

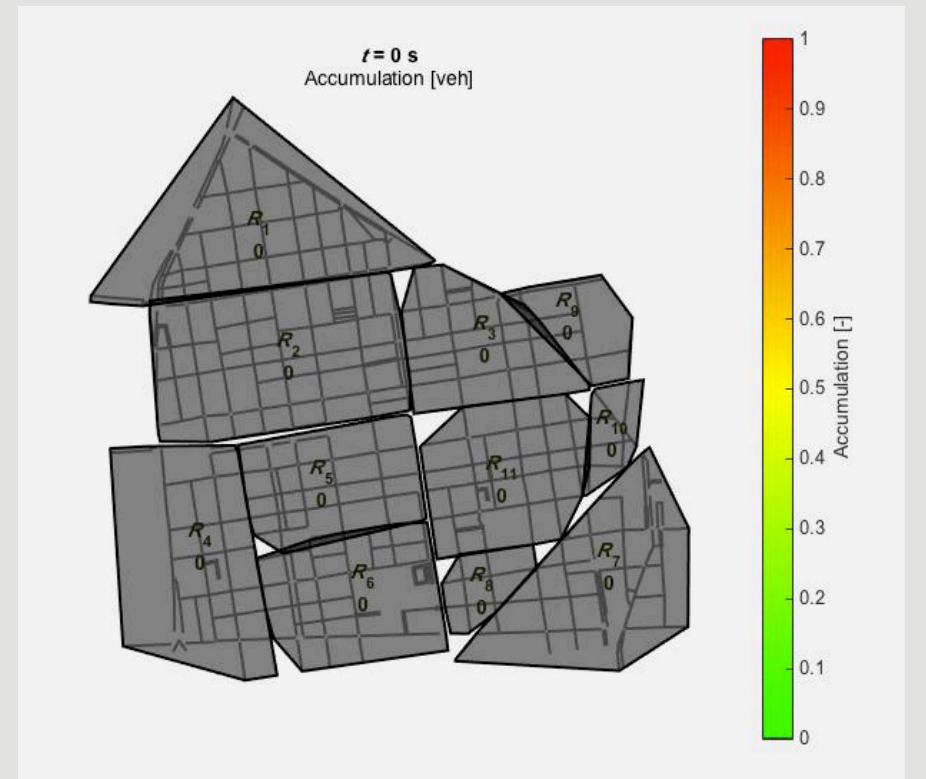
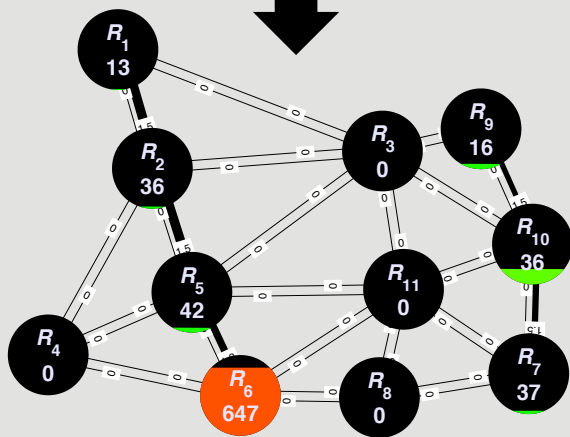
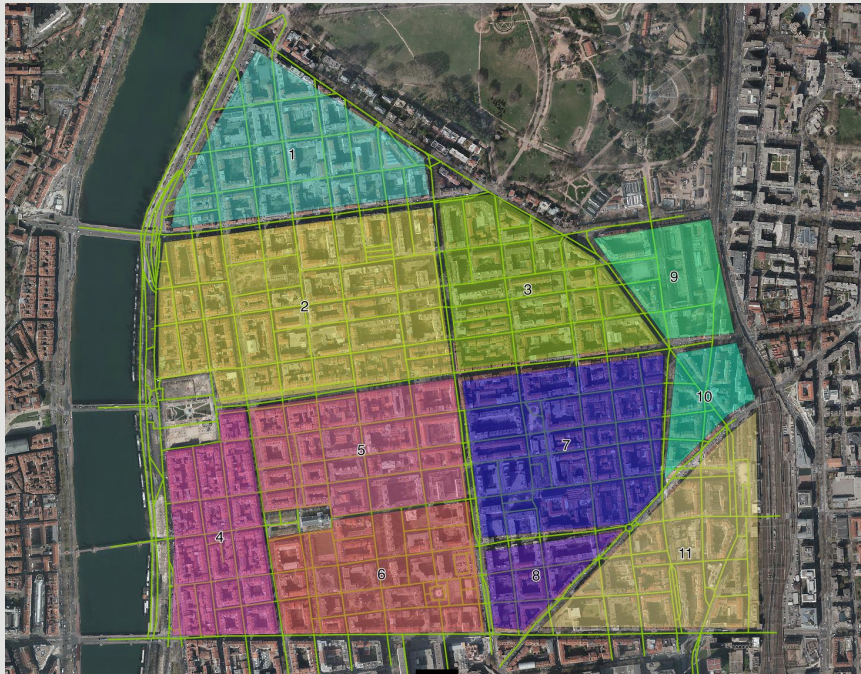
# Calibrating and validating multi-region multimodal MFD models

**Ludovic Leclercq, Guilhem Mariotte  
& Mahendra Paipuri**

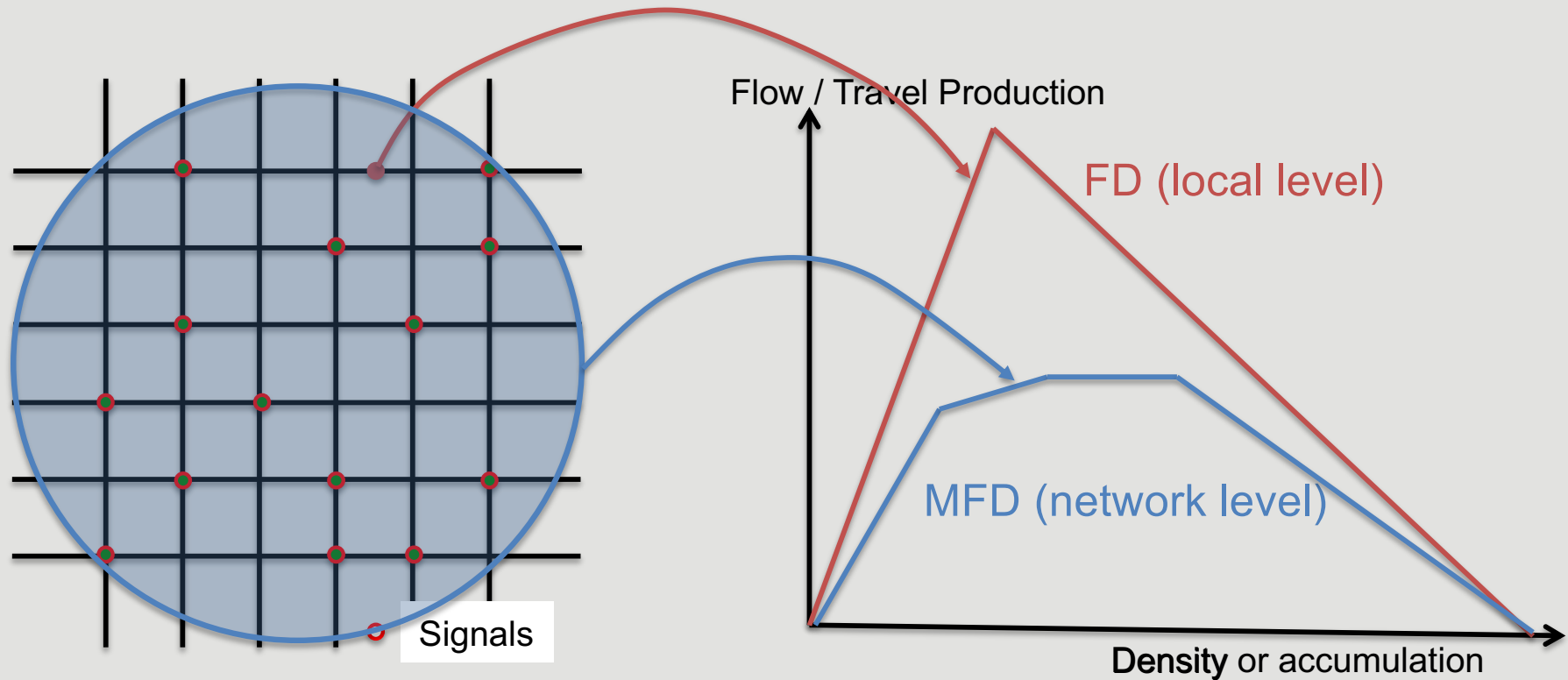
Univ. Gustave Eiffel, ENTPE

February, 3th, 2020

# Large-scale dynamic urban simulation



# MFD definition



FD + Network structure (topology / signal timings) + Route choices = MFD

Estimating the NMFD for a given area



# Travel production and accumulation

Travel Production  $P$

$$P = \frac{DTT}{\Delta t} = \frac{1}{\Delta t} \sum_{i=1}^n d_i$$

Accumulation  $N$

$$N = \frac{TTT}{\Delta t} = \frac{1}{\Delta t} \sum_{i=1}^n t_i$$

Aggregation over:

- Links
- Routes
- Probes...

Only these two variables are additive and are then scalable

# Mean flow vs. outflow

Mean flow  $Q$

$$Q = \frac{P}{L_{tot}}$$

Similar in a link

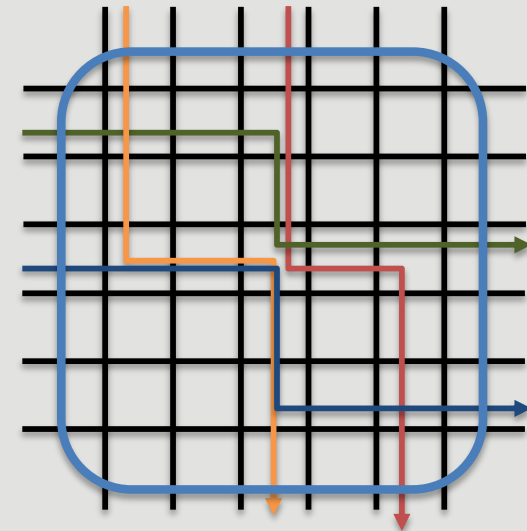


But not in a network

Outflow  $Q_{out}$

$$Q_{out} = \frac{P}{L_{trip}}$$

Little's formula  
(requires steady-state)



# Estimation from loop detectors

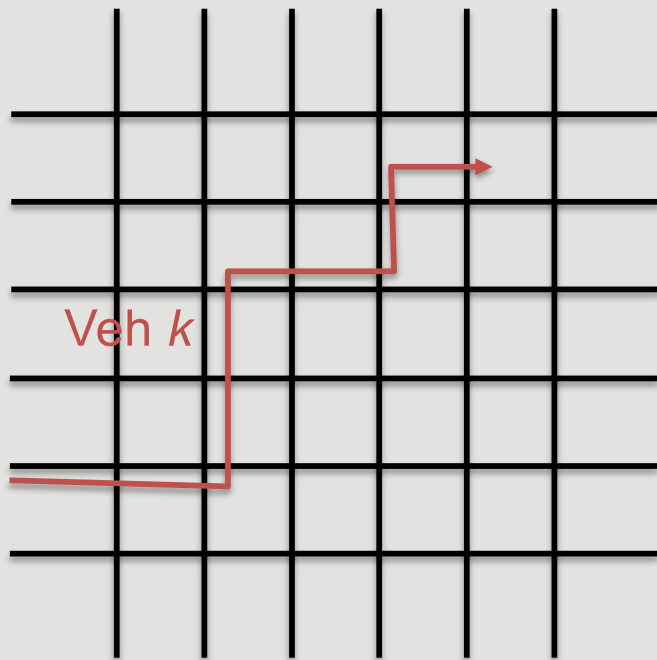
For the equipped network:

$$P = \sum q_i l_i \quad ; \quad N = \sum k_i l_i$$

Scaling factor for the full network ?

$$\frac{L_{tot,full}}{L_{tot,equiped}} ?$$

# Estimation from Probe vehicles



Probe vehicles provide a direct estimate for the mean network speed  $V$ :

$$V = \frac{\sum_{k \in K} d''_k}{\sum_{k \in K} \tau''_k}$$

Distance traveled

Travel time related to the  $\Delta t$  period

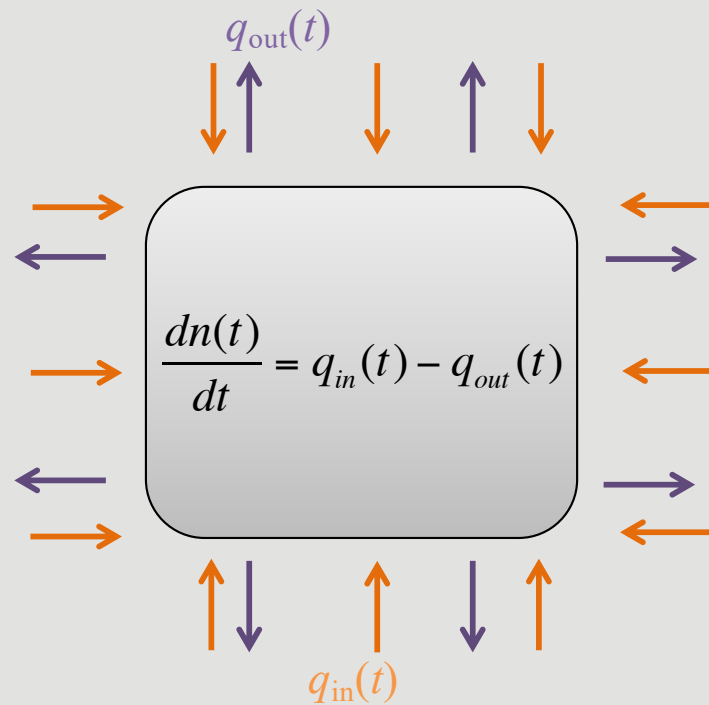
$$P = V * N$$

A direct estimation of  $P$  and  $N$  from probe data require to estimate the scaling factor (penetration rate)

# The existing formulations for NMFD models



# The accumulation-based (bathtub) model



The outflow-MFD is hard to calibrate in practice  
this is why the steady-state approximation is used

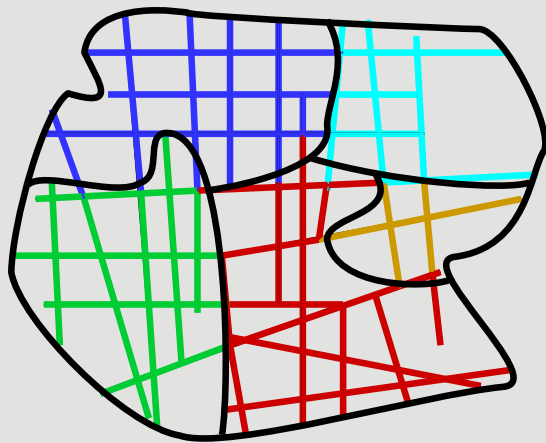
$$q_{out}(t) = G(n(t)) = \frac{P(n(t))}{L}$$

Production-MFD

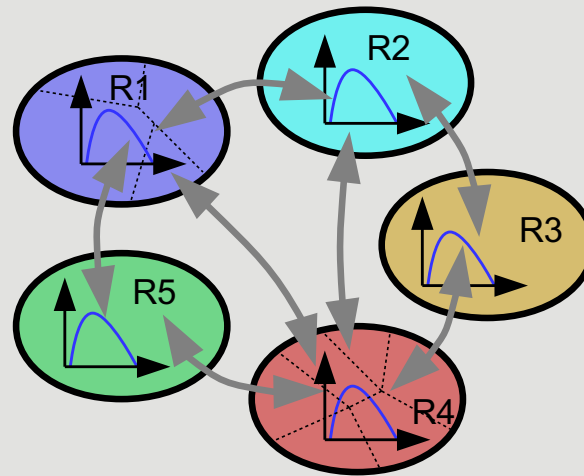
Outflow-MFD

Average trip length

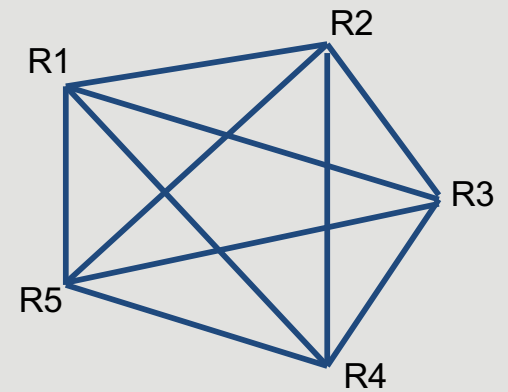
# Multi-reservoir systems



Network partition



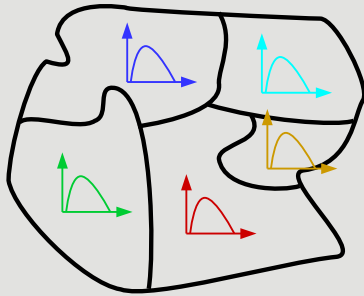
Flow exchanges



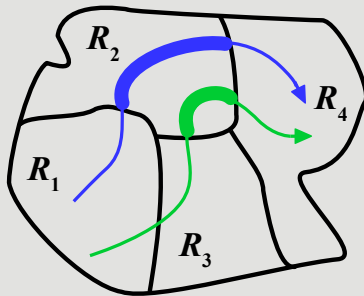
DTA network



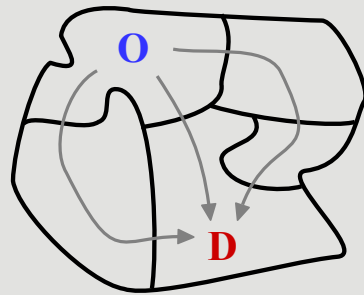
# Calibration of multi-reservoir systems



- MFD



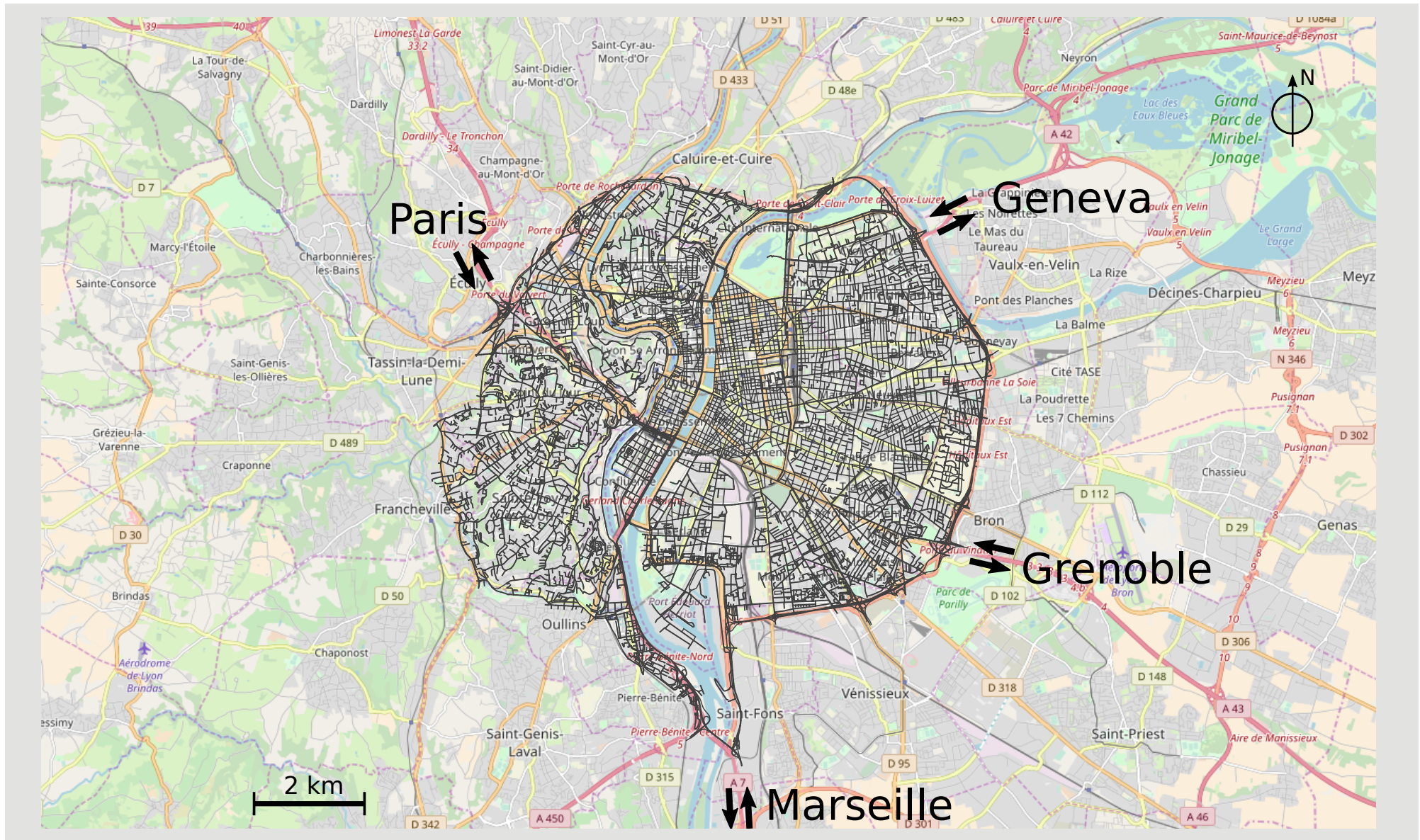
- Trip lengths



- Path flow distributions

# Application to the Lyon Metropolis

# The Lyon network (1)





# The Lyon network (2)

## 3 clustering case studies:

1-reservoir, whole city

5-reservoir

10-reservoir

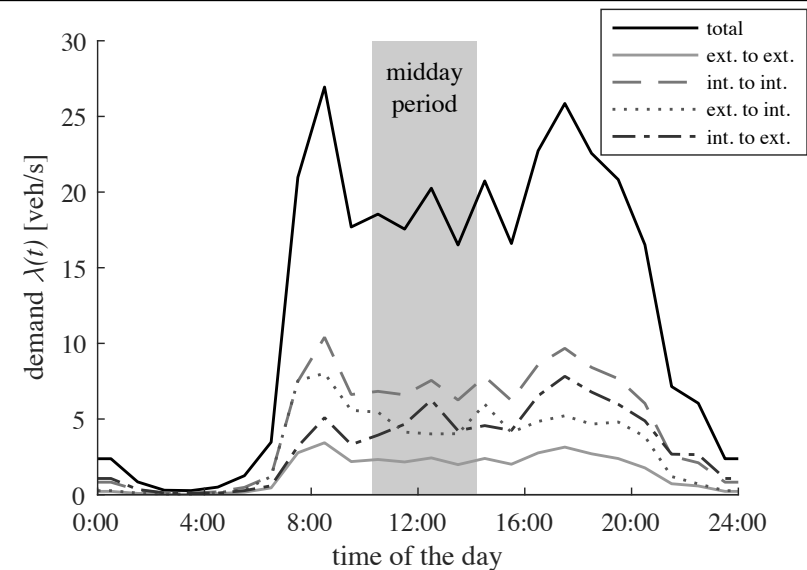


# Demand estimation

Demographical partitioning of Lyon (IRIS zones)



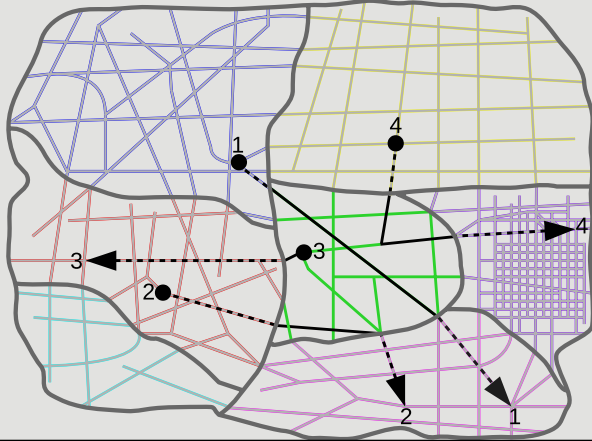
Smooth demand evolution for the whole city



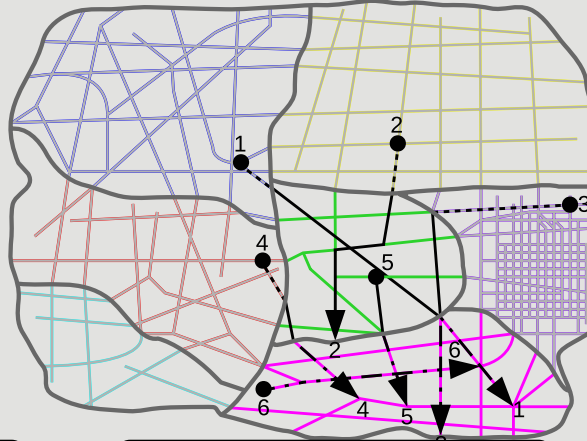
The OD matrix at the level of IRIS zones comes from Lyon authorities (Household survey 2015)

# Trip lengths estimation (1)

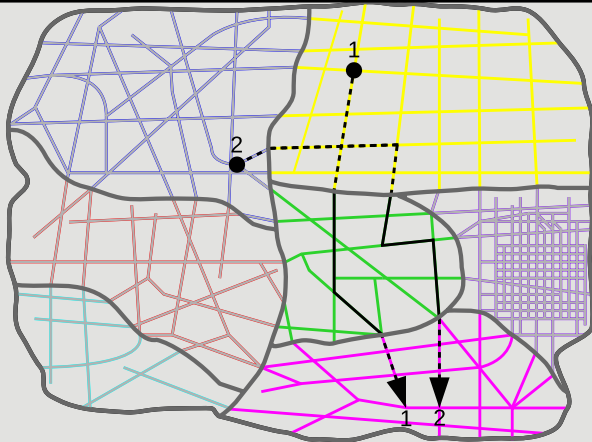
Current reservoir (M1)



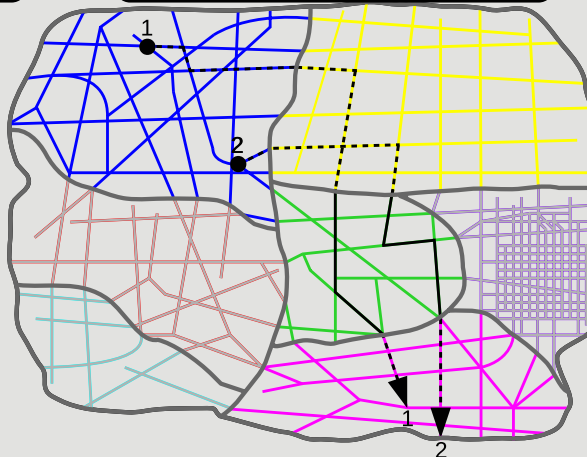
Current and next reservoirs (M2)



Current, previous and next reservoirs (M3)

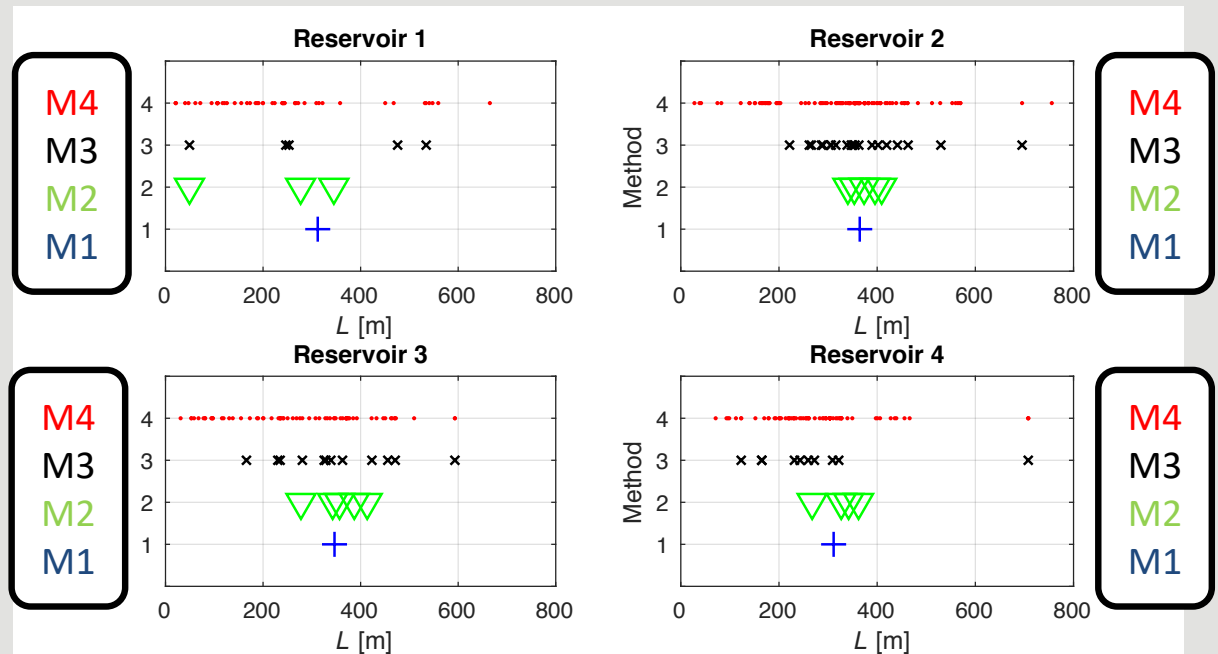


Macro-routes (M4)



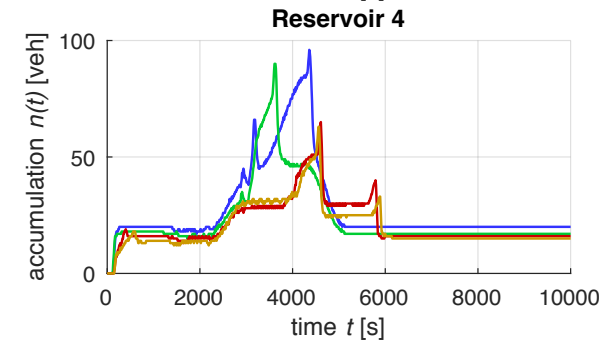
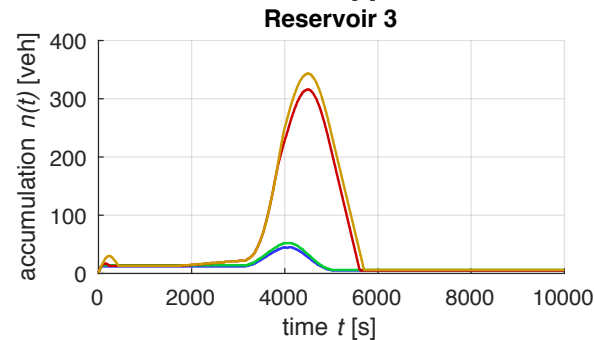
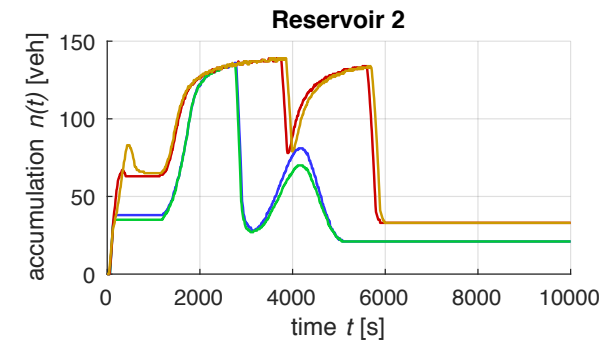
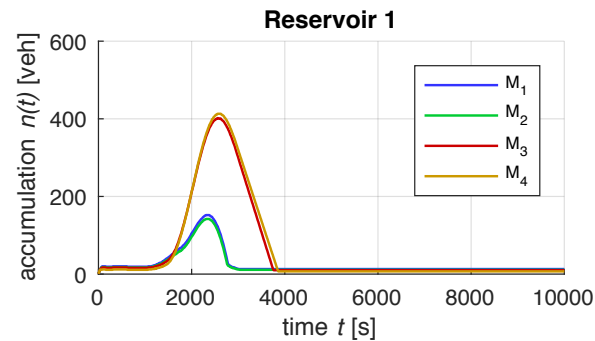
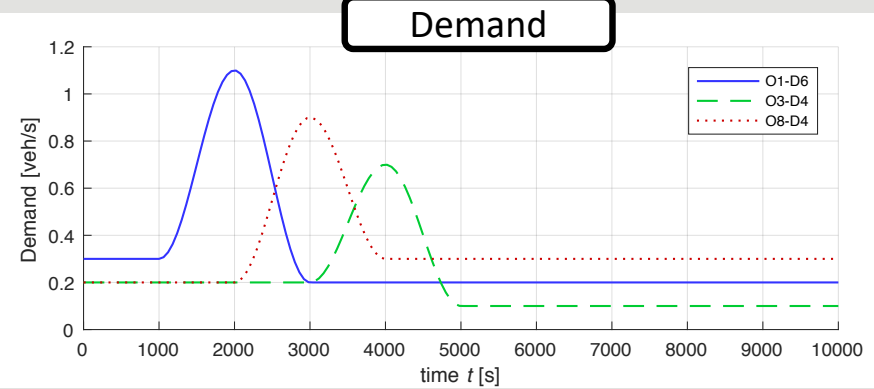
4 methods based on a single local od trip sampling (10000) and then aggregation

# Trip lengths estimation (2)



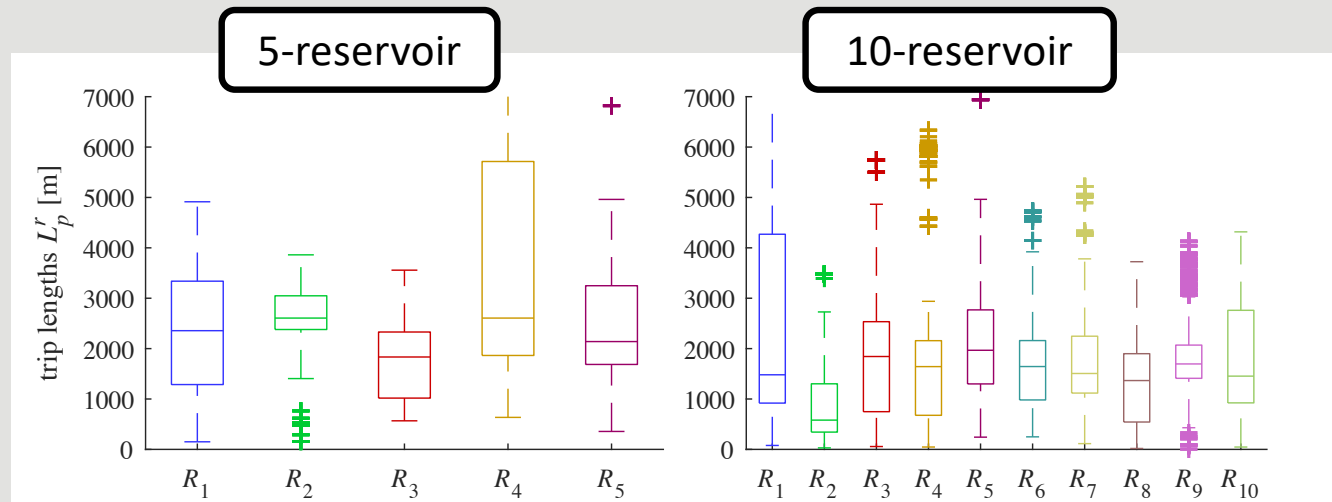


# Trip lengths estimation (3)



Time-evolution of the accumulation

# Trip length estimation (4)



# MFD estimation

Loop detectors (Feb 2011)

> Production in reservoir  $r$

$$P_{\Delta t}^r = \frac{L_{tot}^r}{L_{equip}^r} \left( \sum_{\substack{equip \\ link\ i}} l_i \cdot q_{i,loop,\Delta t} \right)$$

Taxi GPS trips (Feb 2011)

> Mean speed in reservoir  $r$

$$V_{\Delta t}^r = \frac{TTD_{taxi}^r}{TTT_{taxi}^r}$$

> Accumulation in reservoir  $r$

$$n_{\Delta t}^r = \frac{P_{\Delta t}^r}{V_{\Delta t}^r}$$

# MFD estimation

Loop detectors (Feb 2011)

> Production in reservoir  $r$

$$P_{\Delta t}^r = \frac{L_{tot}^r}{L_{equip}^r} \left( \sum_{\substack{equip \\ link\ i}} l_i \cdot q_{i,loop,\Delta t} \right)$$

Taxi GPS trips (Feb 2011)

> Mean speed in reservoir  $r$

$$V_{\Delta t}^r = \frac{TTD_{taxi}^r}{TTT_{taxi}^r}$$

> Accumulation in reservoir  $r$

$$n_{\Delta t}^r = \frac{P_{\Delta t}^r}{V_{\Delta t}^r}$$

Calibrating the scaling factor function  
is trickier than expected!

$$P_{\Delta t}^r = \frac{1}{\Gamma^r} \cdot \left( \sum_{\substack{equip \\ link\ i}} l_i \cdot q_{i,loop,\Delta t} \right) = \frac{1}{\Gamma^r} \cdot P_{\Delta t,equip}^r$$

# The 1-reservoir case – Scaling factor

*Hypothesis:*

In free-flow and steady state conditions, the total inflow equals the total demand  $\lambda$ , thus the total production  $P$  can be estimated with the mean trip length ( $L = 4300$  m):

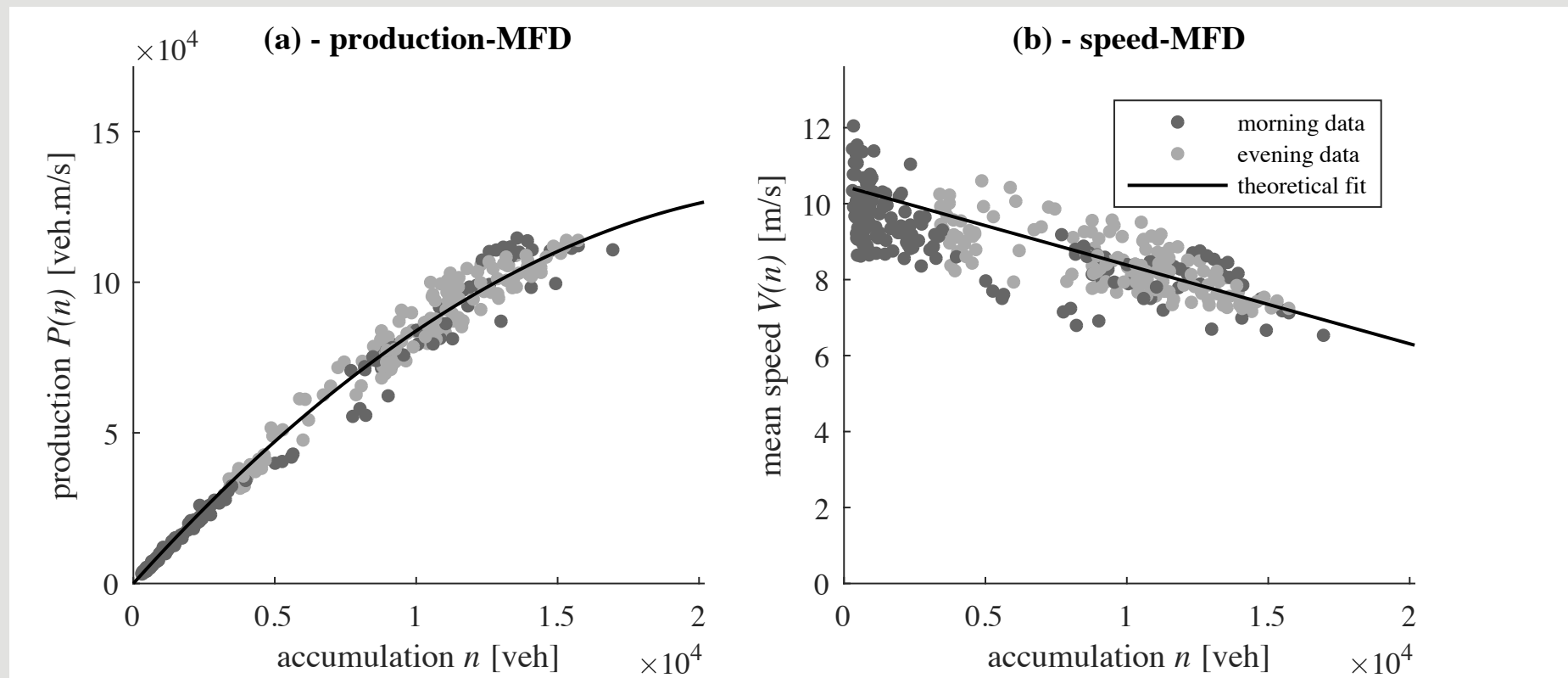
$$p^{midday} = L \cdot \lambda^{midday} = \frac{1}{\Gamma} \cdot P_{equip}^{midday}$$

Hence, the scaling factor is estimated one for all at noon as:

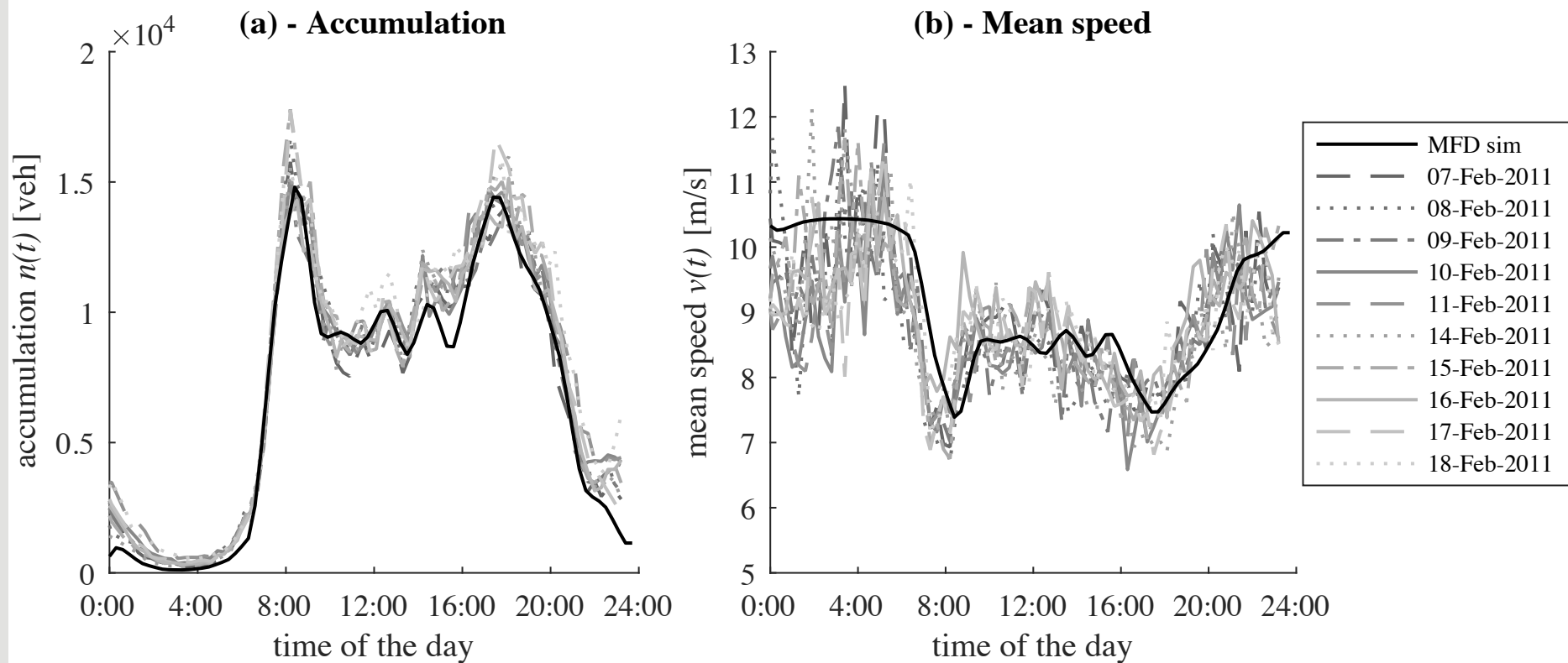
$$\Gamma = \frac{P_{equip}^{midday}}{L \cdot \lambda^{midday}} = 0.065$$

# The 1-reservoir case – MFD

MFD fit with data from Feb, 1 to Feb, 4, 2011

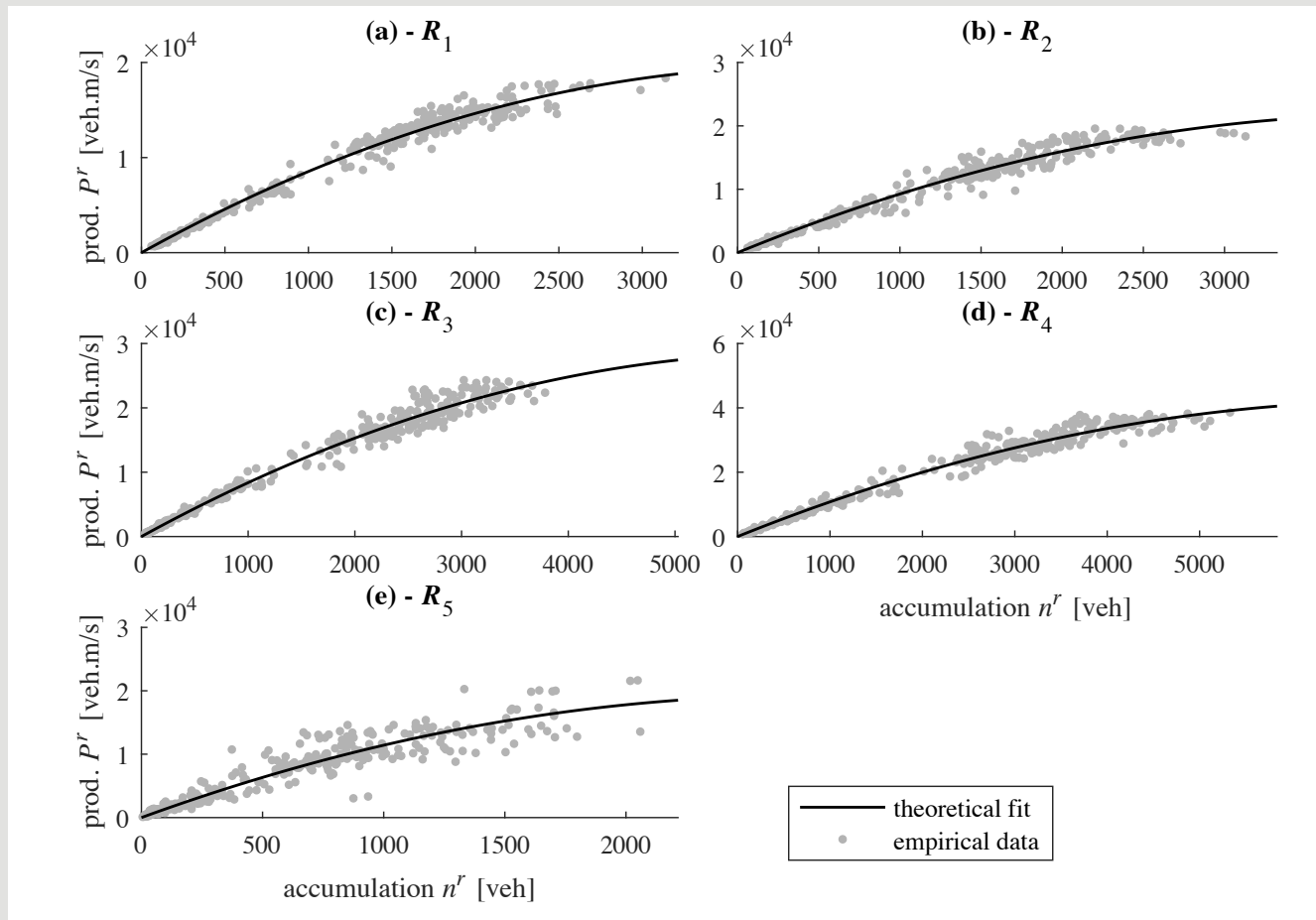


# The 1-reservoir case – Simulation





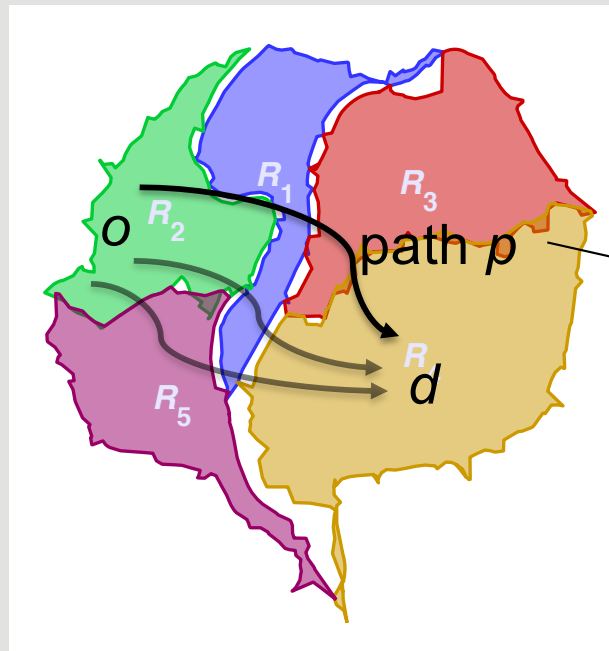
# The 5-reservoir case – Scaling factor



Scaling factor? adjusted with the penetration rate of loop detectors for each reservoir

# The 5-reservoir case – Path flows (1)

Path flow distribution?



$$\alpha_p = \frac{\lambda_p^{od}}{\lambda^{od}} = ?$$

$$Gap = \sum_{od} Gap^{od} = \sum_{od} \sum_{p \in od} \alpha_p \cdot \frac{TT_p - \min_{p' \in od} TT_{p'}}{\min_{p' \in od} TT_{p'}}$$

measures how far users are complying with Wardrop's principle (Sbayti et al., 2007)

# The 5-reservoir case – Path flows (2)

Two ways to estimate the path flow distribution:

- Relying on a well-known network equilibrium principle (UE)
- Optimizing the flow distribution to match the data

## Optimization method:

To avoid running the whole simulation and save computational time, the total production is compared to data only at noon in assuming steady state conditions:

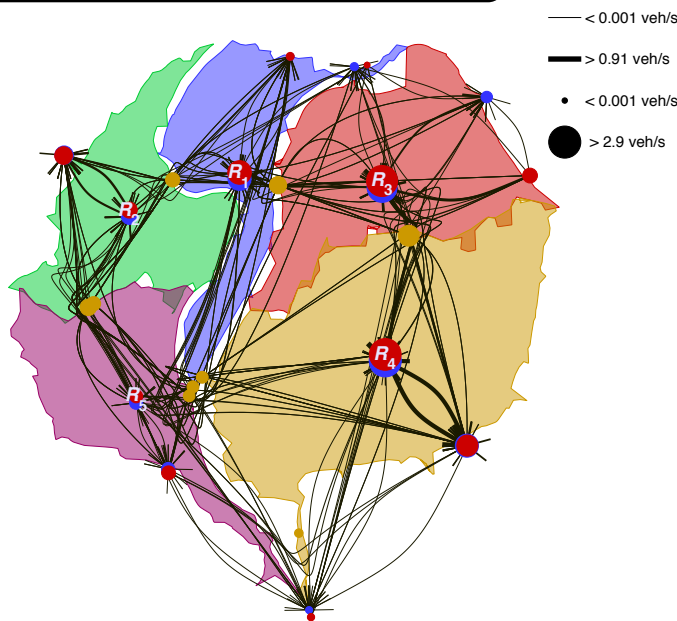
$$\min \sum_r (P_{equip}^r - P_{sim}^r)^2 \quad \text{where: } P_{sim}^r = \Gamma^r \sum_{p \in r} L_p^r \cdot \alpha_p \cdot \lambda^{od} \text{ (in steady state)}$$

$$\begin{aligned} \text{s.t.} \quad & \forall p, \quad 0 \leq \alpha_p \leq 1 \\ & \forall od, \quad \sum_{p \in od} \alpha_p = 1 \end{aligned} \quad \Gamma - \epsilon \leq \frac{\sum_r P_{sim}^r}{\sum_r \Gamma^r \cdot P_{sim}^r} \leq \Gamma + \epsilon, \quad \Gamma = 0.065$$

# The 5-reservoir case – Simulations

Two simulations with different path flow calculations:

Wadrop flow assignment

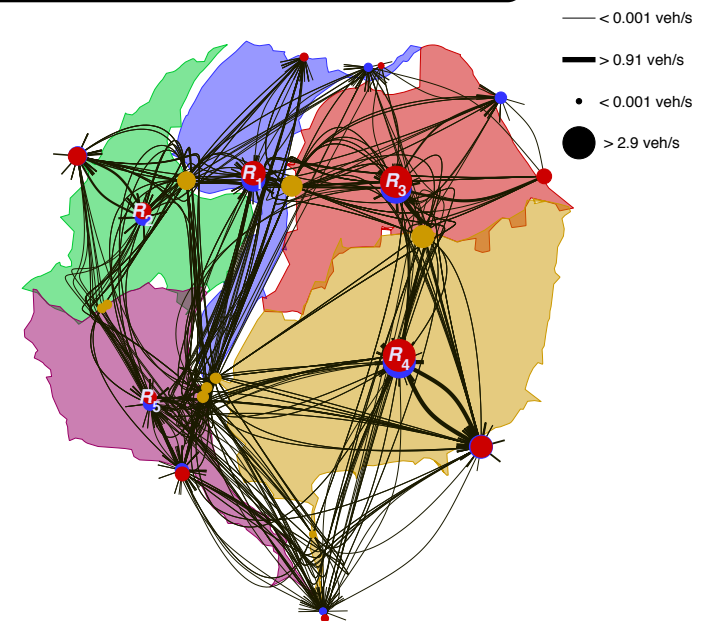


Gap = 5

3 % of OD with a  $\text{Gap}^{od} > 0.2$

$$\Gamma^r = \{0.8 \ 0.8 \ 0.8, 0.8, 2\} \frac{L_{tot}^r}{L_{equip}^r}$$

Flow optimization method

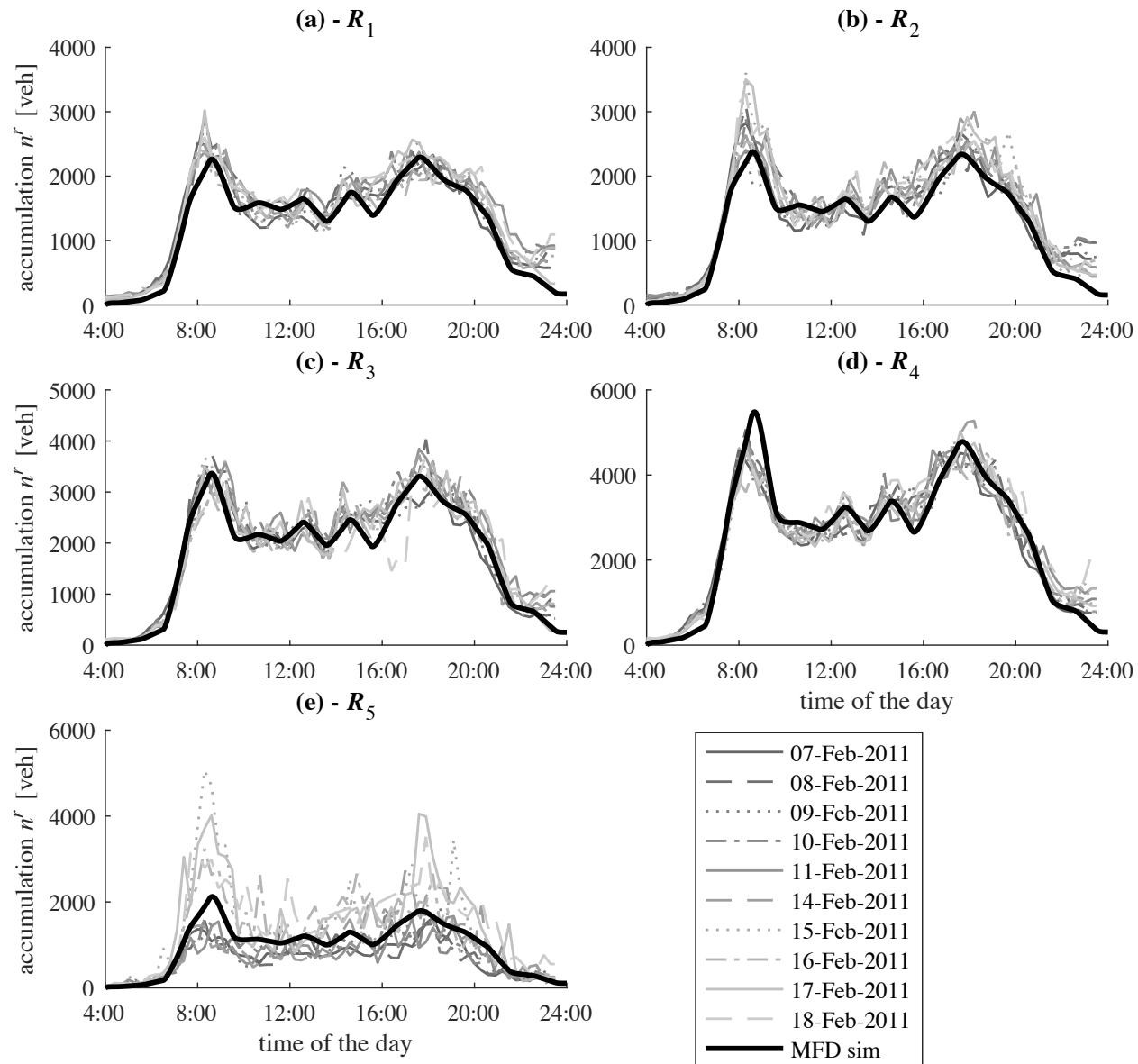


Gap = 11

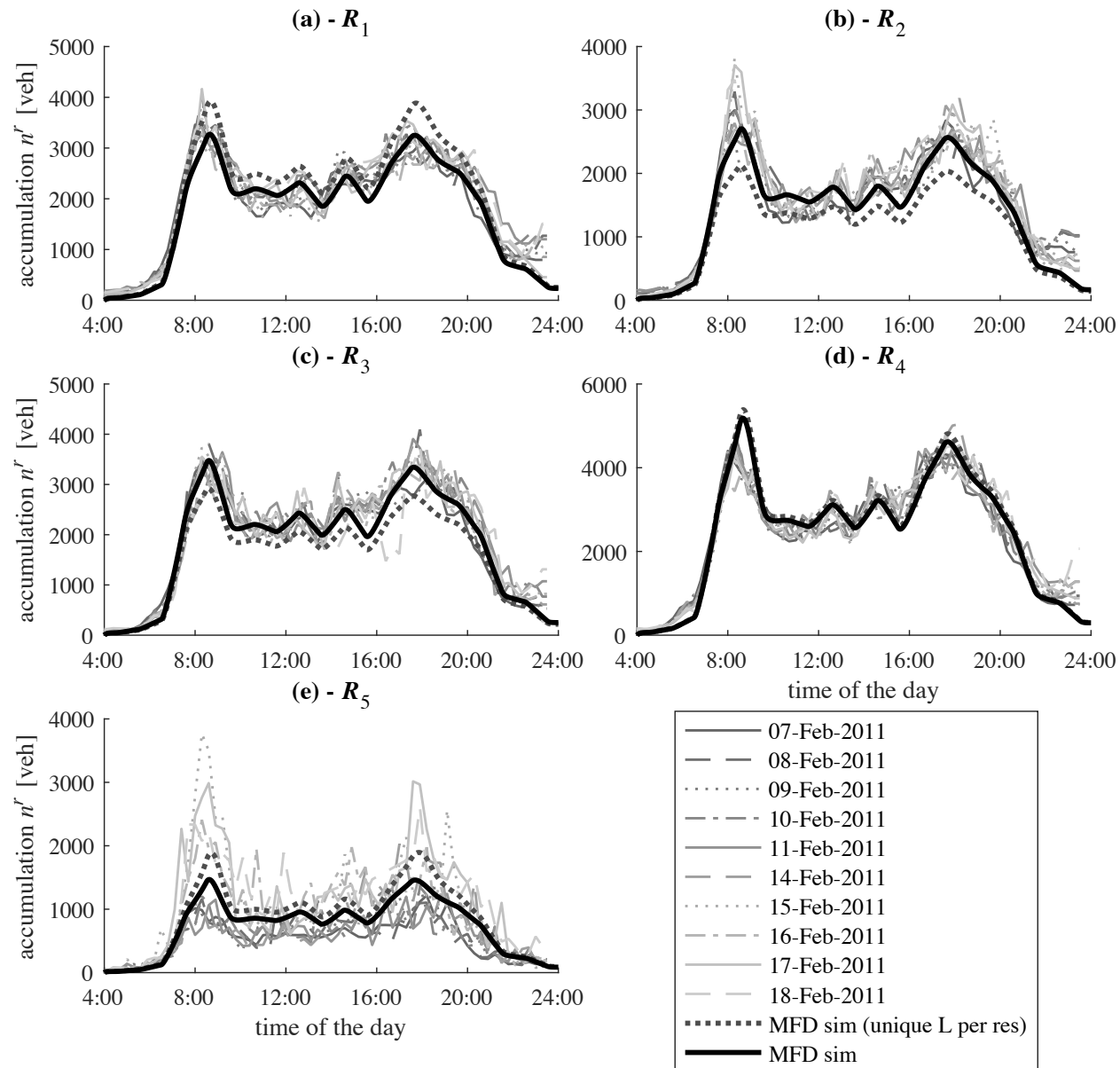
19 % of OD with a  $\text{Gap}^{od} > 0.2$

$$\Gamma^r = \{0.7, 1, 0.8, 0.7, 1.3\} \frac{L_{tot}^r}{L_{equip}^r}$$

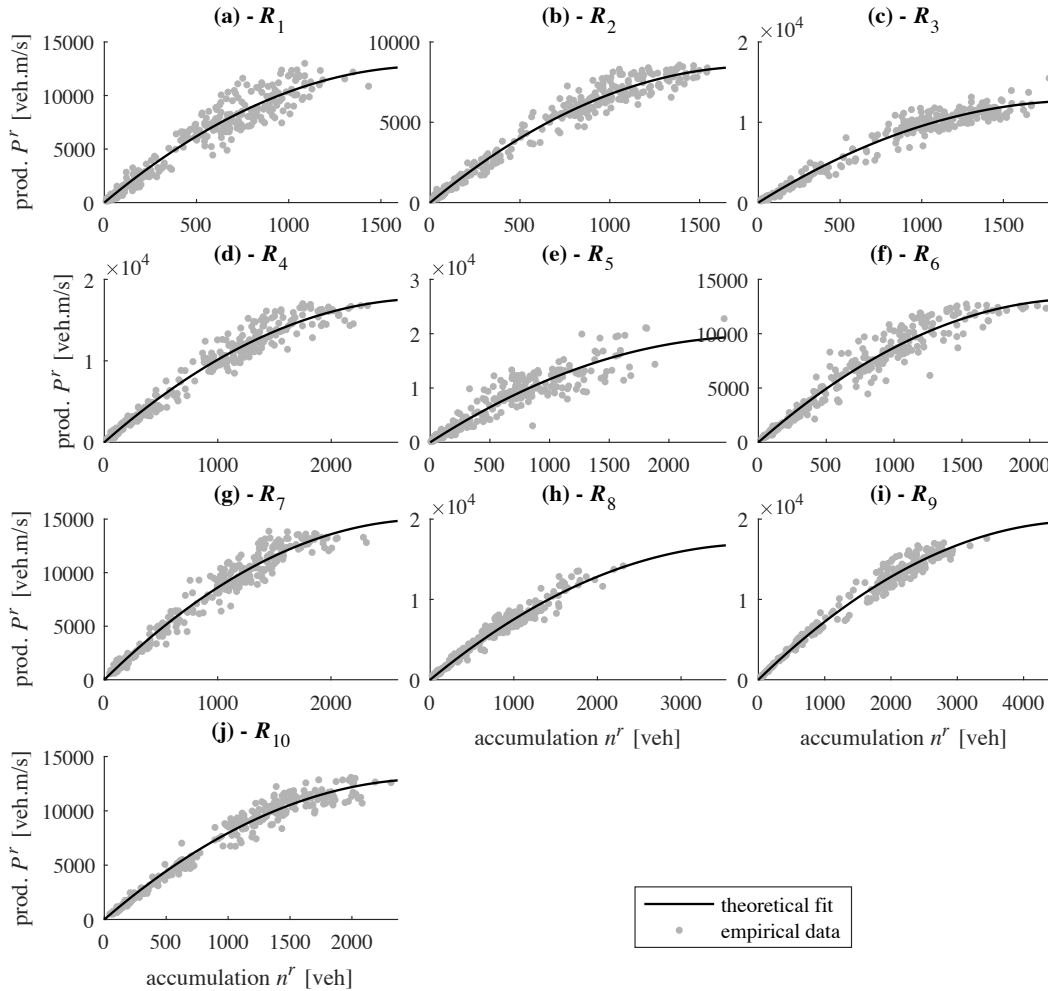
# The 5-reservoir case – Wardrop



# The 5-reservoir case – Flow optimization



# The 10-reservoir case – Scaling factor



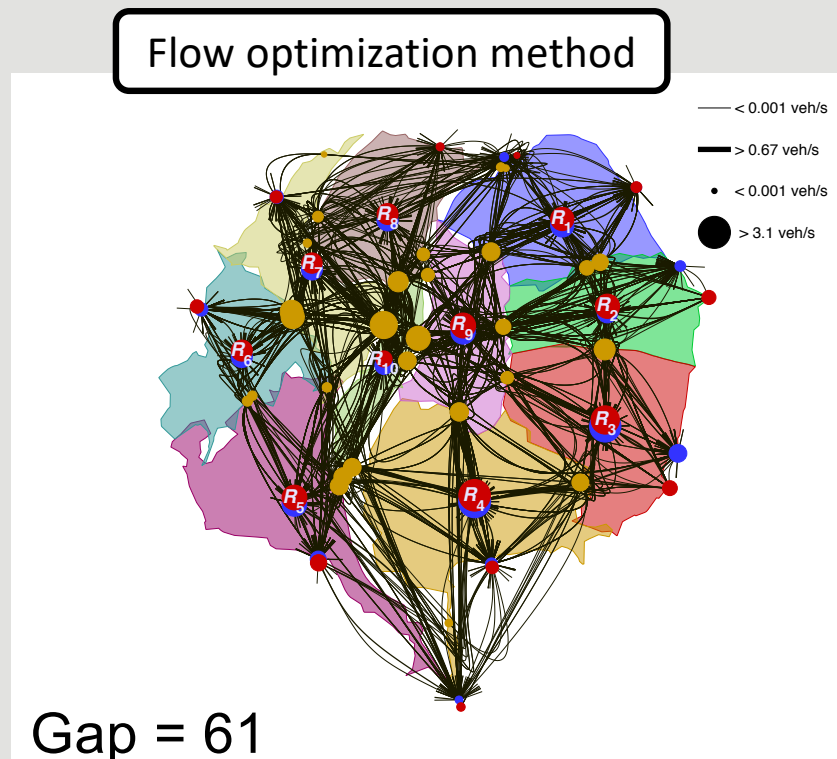
Scaling factor adjusted with the penetration rate of loop detectors for each reservoir:

$$\Gamma^r = \{0.064, 0.055, 0.052, 0.087, 0.003, 0.025, 0.063, 0.026, 0.11, 0.072\}$$



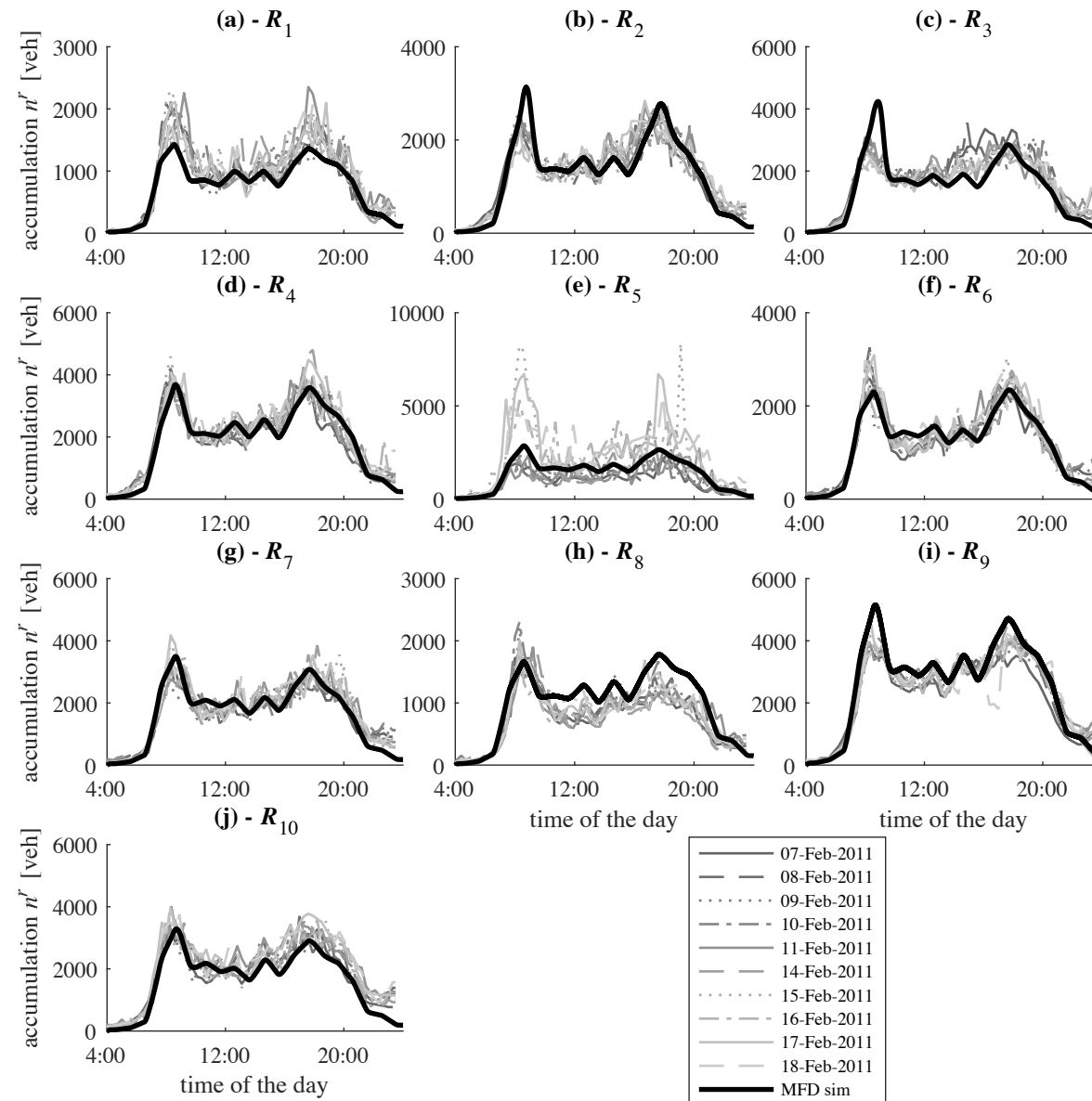
# The 10-reservoir case – Simulation

Only one simulation using the flow optimization method, as the global equilibrium hardly complies with Wardrop's principle



31 % of OD with a  $\text{Gap}^{od} > 0.2$

# The 10-reservoir case – Flow optimization



# Conclusion

# Conclusion

- **Good match** between MFD simulation and data thanks to the estimation of **scaling factors** that accounts for missing Eulerian observations (links with no loop detector)
- **Reliable network equilibrium** can be achieved using **Wardrop's** principle to assign OD flows to regional paths when the number of reservoir is low (5-reservoir case)
- **Path flow distribution** estimation is critical with a higher number of reservoirs (10-reservoir case), no clear equilibrium principle



**MAGnUM**

Multiscale and Multimodal Traffic Modelling Approach  
for Sustainable Management of Urban Mobility



European Research Council  
\*established by the European Commission

# Thank you for your attention

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@erc\_magnum

