

# Deep Learning - Predicting Accidents

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CS 4624 - Multimedia, Hypertext, and Information Access

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# Outline

- Overview
- Data
  - Input
  - Incident
- Preliminary Results and Analysis
- Future Plans
- Lessons Learned
- Acknowledgements
- References

# Overview

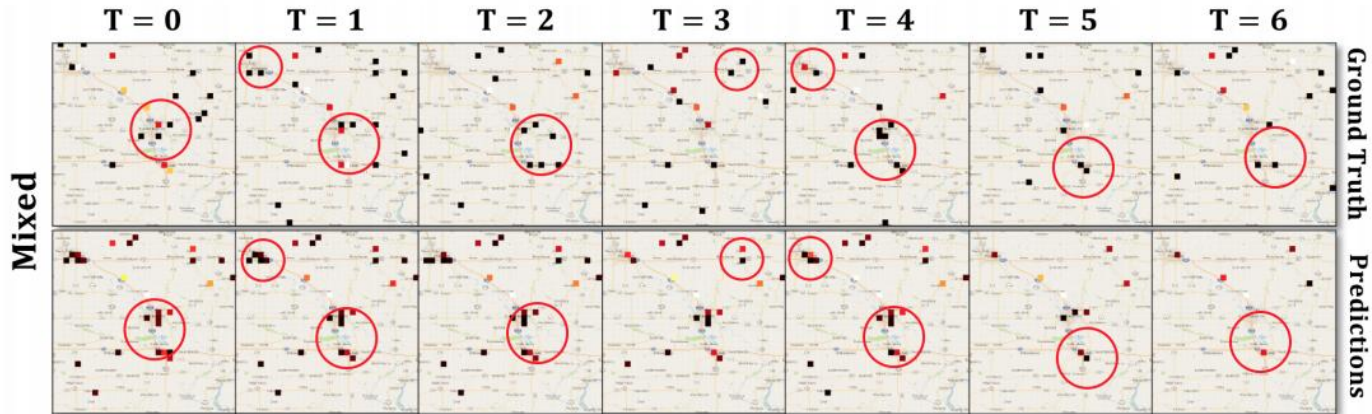
Help emergency responders respond to accidents faster



# Differences From Other Works

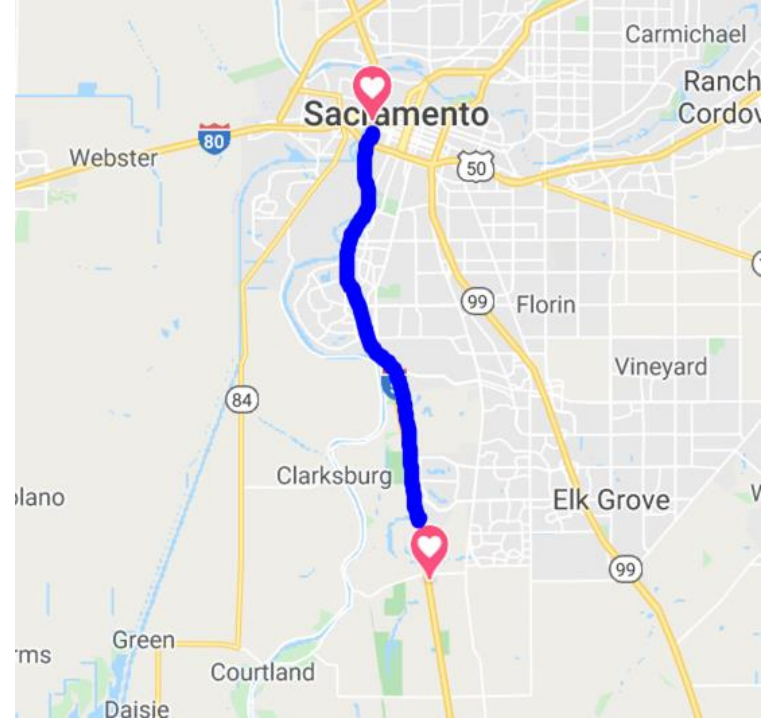
Conv-LSTM paper (Zhuoning Yuan, Xun Zhou, Tianbao Yang) we previously referenced split up Ohio into a grid and predicted the number of accidents to happen per grid square

We want to predict **time and location** of accidents as this fits better for helping emergency responders



# Input data: location and time scope

- California I-5 North
- Mile markers 504 through 520
  - 30 collection stations
- July 2018 through November 2018



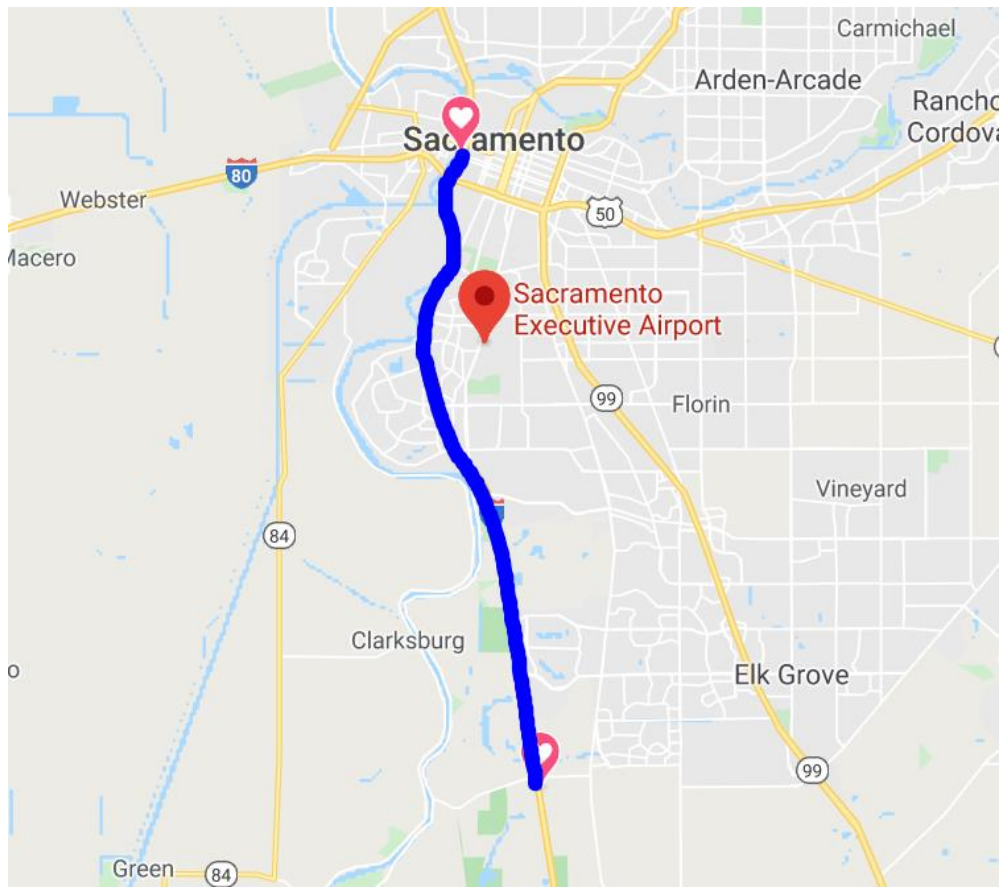
# Input data: traffic

- Speed
  - MPH
- Flow
  - # of cars

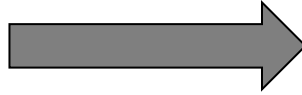
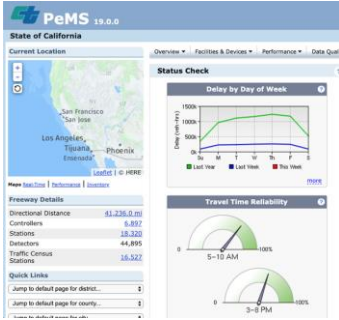


# Input data: weather

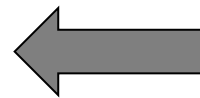
- Temperature
  - Degrees C
- Wind
  - m/s
- Precipitation
  - mm



# Input data: collection procedure



```
1710: {  
  speed: 66.1,  
  flow: 271,  
  temp: 20,  
  wind: 2.57,  
  precip: 0  
},
```



	A	B	C	D	E	F	G	H	I	J	K	L	M
1	time	s504223	f504223	t504223	w504223	p504223	s504793	f504793	t504793	w504793	p504793	s506383	f506383
2	#####	68.2	56	28	3.09	0	67.8	88	28	3.09	0	68.3	6:
3	#####	68.3	40	28	3.6	0	67.2	87	28	3.6	0	66.8	5:
4	#####	68.4	62	28	4.12	0	66.9	91	28	4.12	0	62.5	5:
5	#####	67.8	41	28	4.12	0	64.1	78	28	4.12	0	67.3	4:
6	#####	67.9	48	28	4.63	0	60.7	77	28	4.63	0	61.9	4:
7	#####	67.3	48	28	4.12	0	61.5	74	28	4.12	0	64	3:
8	#####	67.1	30	28	4.12	0	62.5	72	28	4.12	0	66	5:
9	#####	67.8	44	27	3.6	0	63.7	83	27	3.6	0	66.8	5:
10	#####	67.8	48	28	3.6	0	63.4	84	28	3.6	0	66	5:
11	#####	68.3	37	27	3.6	0	64.2	68	27	3.6	0	68.5	4:
12	#####	67.1	36	28	4.12	0	65.4	83	28	4.12	0	69.8	5:
13	#####	68.4	38	27	3.6	0	65.3	68	27	3.6	0	69.9	3:
14	#####	67.4	33	27	3.6	0	65.4	70	27	3.6	0	70.4	3:
15	#####	68	47	27	4.63	0	64.9	81	27	4.63	0	68.8	3:
16	#####	68.4	36	27	4.12	0	63.4	74	27	4.12	0	66.8	5:
17	#####	68	39	27	4.63	0	62.9	71	27	4.63	0	65.4	3:
18	#####	66.4	35	26	4.12	0	62.8	70	26	4.12	0	67.3	4:
19	#####	67.2	32	26	4.12	0	63	67	26	4.12	0	65.7	2:
20	#####	67.5	35	26	3.09	0	60.9	72	26	3.09	0	60.7	3:



# Input data: combined dataset

<b>time</b>	<b>...</b>	<b>s514662</b>	<b>f514662</b>	<b>t514662</b>	<b>w514662</b>	<b>p514662</b>	<b>...</b>
.							
.							
.							
07/01/2018 17:10		66.1	271	20	2.57	0	
.							
.							
.							

# Incident data

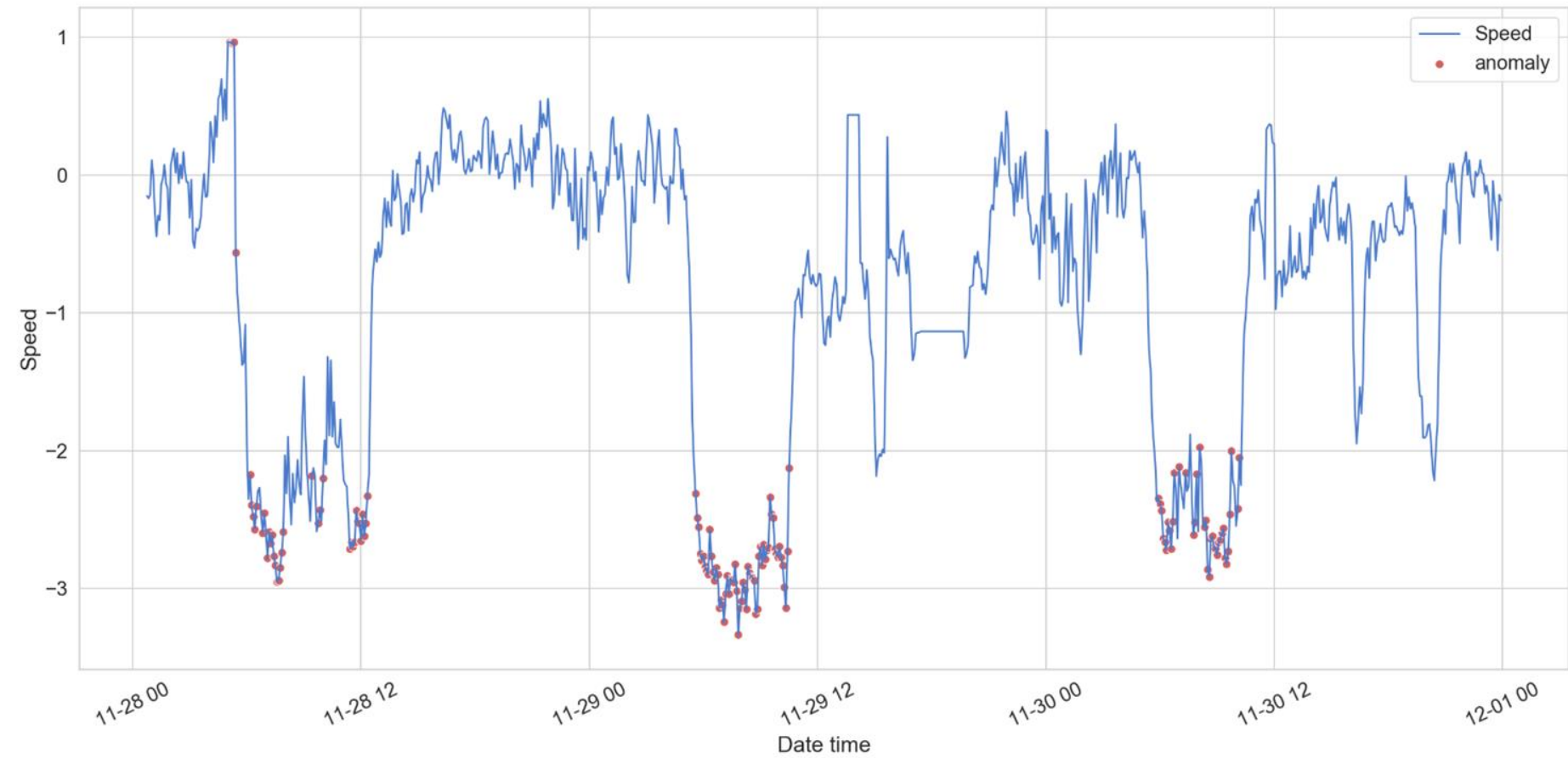
- Time
- Mile-marker location
- Incident type



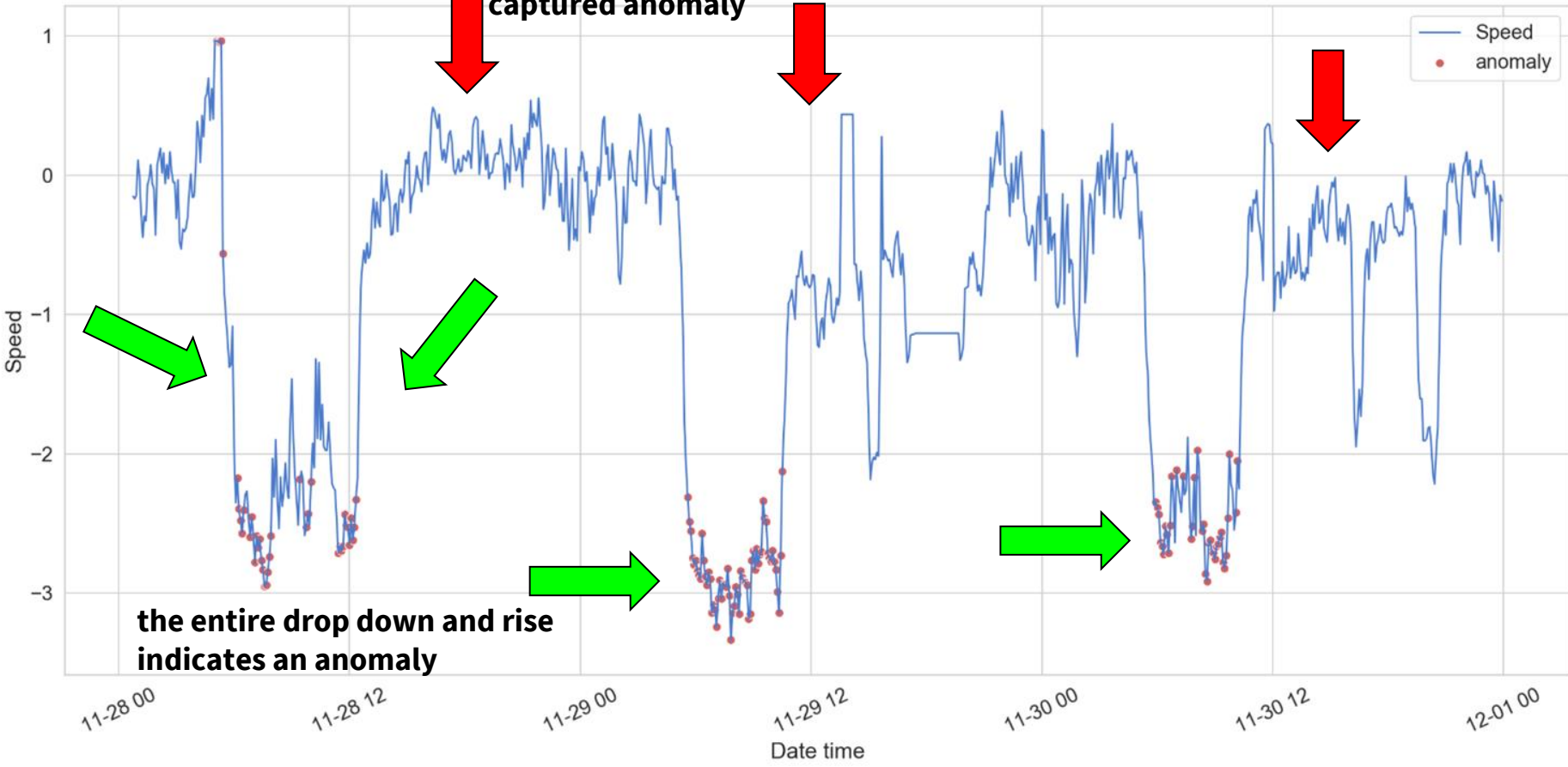
<https://bloximages.chicago2.vip.townnews.com/capenews.net/content/tncms/assets/v3/editorial/e/7d/e7dbdfc-406e-11e5-9a00-27de674c5bef/55ca678e11c12.image.jpg>

# Autoencoder vs. Bidirectional model

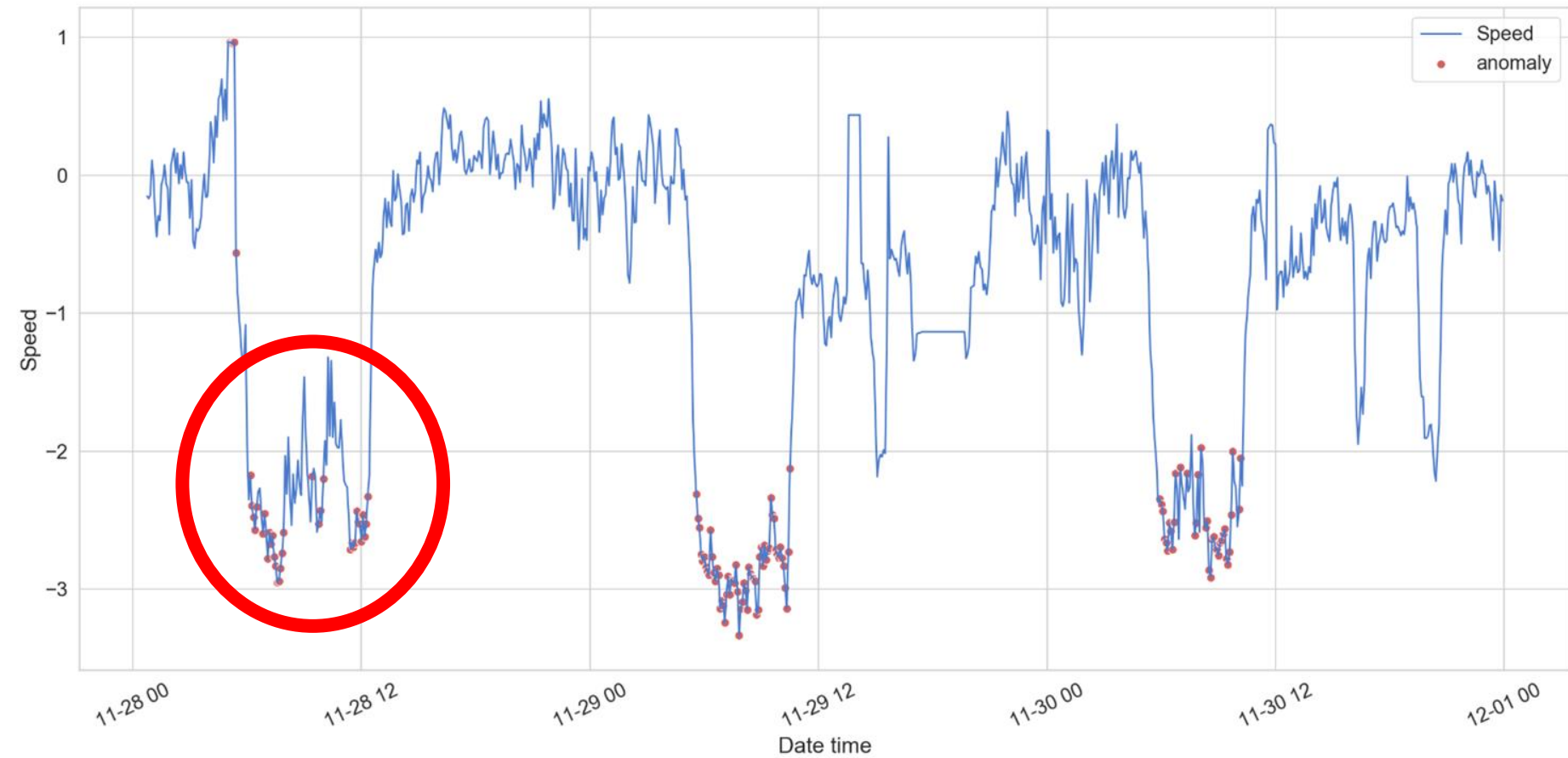
- Moved to bidirectional model because of inconsistencies
- Auto-encoder takes speed of one point as input feature and trains model accordingly
- When more features were added (like downstream speed) auto-encoder didn't work
- Bidirectional model is faster for training compared to the other model as well



**Incidents reported some time after the captured anomaly**

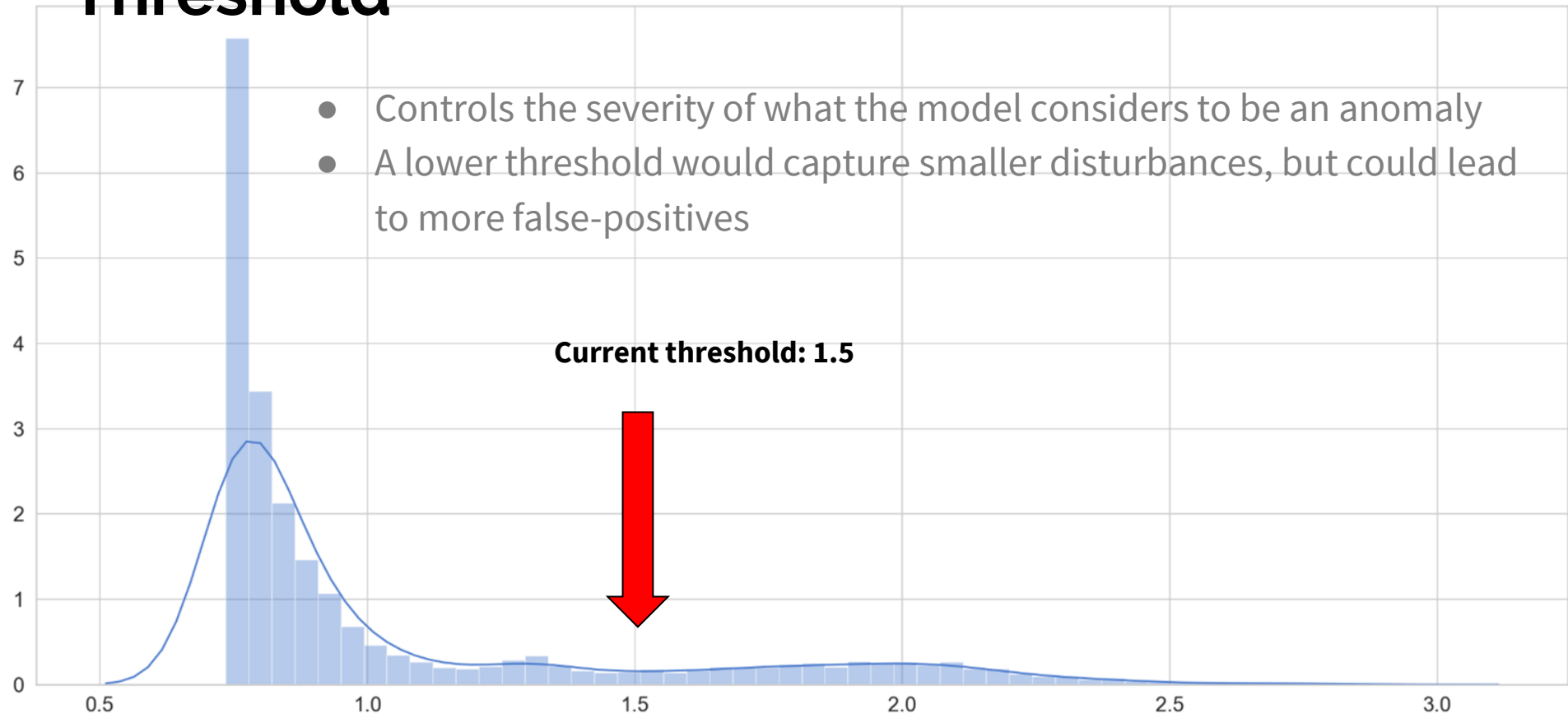


**the entire drop down and rise indicates an anomaly**



# Threshold

- Controls the severity of what the model considers to be an anomaly
- A lower threshold would capture smaller disturbances, but could lead to more false-positives



# Bidirectional Model Overview

- Performs well in capturing extreme events - hazards not necessarily reported as anomalies
- Setting a smaller threshold allows the model to capture smaller points like road hazards
- Need to aggregate captured points and match them to incidents in the DB



# Future Plans

Filter data spatially and temporally so we can build a confusion matrix to identify true positives, false negatives, etc.

*“a confusion matrix, also known as an error matrix, is a specific table layout that allows visualization of the performance of an algorithm, typically a supervised learning one.” - Wikipedia*

.....

		Actual class	
		Cat	Non-cat
Predicted class	Cat	5 True Positives	2 False Positives
	Non-cat	3 False Negatives	3 True Negatives

# Things We Learned

Databases

Jupyter

Various Python libraries

Deep Learning

Long-term projects

Working remotely

# Database Schema Overview

```
CREATE TABLE incidents_raw (  
  incident_id integer,  
  time timestamp,  
  duration integer,  
  freeway text,  
  ca_pm text,  
  abs_pm real,  
  source text,  
  area text,  
  location text,  
  description text  
);
```

**5,707 Rows**

```
CREATE TABLE flow_raw (  
  time timestamp,  
  pm_abs real,  
  pm_ca text,  
  vds integer,  
  agg_flow real,  
  lane_points integer,  
  pct_obs real  
);
```

**7,593,230  
Rows**

```
CREATE TABLE speed_raw (  
  time timestamp,  
  pm_abs real,  
  pm_ca text,  
  vds integer,  
  agg_speed real,  
  lane_points integer,  
  pct_obs real  
);
```

**7,615,378  
Rows**

```
CREATE INDEX postmiles_index ON  
flow_raw(pm_abs);  
CREATE INDEX postmiles_index_speed ON  
speed_raw(pm_abs);  
CREATE INDEX postmiles_index_incidents ON  
incidents_raw(abs_pm);
```

**Note:** Using roughly two months of data on I5-N (California)

# Acknowledgements

Farnaz Khaghani - Client

Dr. Edward A. Fox



# References

Zhuoning Yuan, Xun Zhou, Tianbao Yang. 2018. Hetero-ConvLSTM: A Deep Learning Approach to Traffic Accident Prediction on Heterogeneous Spatio-Temporal Data. In KDD '18: The 24th ACM SIGKDD International Conference on Knowledge Discovery & Data Mining, August 19–23, 2018, London, United Kingdom. ACM, New York, NY, USA, 9 pages. Retrieved April 29, 2020, from <https://doi.org/10.1145/3219819.3219922>

Brownlee, J. (2020, January 7). How to Develop a Bidirectional LSTM For Sequence Classification in Python with Keras. Retrieved April 29, 2020, from <https://machinelearningmastery.com/develop-bidirectional-lstm-sequence-classification-python-keras/>