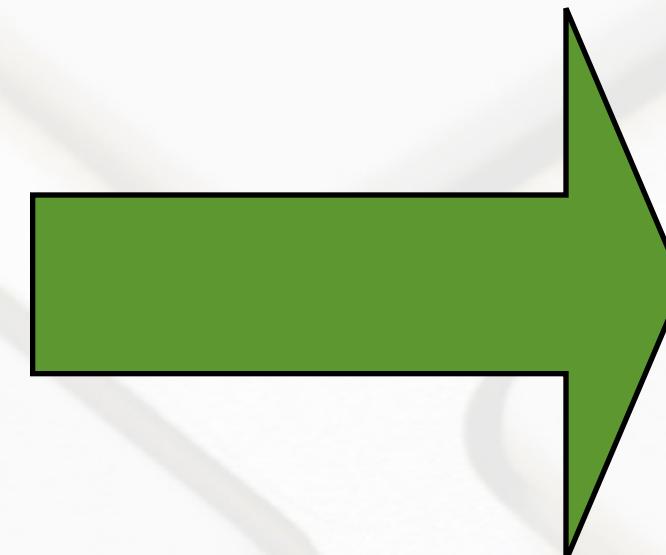


Dublin TRIPS



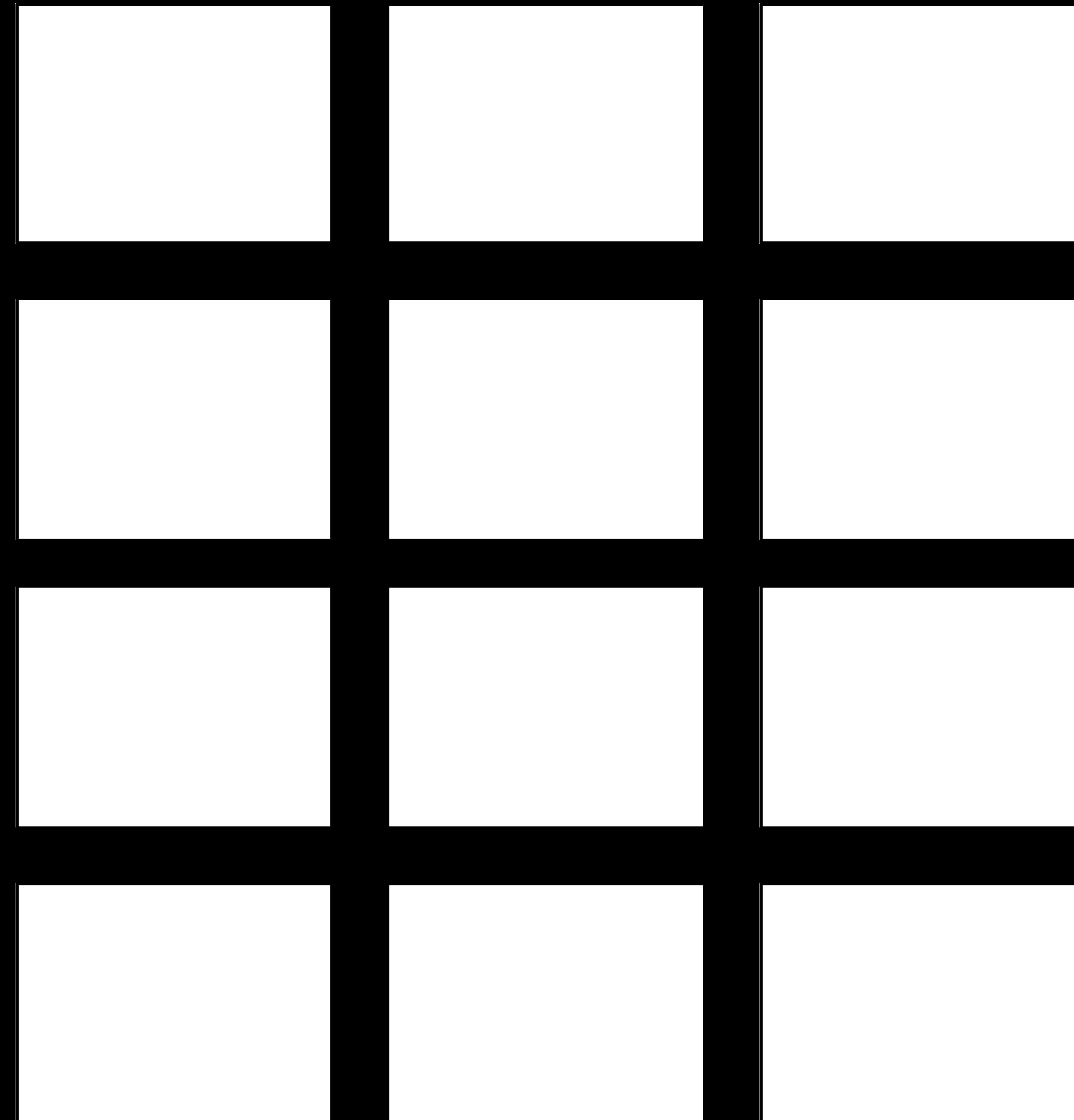
Datasets / Open Data

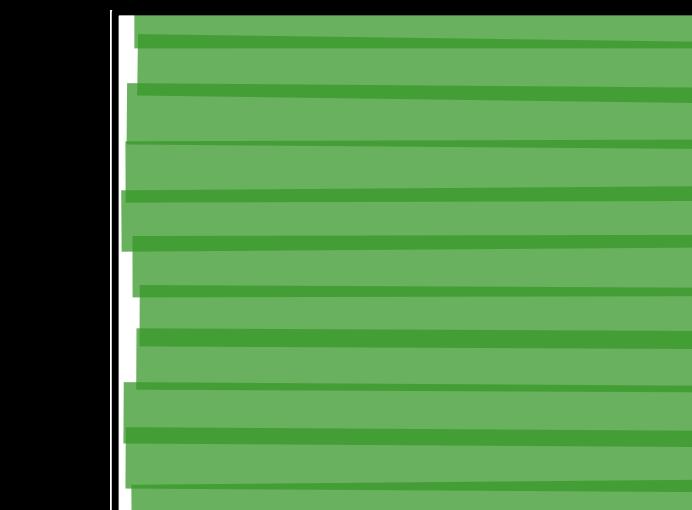
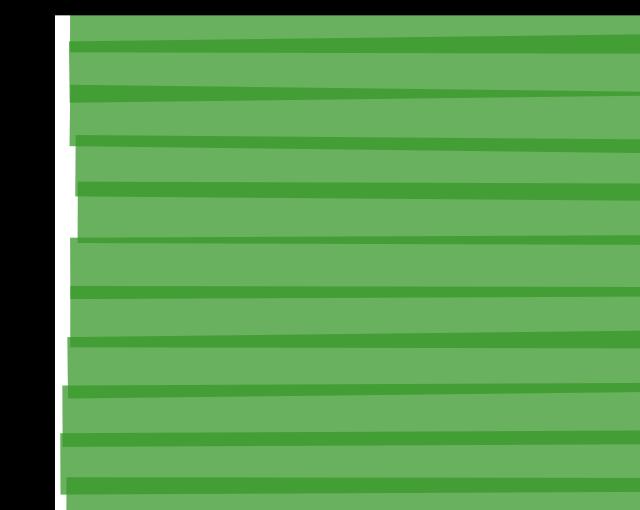
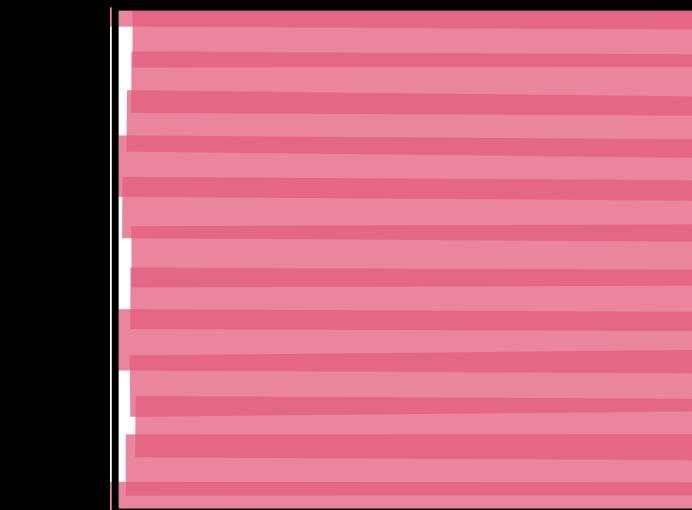
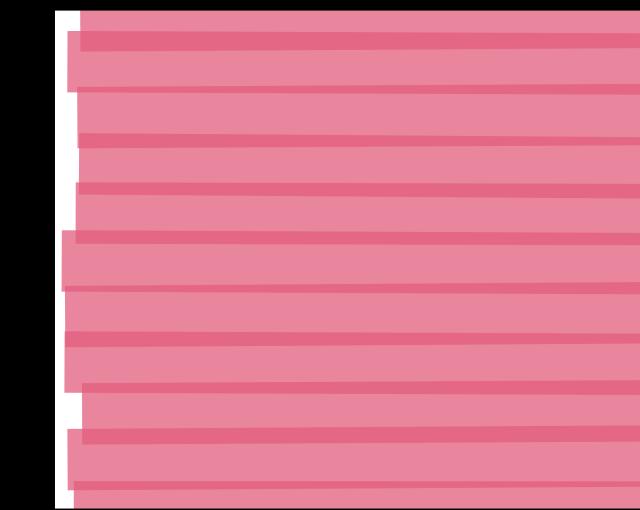
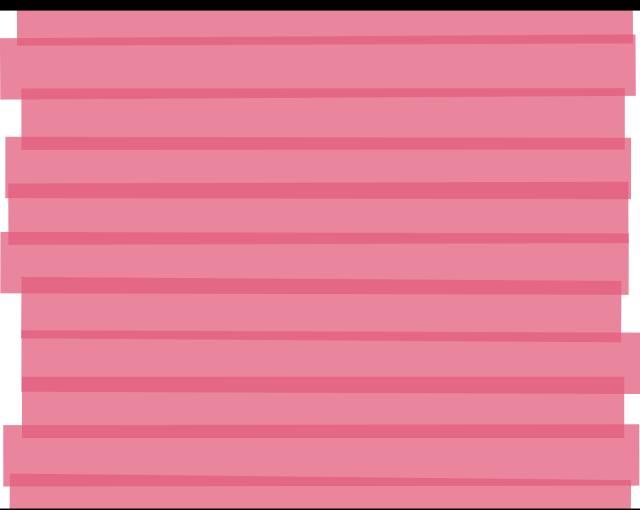
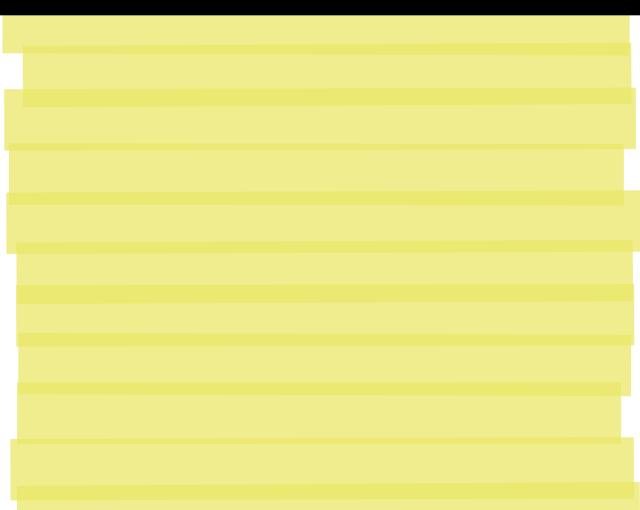
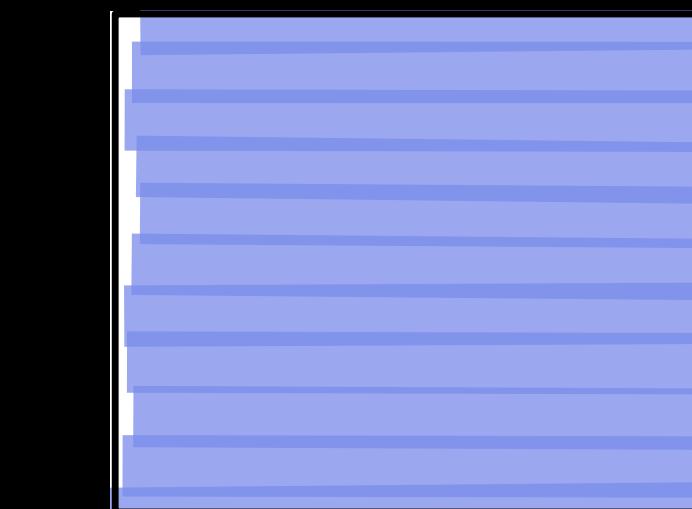
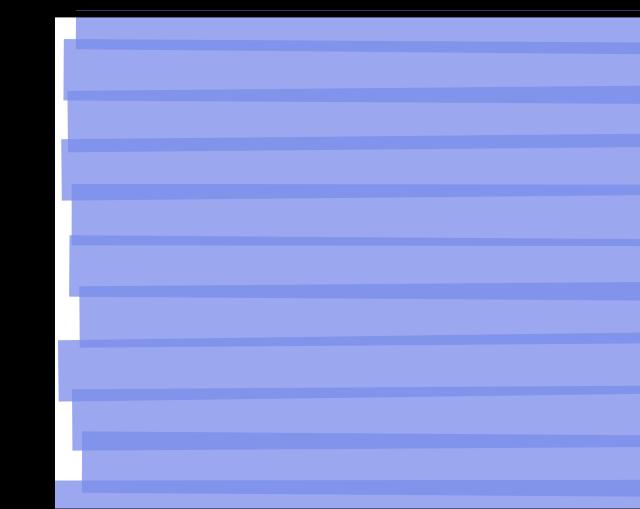
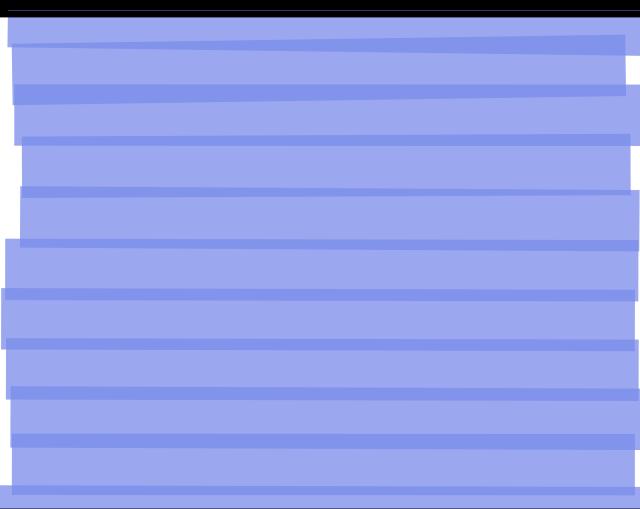
- Dublin - SCATS & Trips via dublinked
 - SCATS preliminary data
 - TRIPS - realtime
 - Census data
 - Manual vehicle count

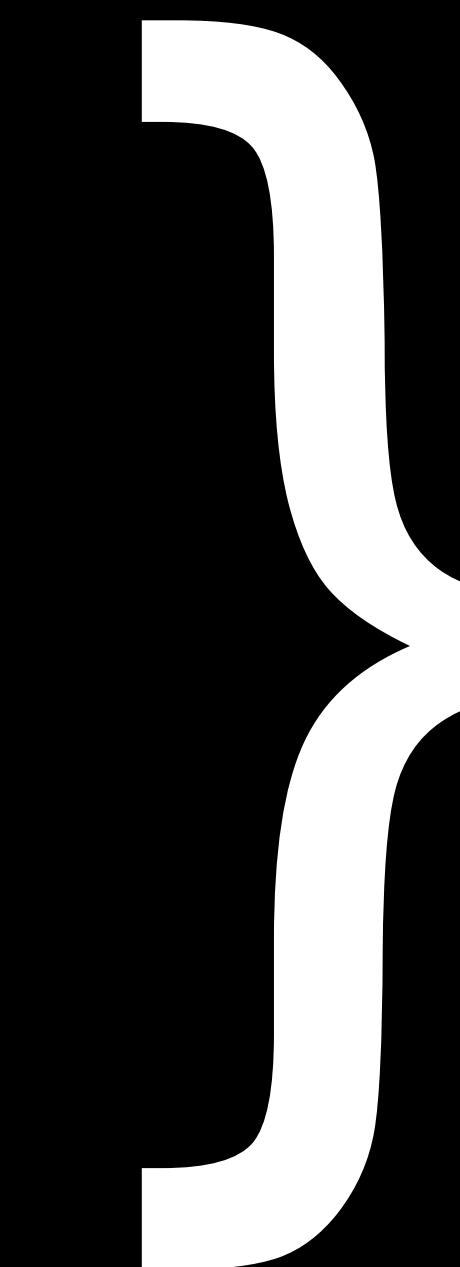
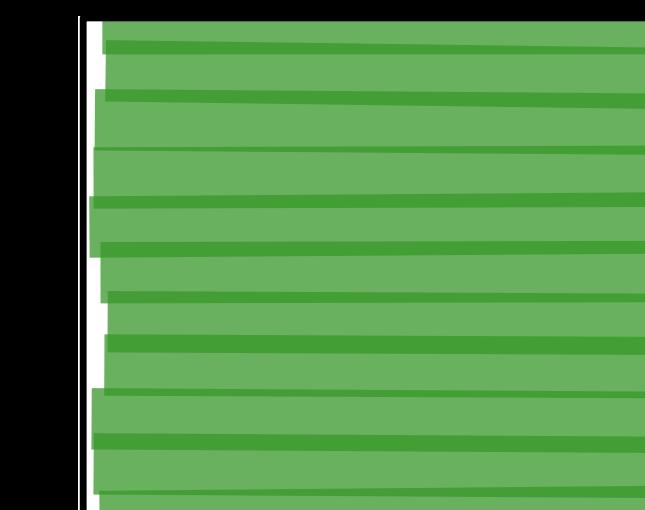
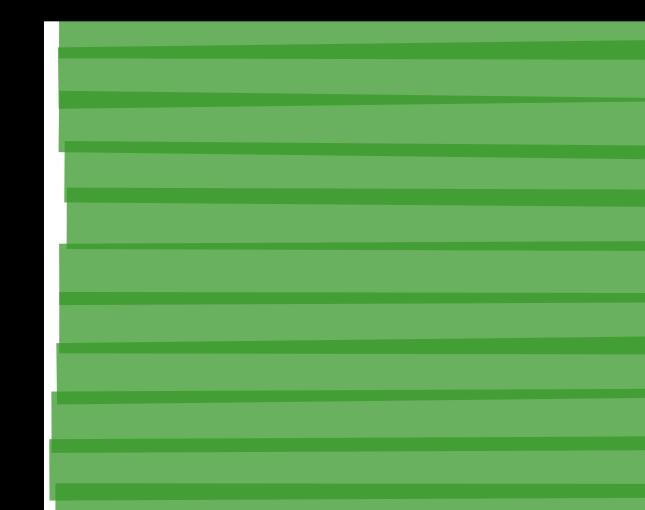
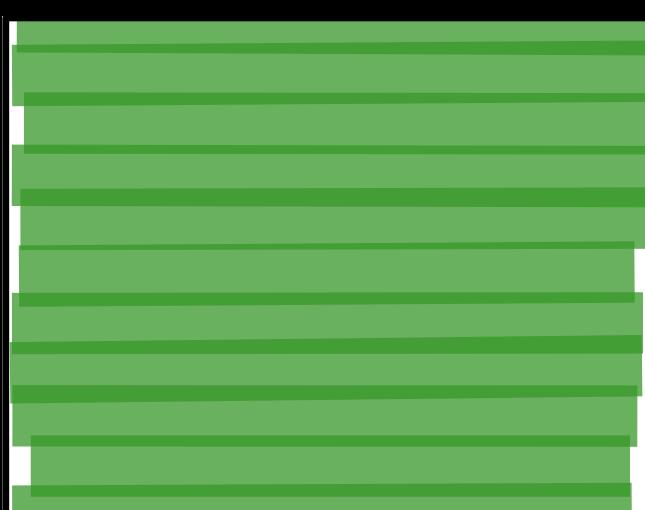
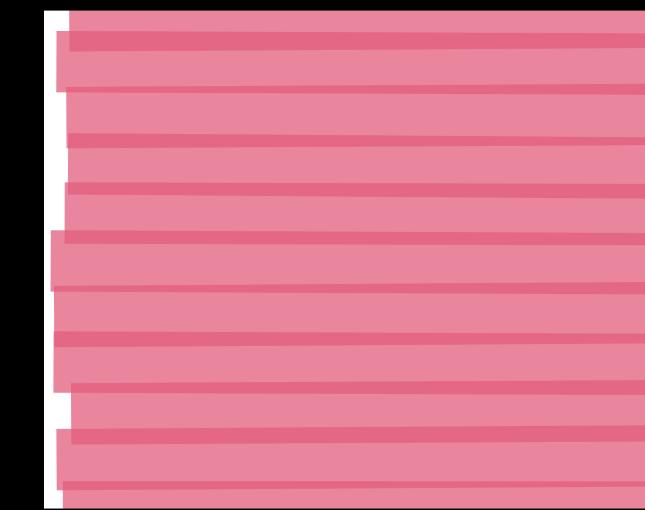
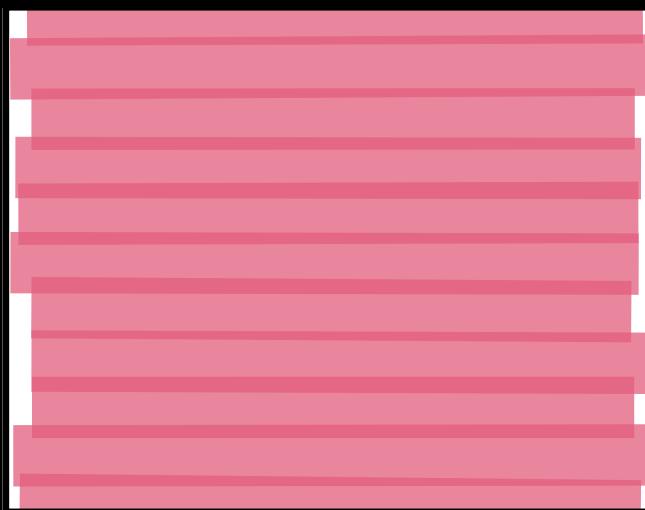
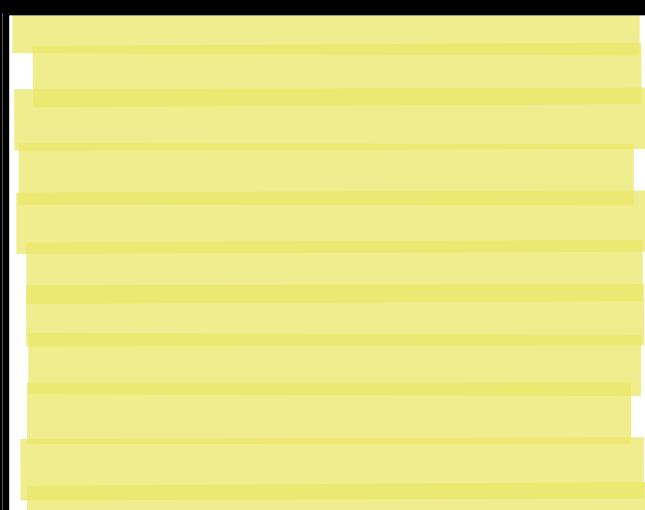
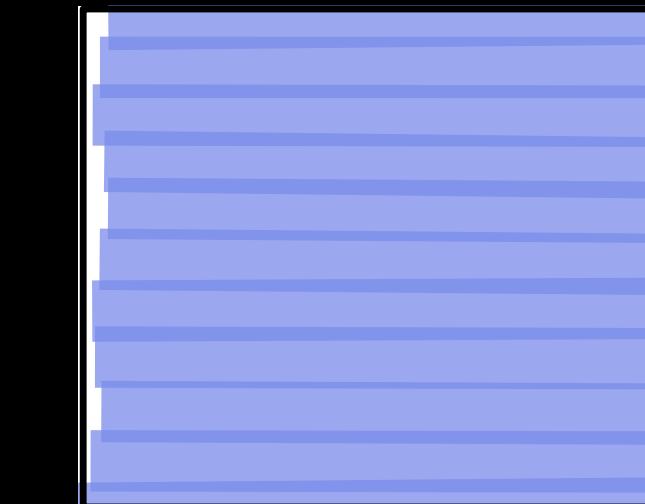
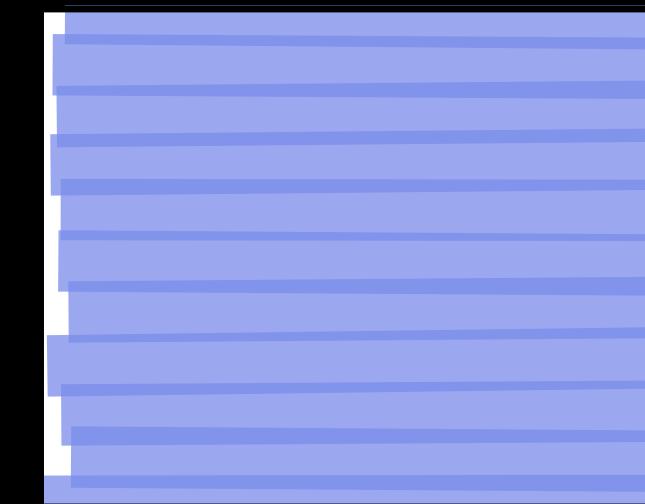
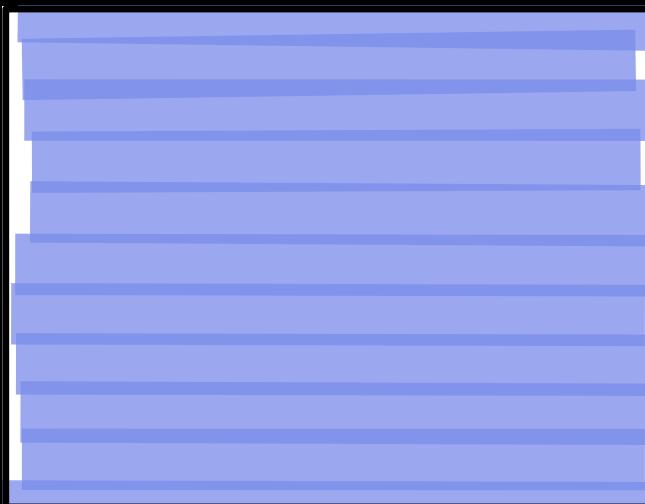


Scenario for inner city Dublin
by Ronan Doolan

Partitioning







map & reduce

Map Partitioning

Quadtree



Quadtree

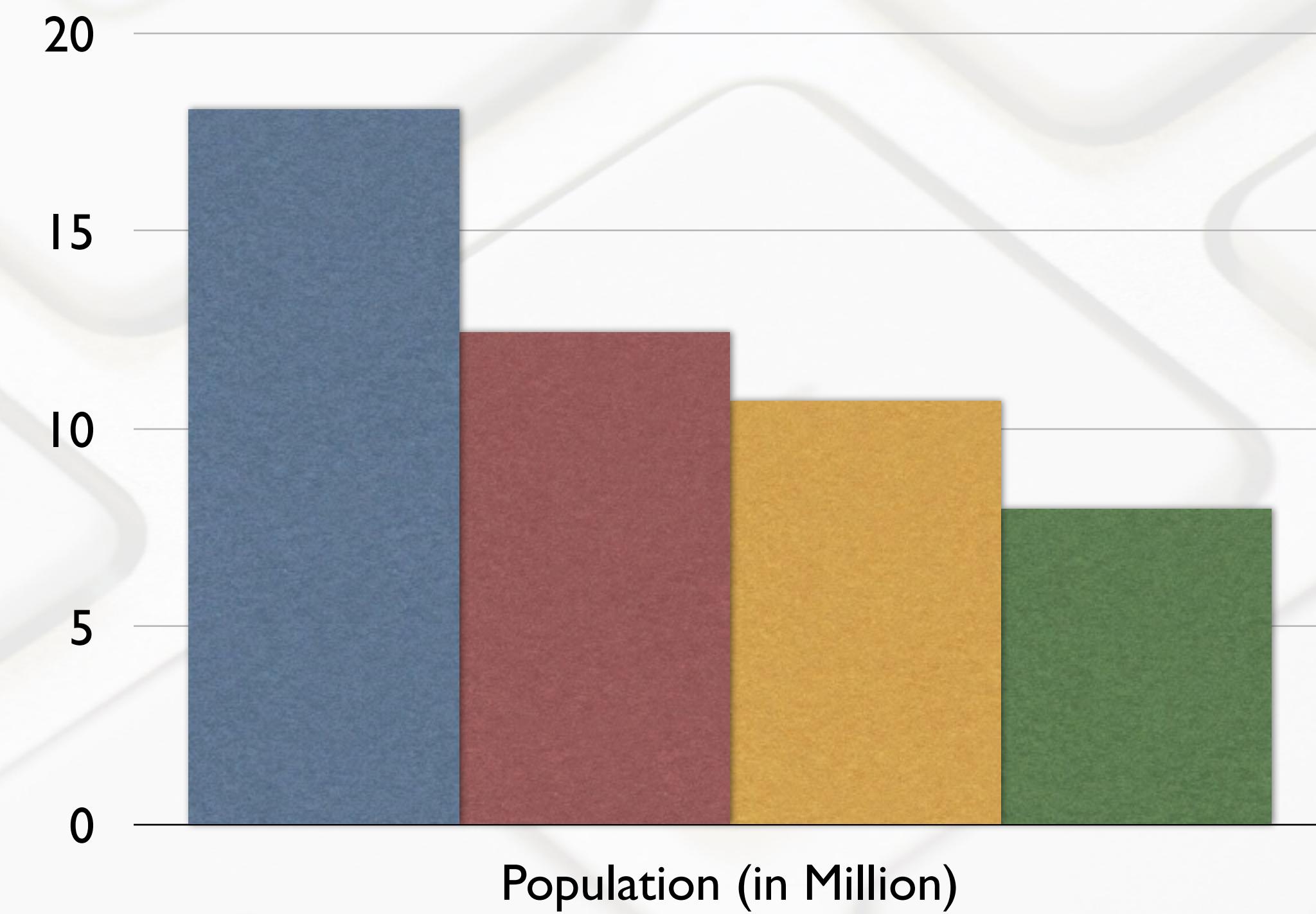


Quadtree



North Rhine-Westphalia
Baden-Württemberg

Bavaria
Lower Saxony



Region Growing



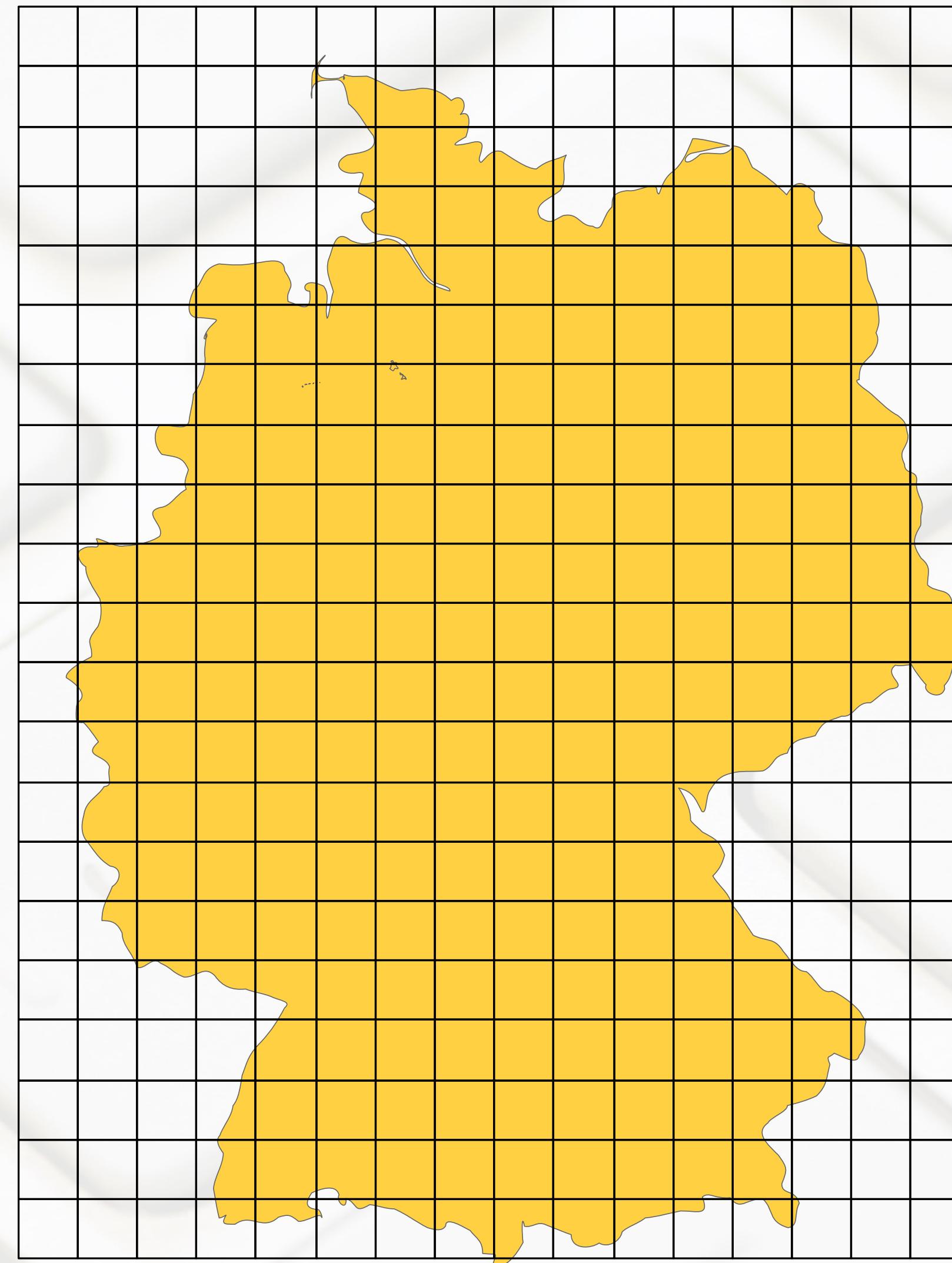
Region Growing



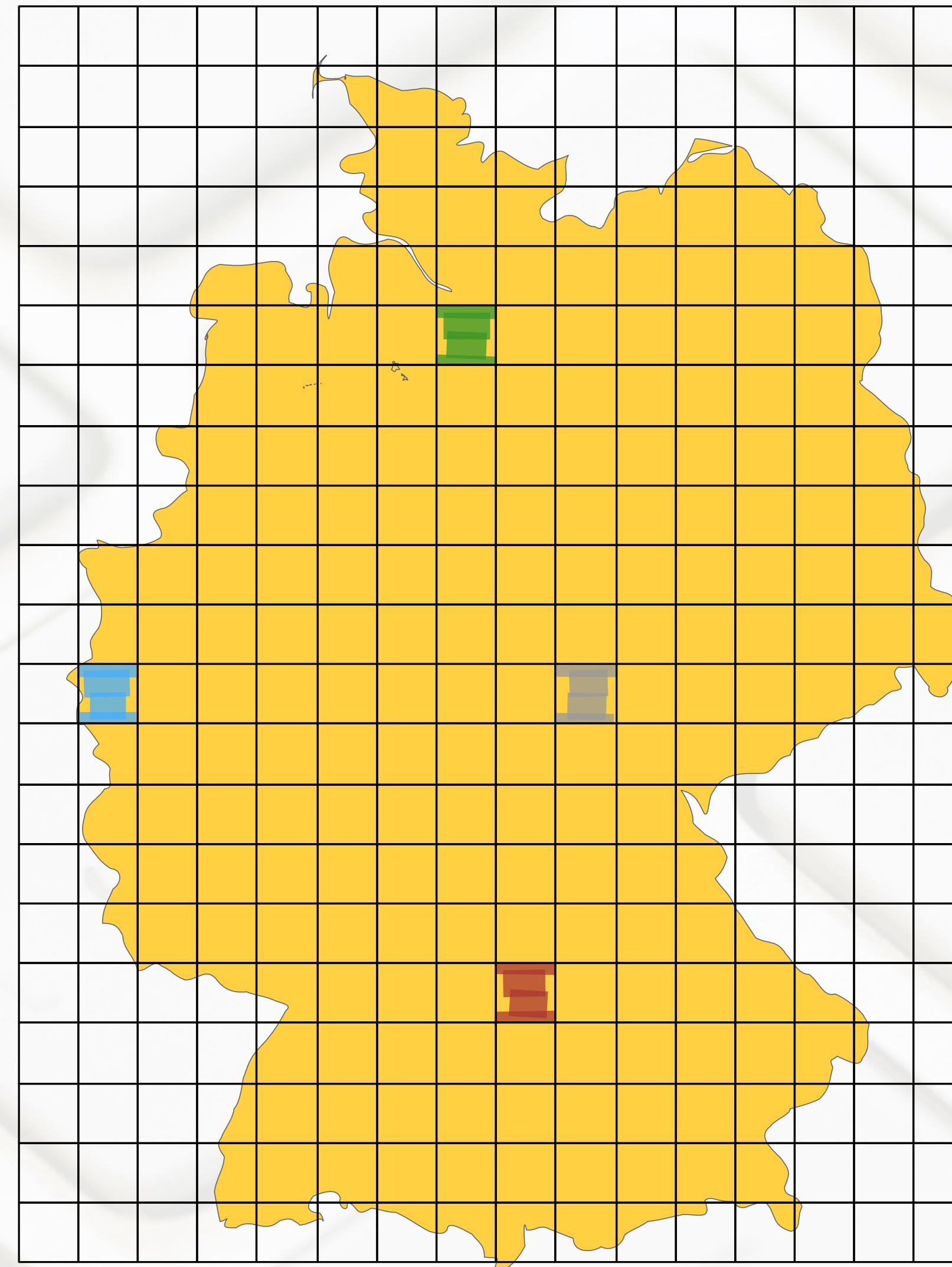
Region Growing



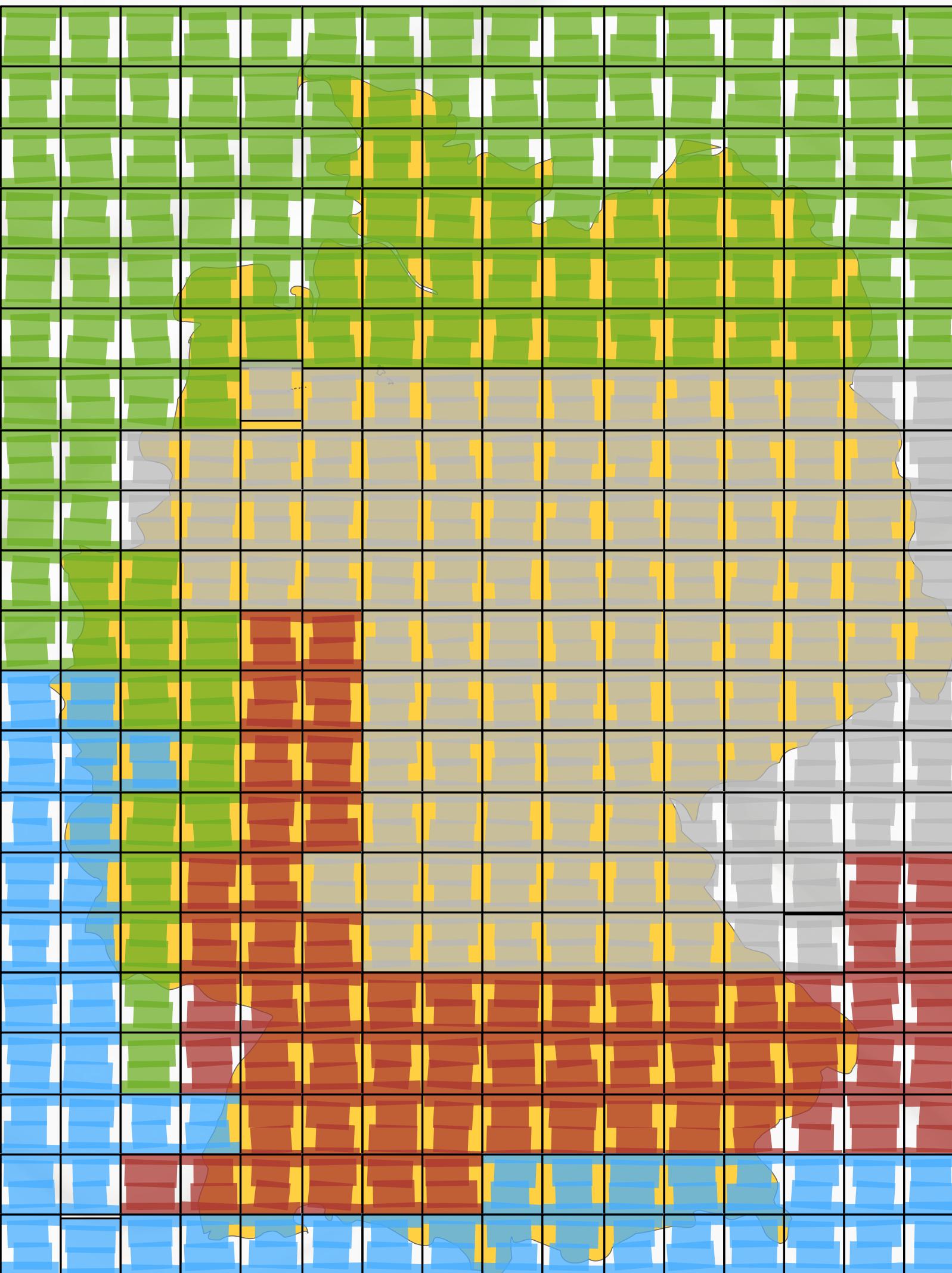
Smart Quadtree



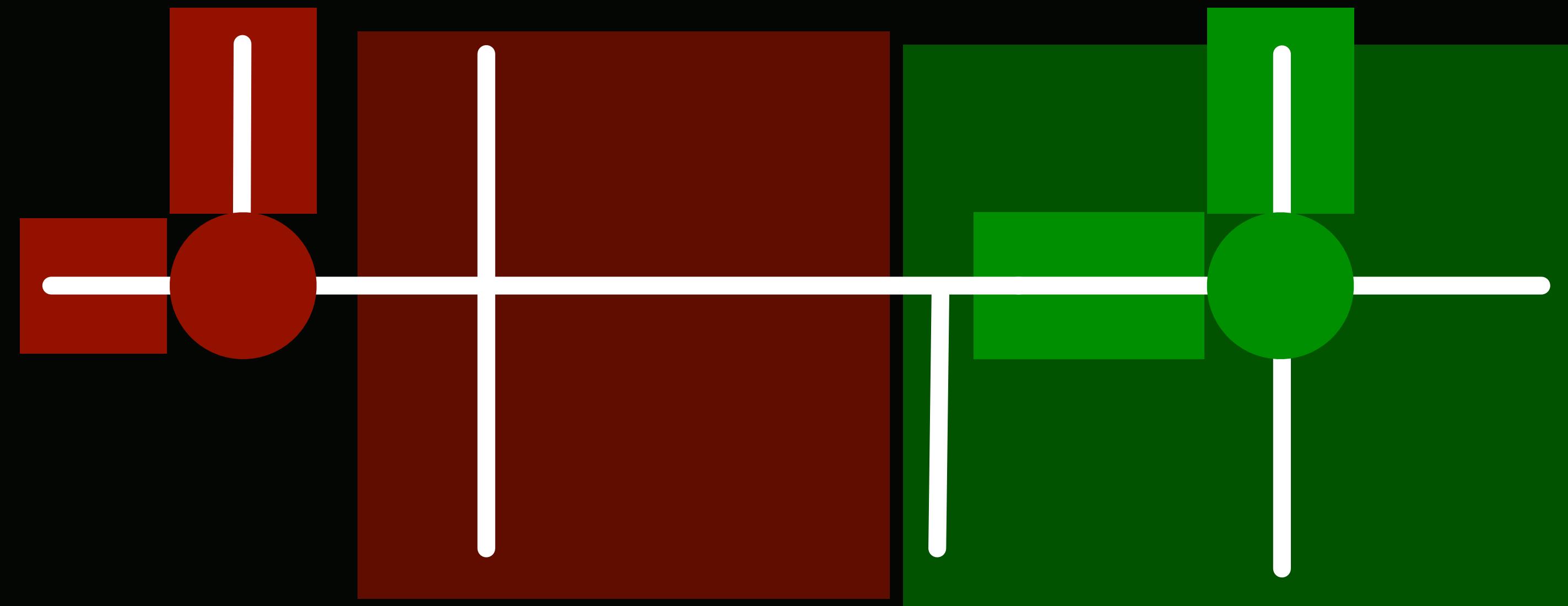
Smart Quadtree



Smart Quadtree



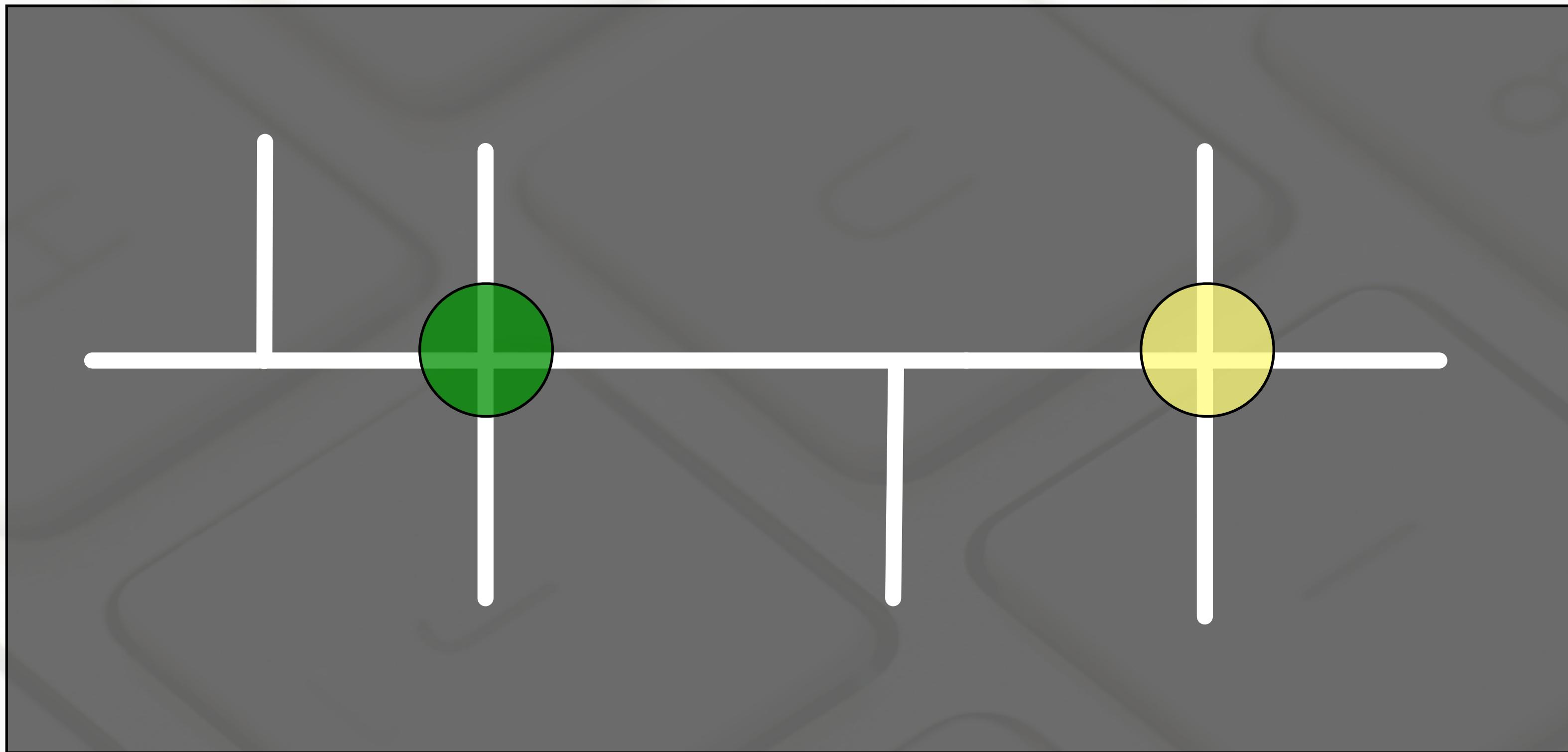
Region Growing



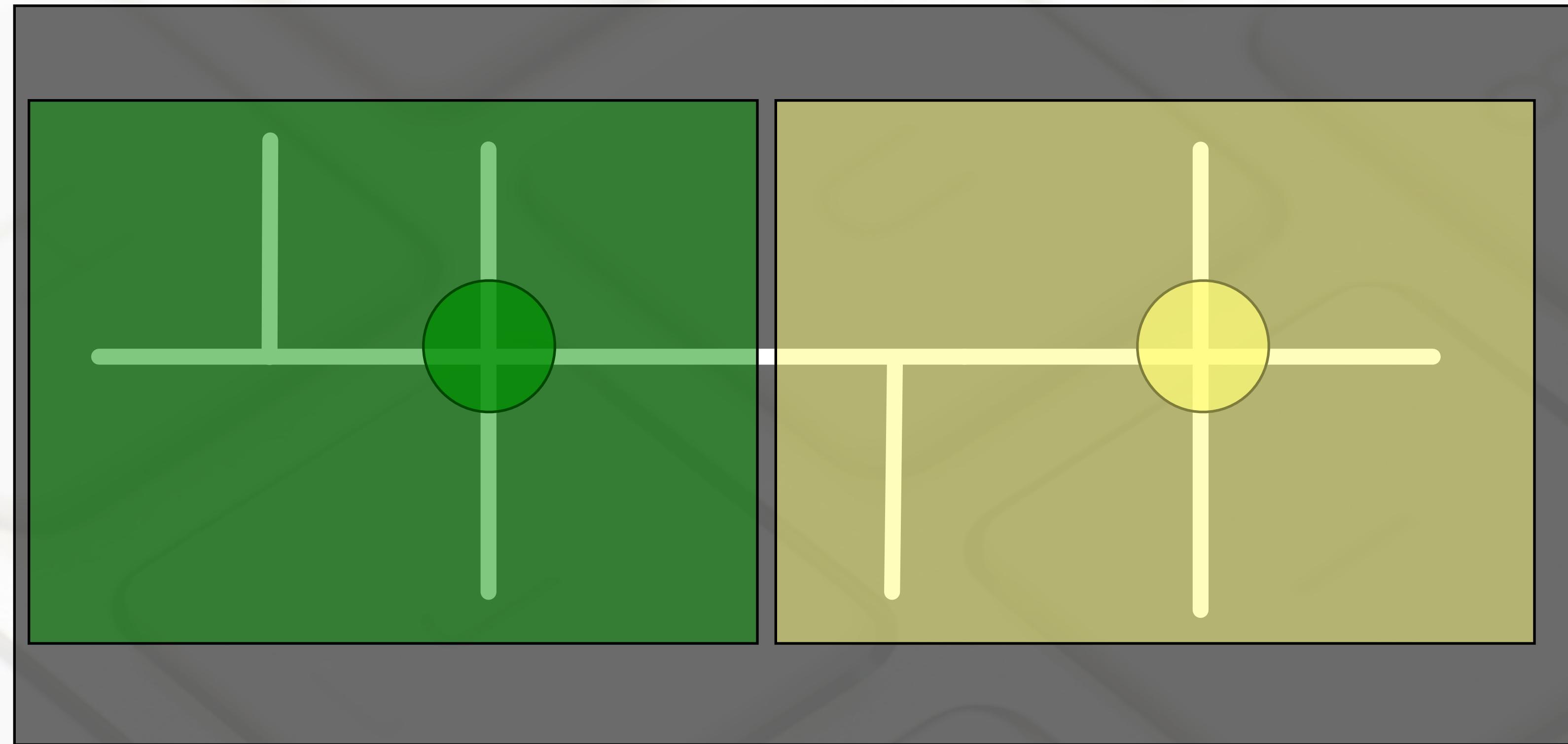
SParTSim



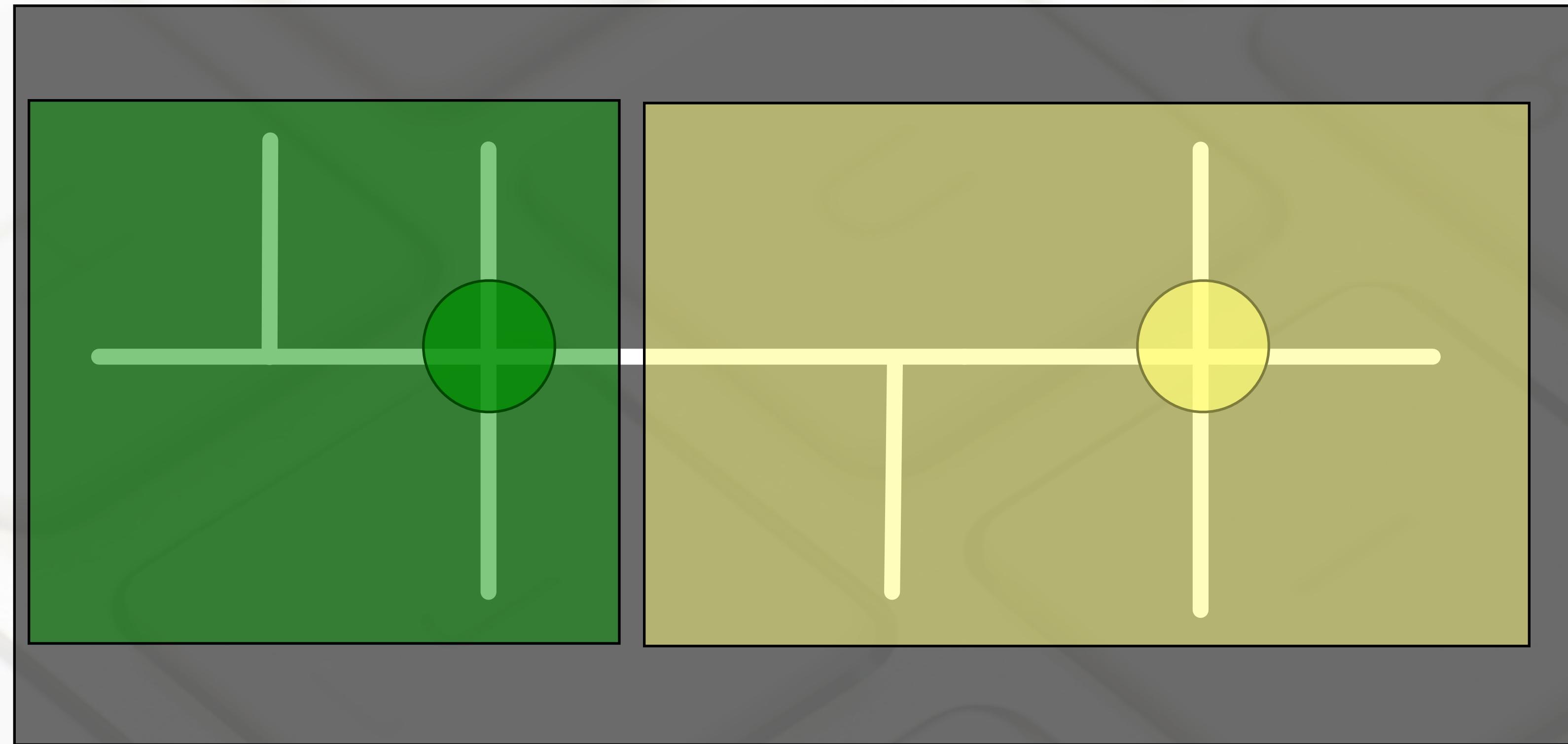
SParTSim



SParTSim



SParTSim



Heuristic

Heuristic

$$H(e) = \text{dist}(e)\text{lanes}(e)$$

Usage Data

Change Heuristic

- Use real-data / runtime data to improve partitioning
- Use volume data - TAPAS Cologne
- Can be calculated offline

Usage Data

$$N_w = \sum w_t \frac{c_{tn}}{c_t}$$

$$N_w \text{ Node weight}$$
$$w_t = \frac{c_{tn}}{c_{max}}$$

c_{tn} cars at node
 c_t total number of cars

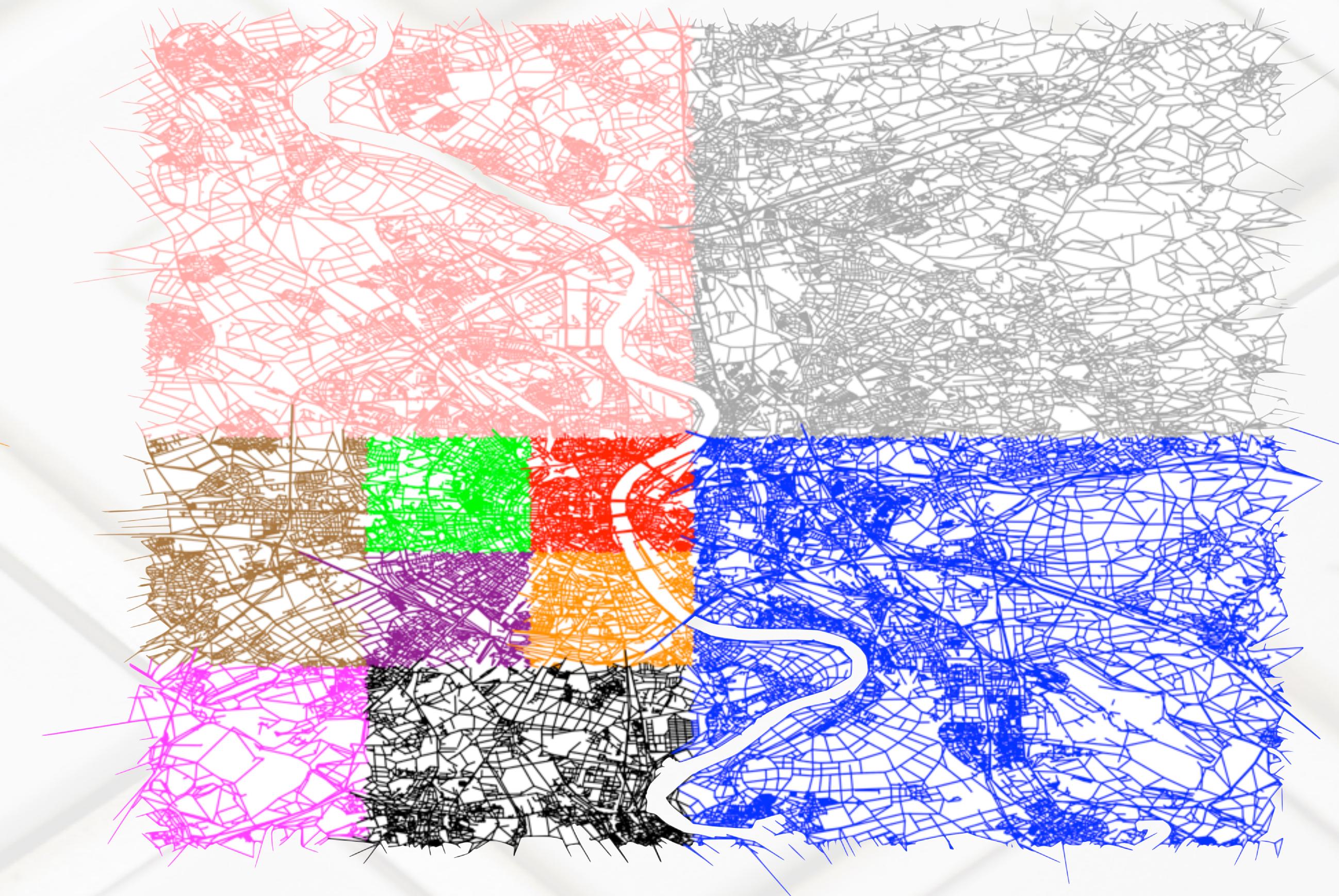
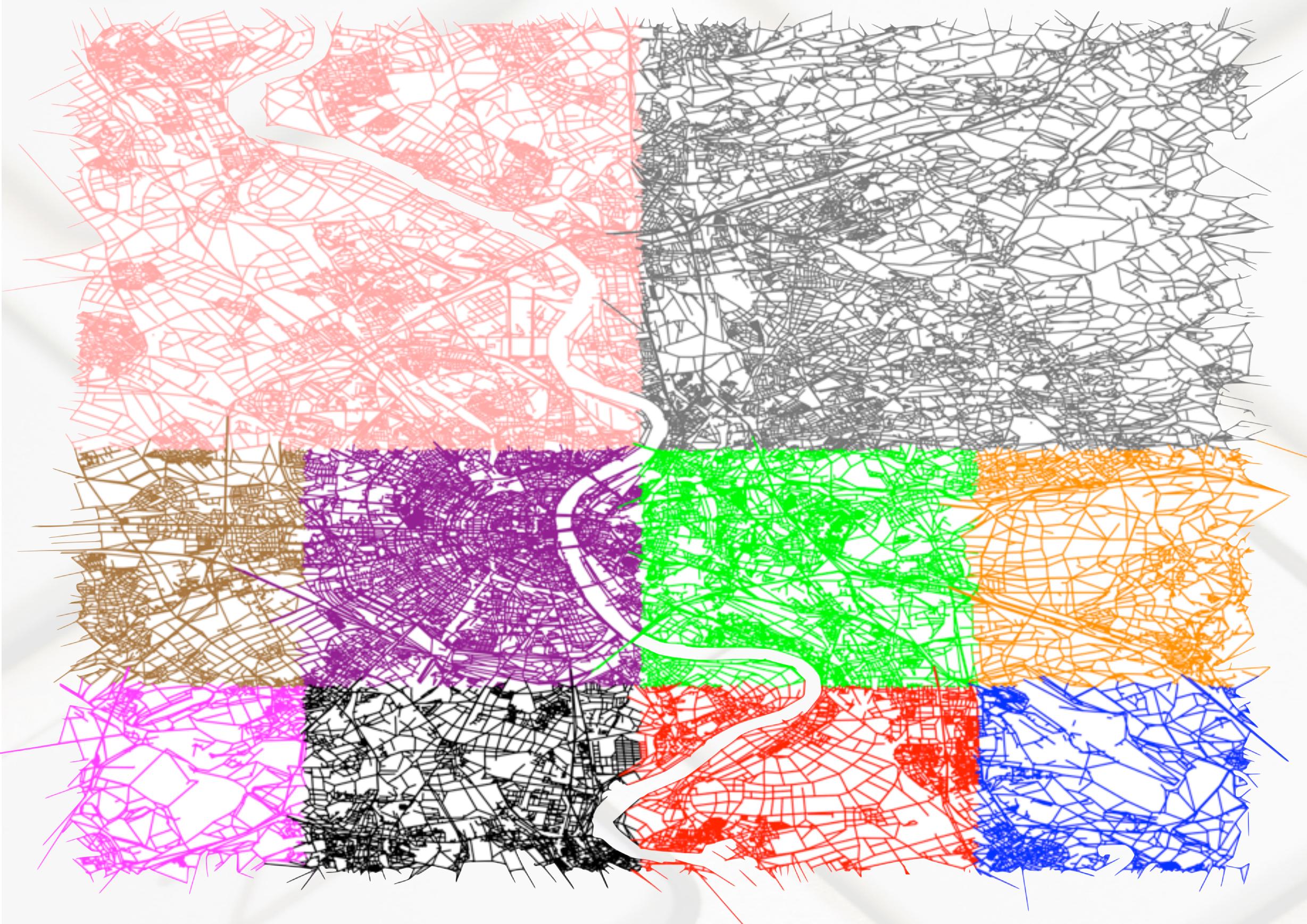
Extensions

Extension Quadtree

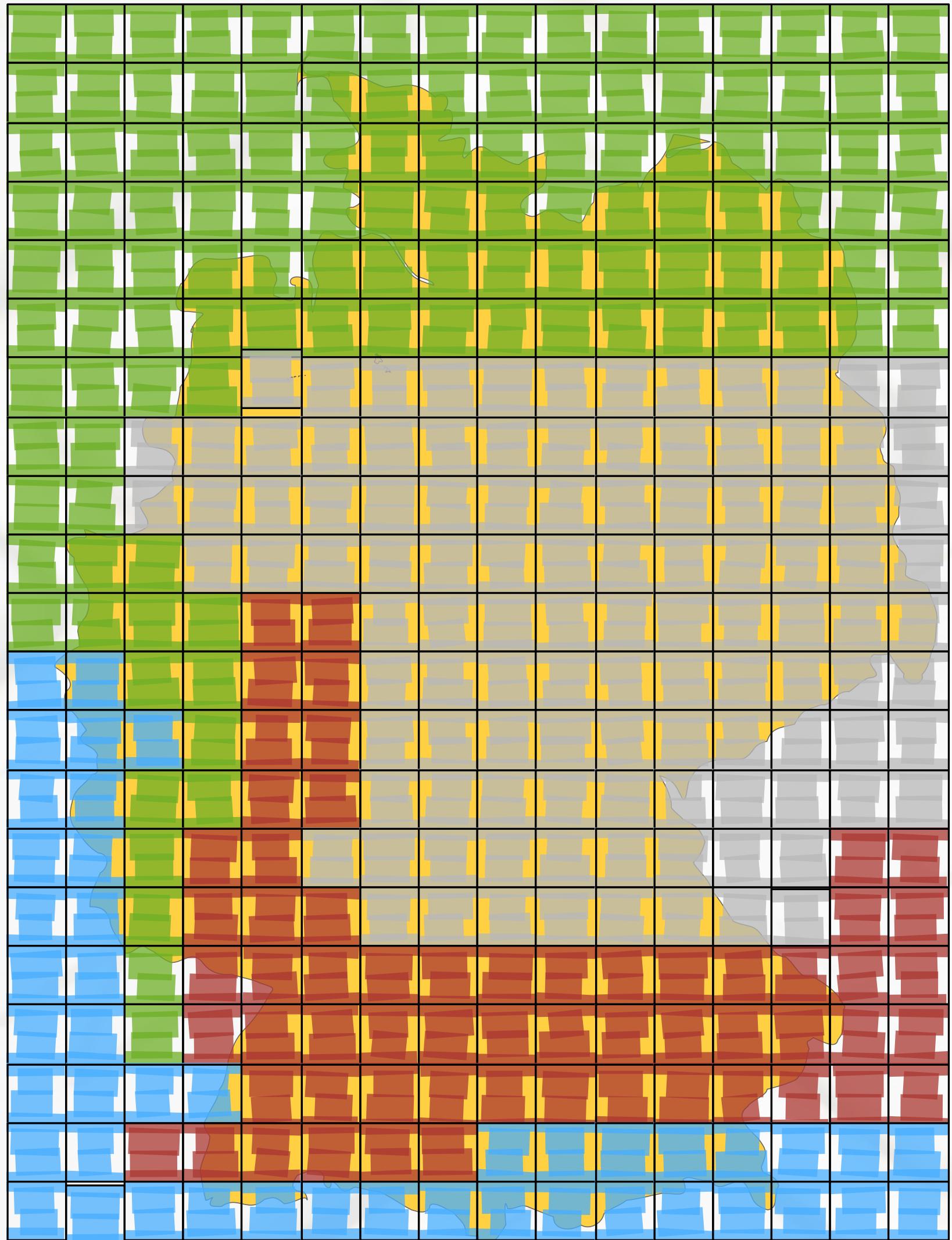


$$W_p = \sum N_{wp}$$

Extension Quadtree



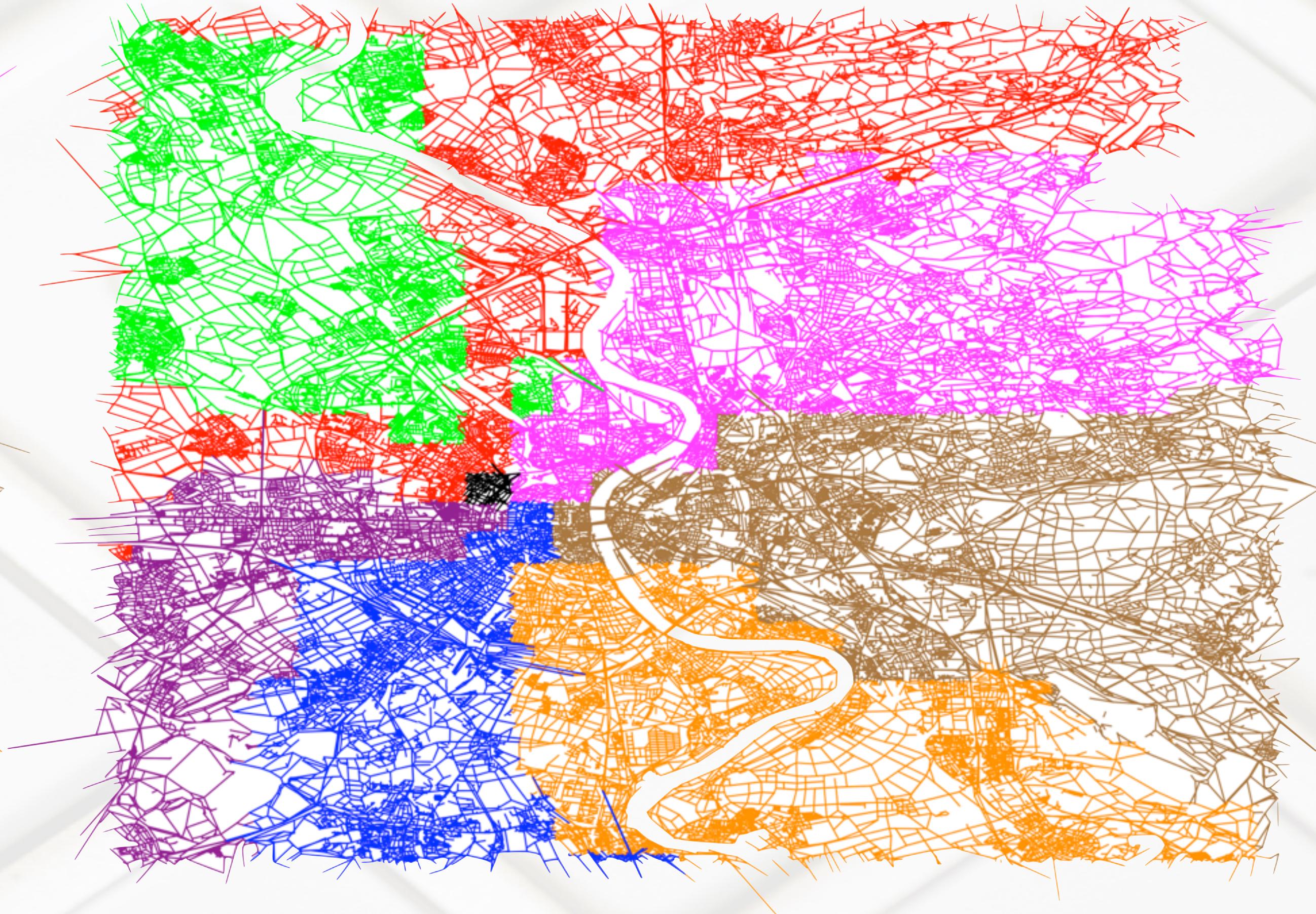
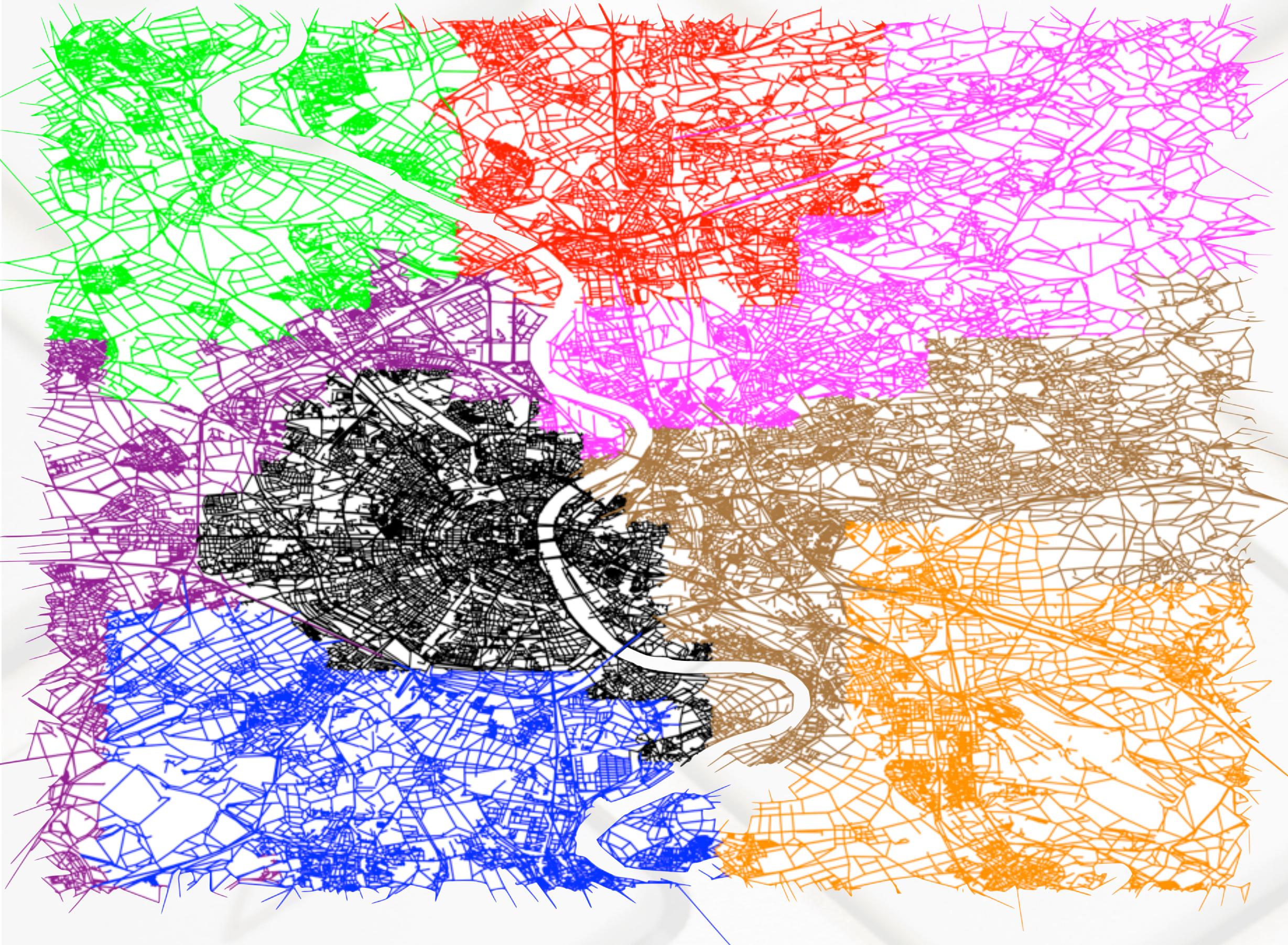
Extension Smart Quadtree



partition to join =

$$\sum N_{wp}$$

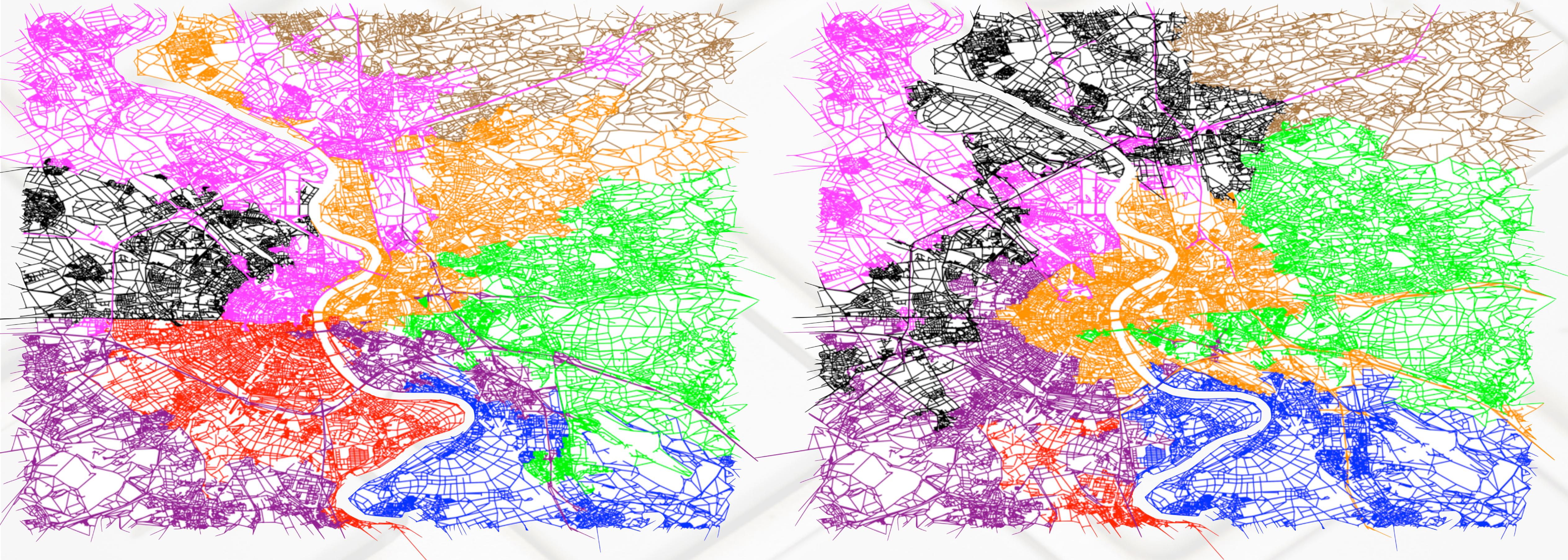
Extension Smart Quadtree



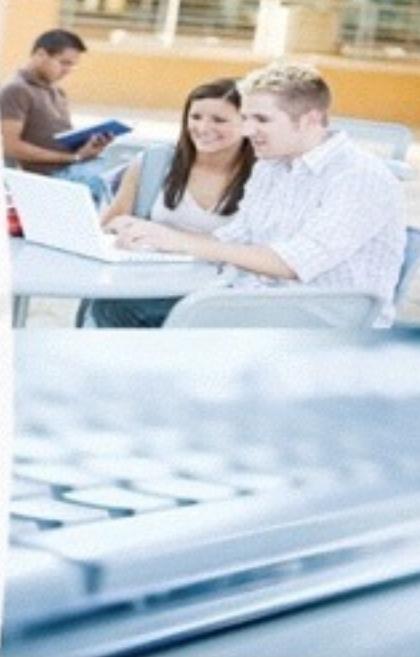
Extension SParTSim

- Only start node selection was modified
- Trading phase uses the existing, established method
- Identify impact of starting node

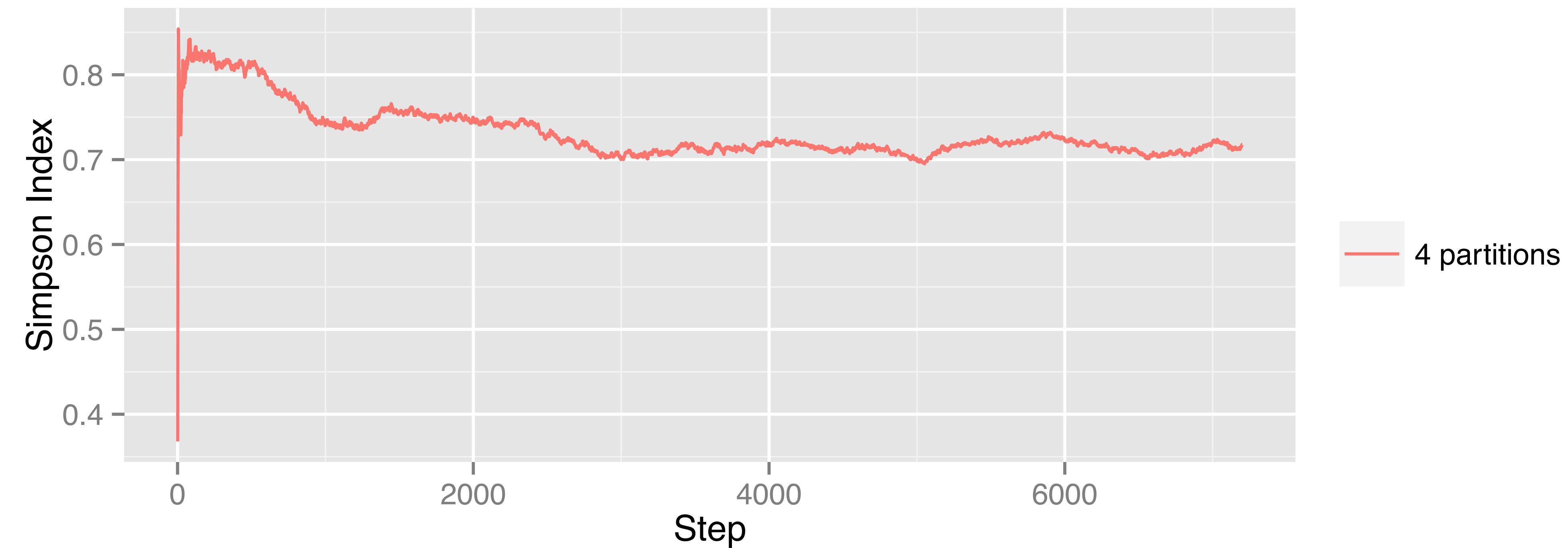
Extension SParTSim



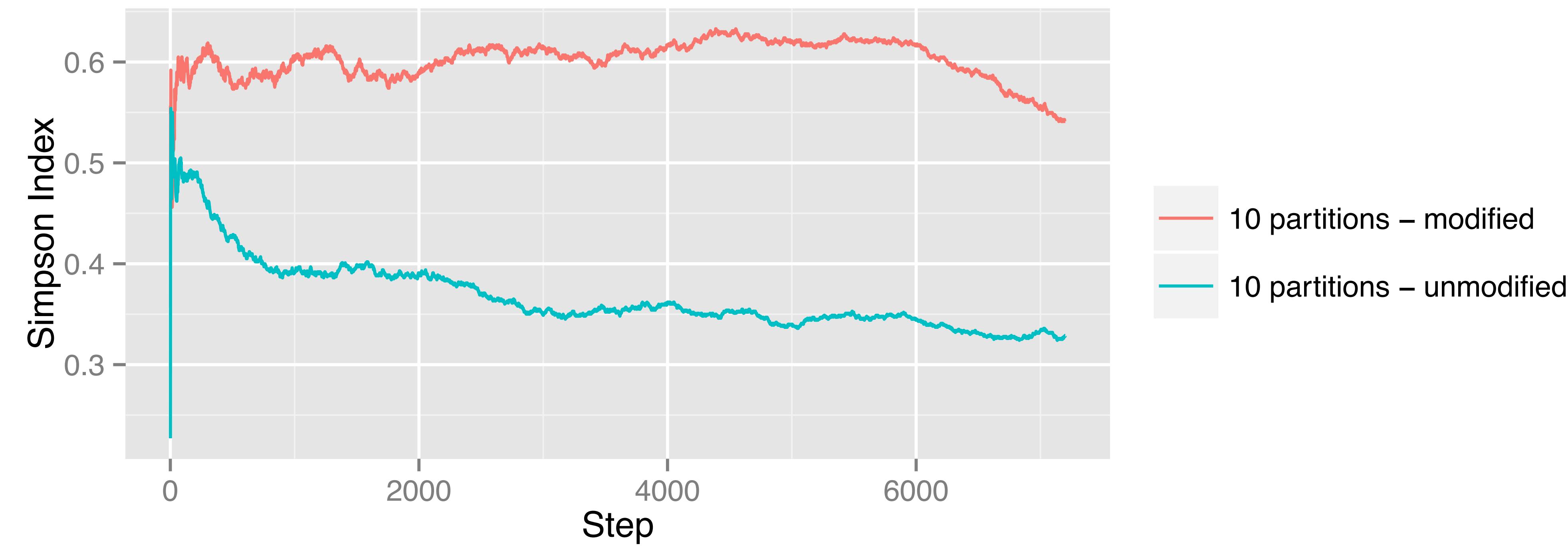
Equality



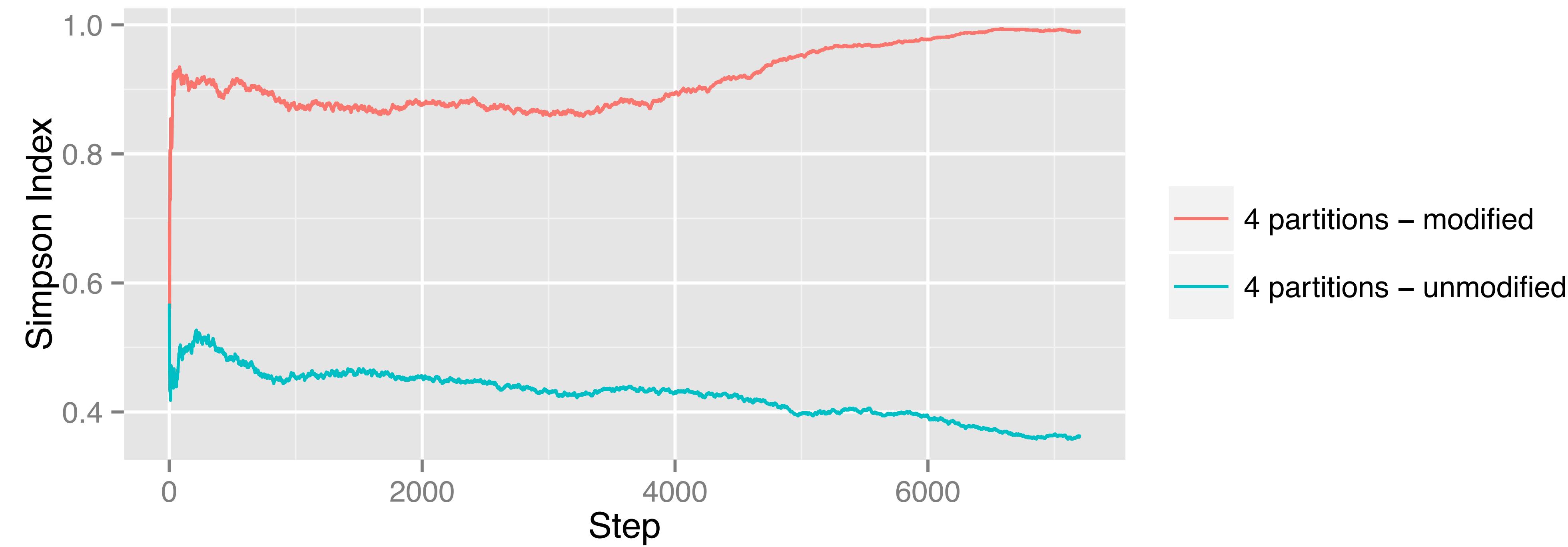
Equality QuadTree - 4



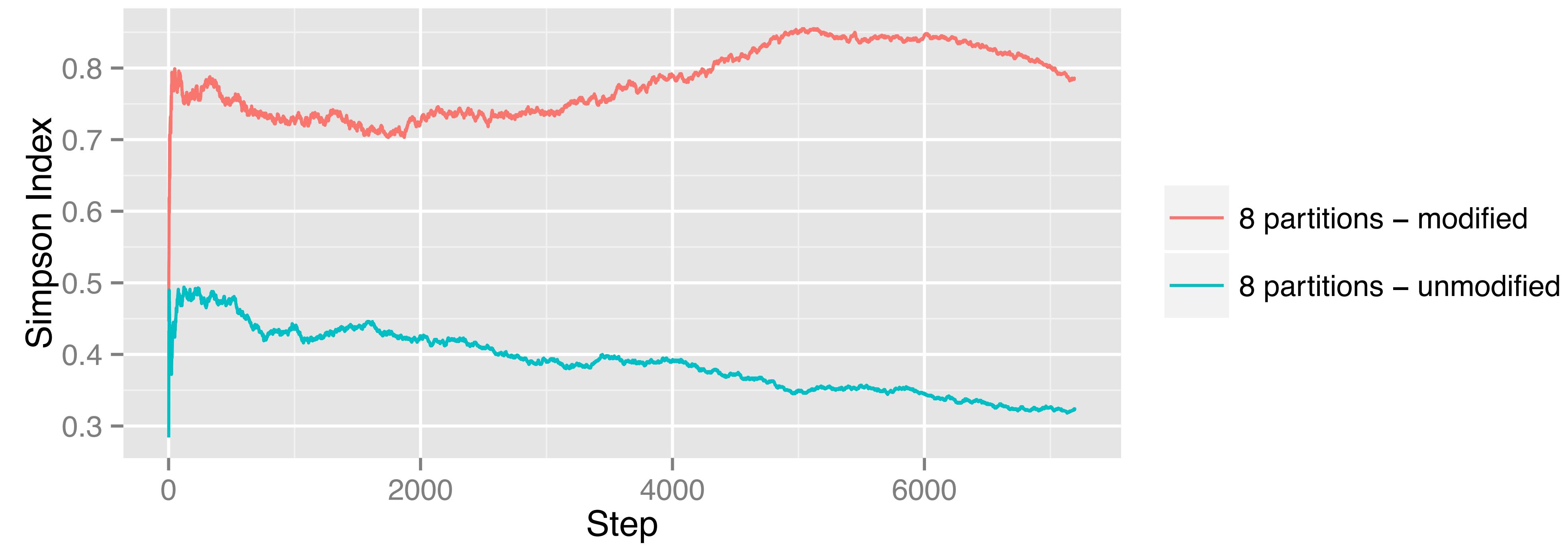
Equality QuadTree - 10



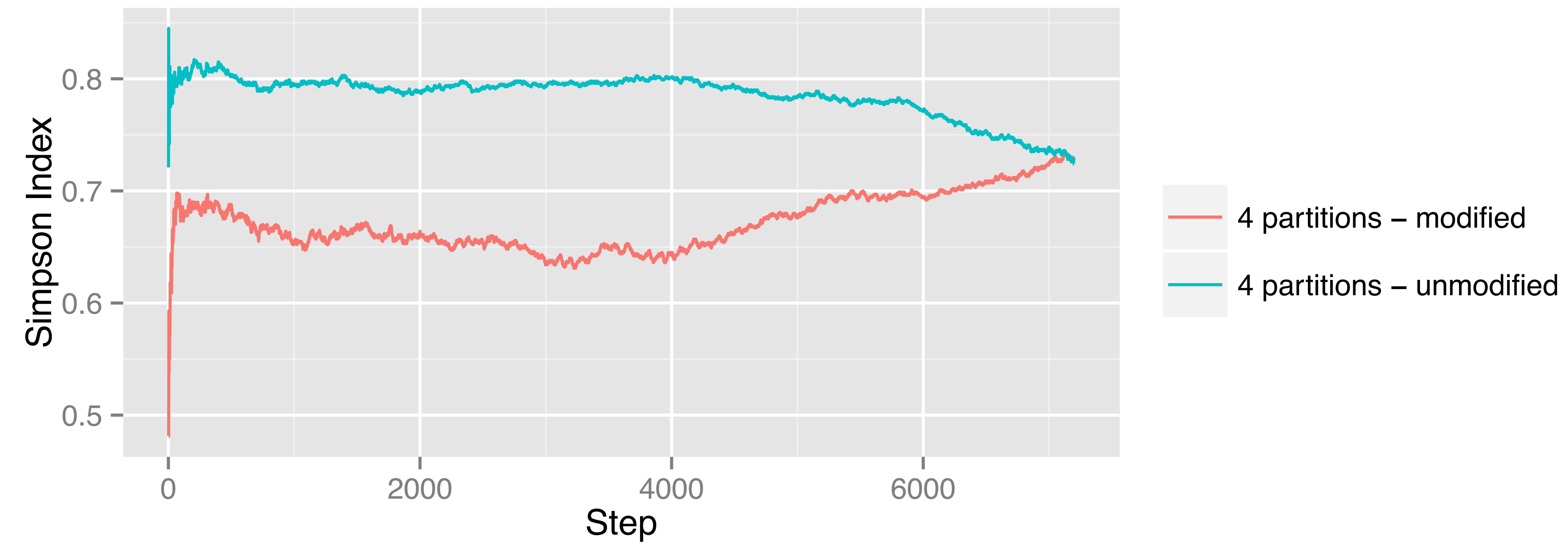
Equality - Smart QT - 4



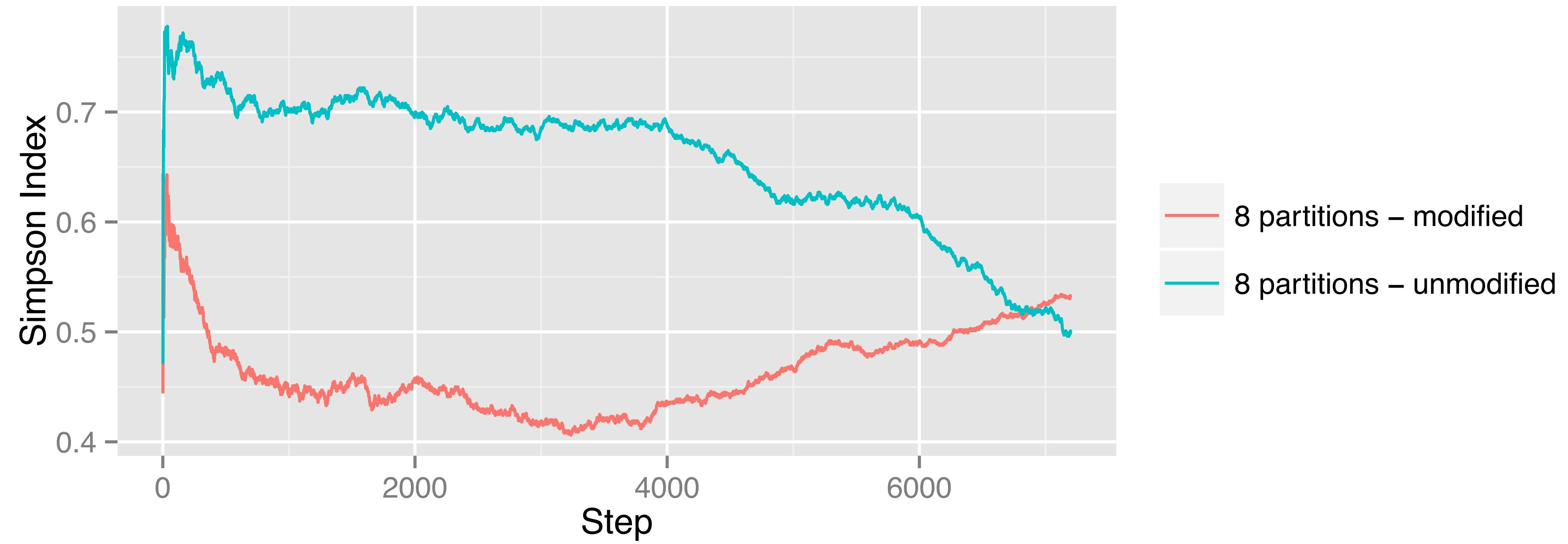
Equality - Smart QT 8



Equality - SParTSim - 4



Equality - SParTSim 8



Conclusion

- Using volume data can improve partitioning
- Smart Quadtree (modified) can achieve better results than SParTSim



THE IRISH SOFTWARE
ENGINEERING
RESEARCH CENTRE

Questions?



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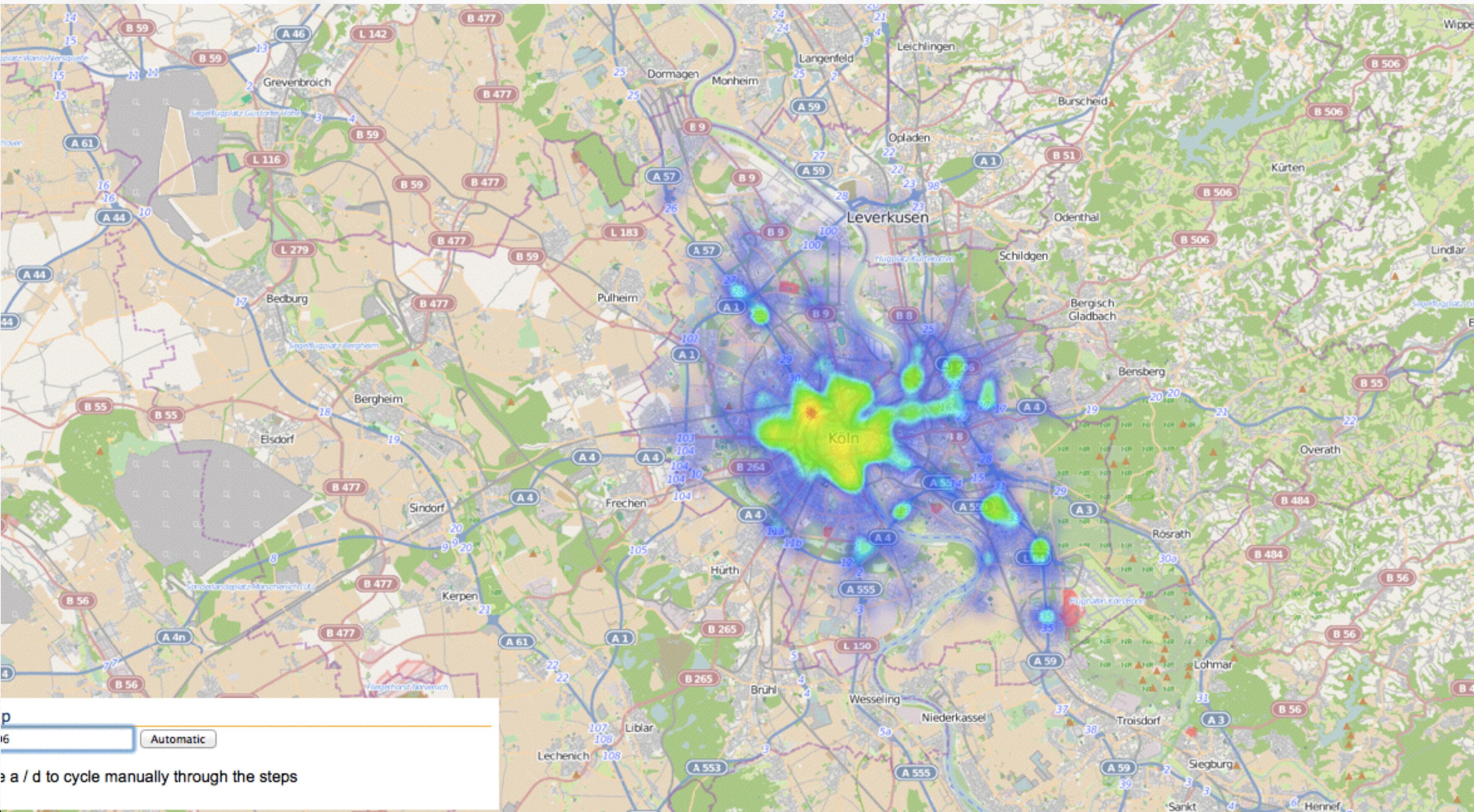
Outlook

- Update dSUMO to support latest SUMO
- Switch to embedded Python
- Evaluate repartitioning strategies

Wishlist ;)

- Speed up TRaCI
- Maybe luas scripting interface?

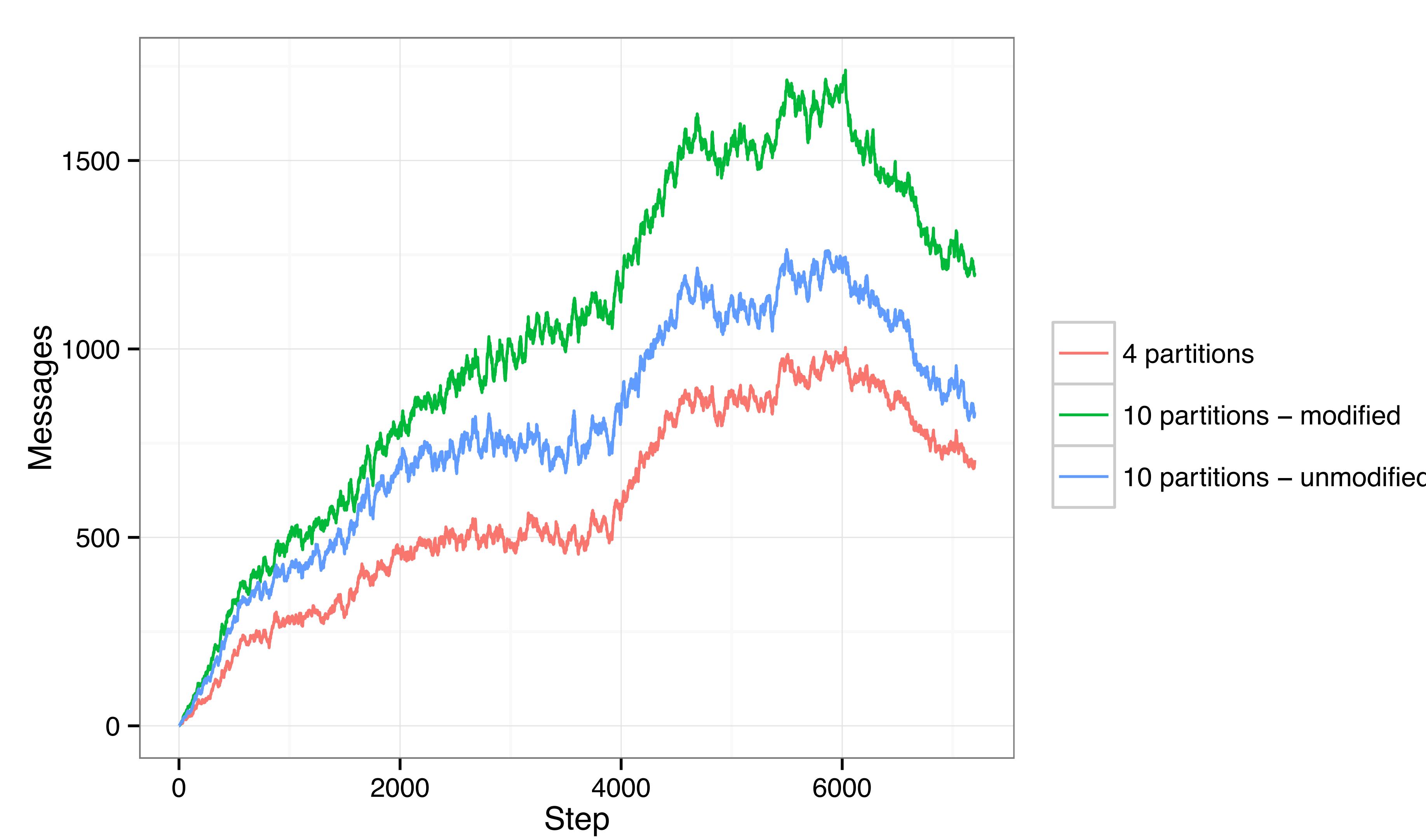
Visualisation



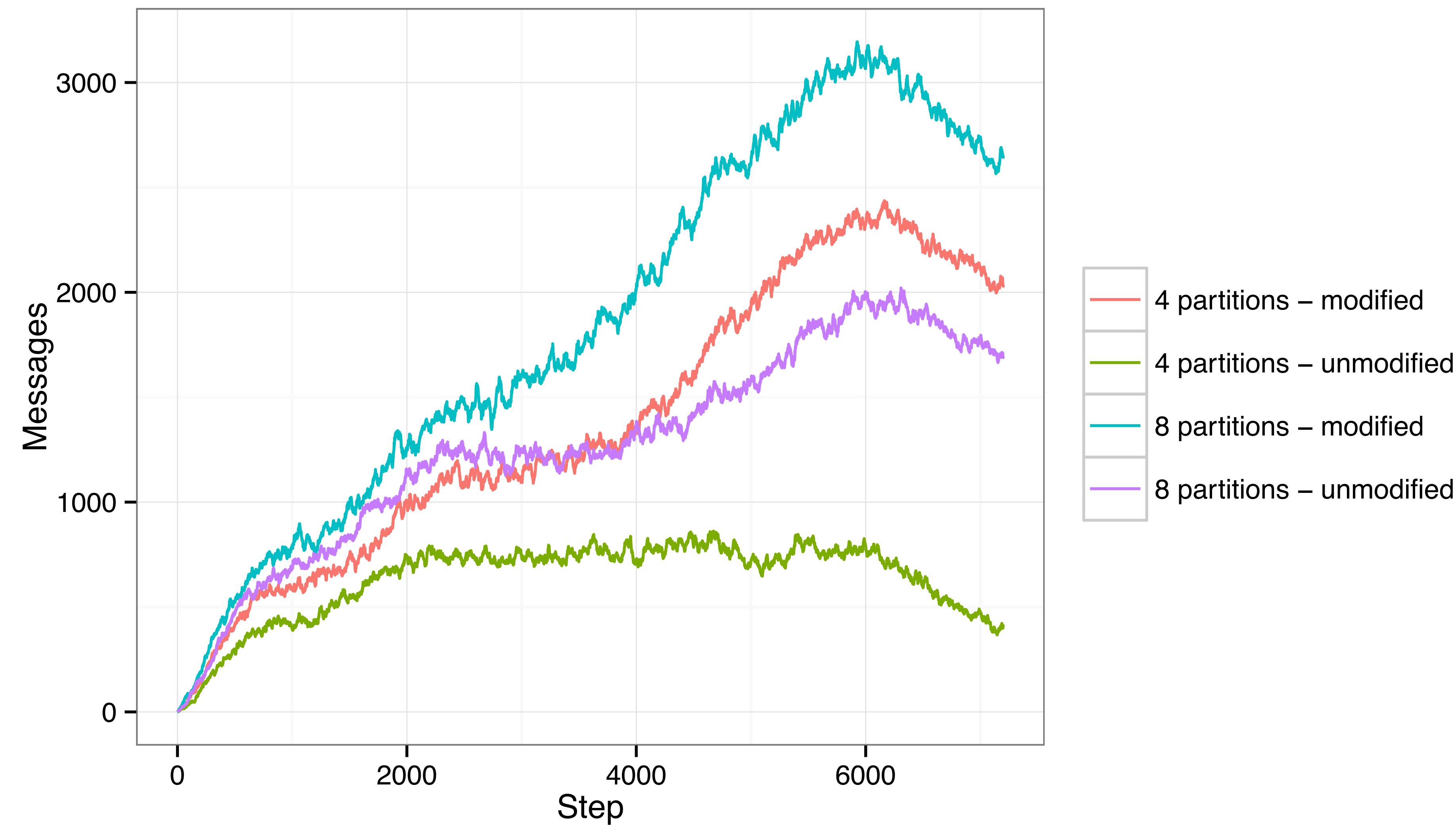
Simpson Diversity Index

$$D_t = \frac{1}{\sum_{p=0} (C_p/C_t)^2 p}$$

Communication - QT



Communication - Smart QT



Communication

