

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

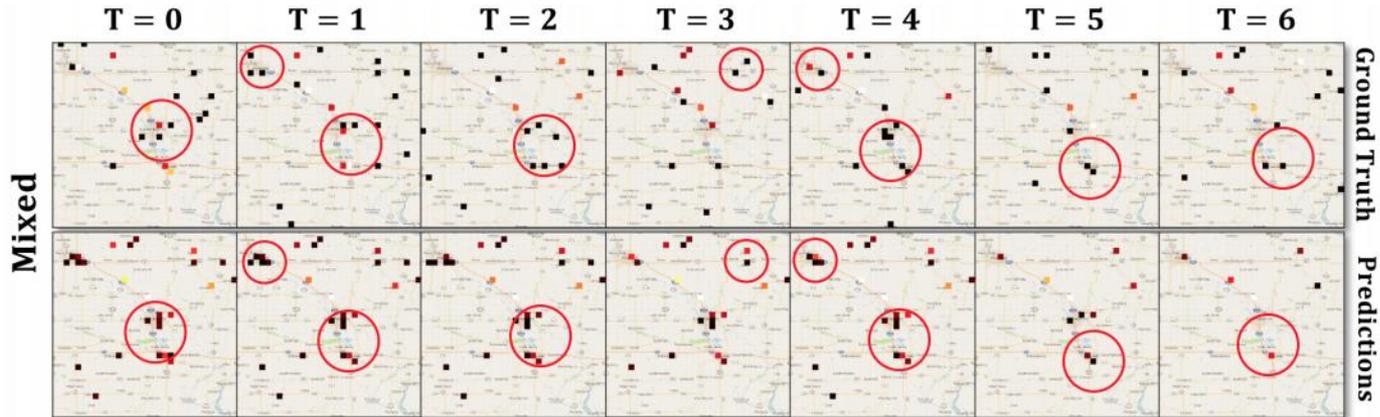
Help emergency responders respond to accidents faster



Differences From Other Works

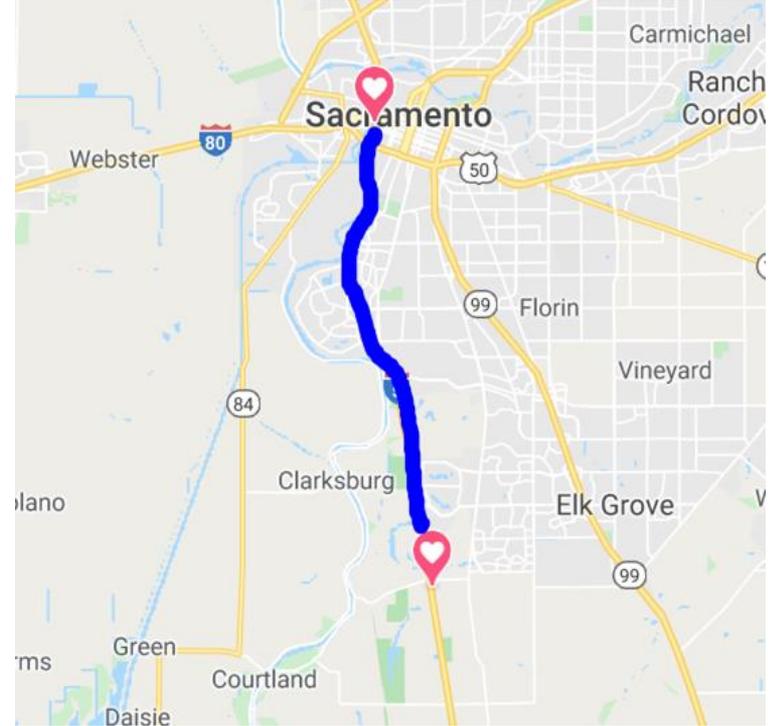
Conv-LSTM paper (Zhuoning Yuan, Xun Zhou, Tianbao Yang) we previously referenced split up Ohio into a grid and predicted the number of accidents to happen per grid square

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

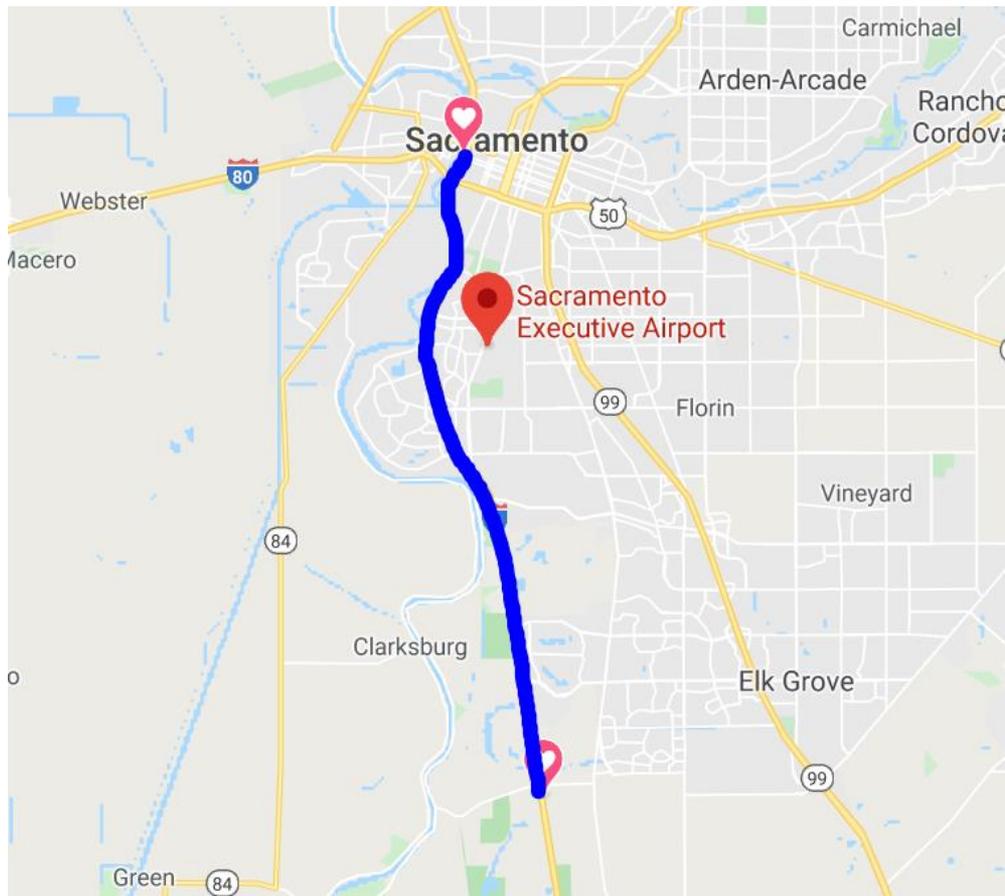
- Speed
 - MPH
- Flow
 - # of cars



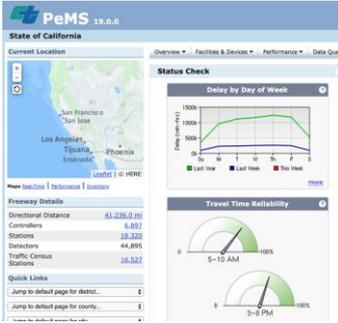
<https://encrypted-tbn0.gstatic.com/images?q=tbn%3AAND9GcQdjvwSOe-1gUgJFxFxJ8JZ6ar2Vzr4H7wG6QmW7VXgnbUWmdXR0m&usqp=CAU>

Input data: weather

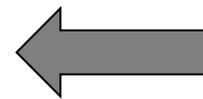
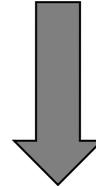
- Temperature
 - Degrees C
- Wind
 - m/s
- Precipitation
 - mm



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

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

Incident data

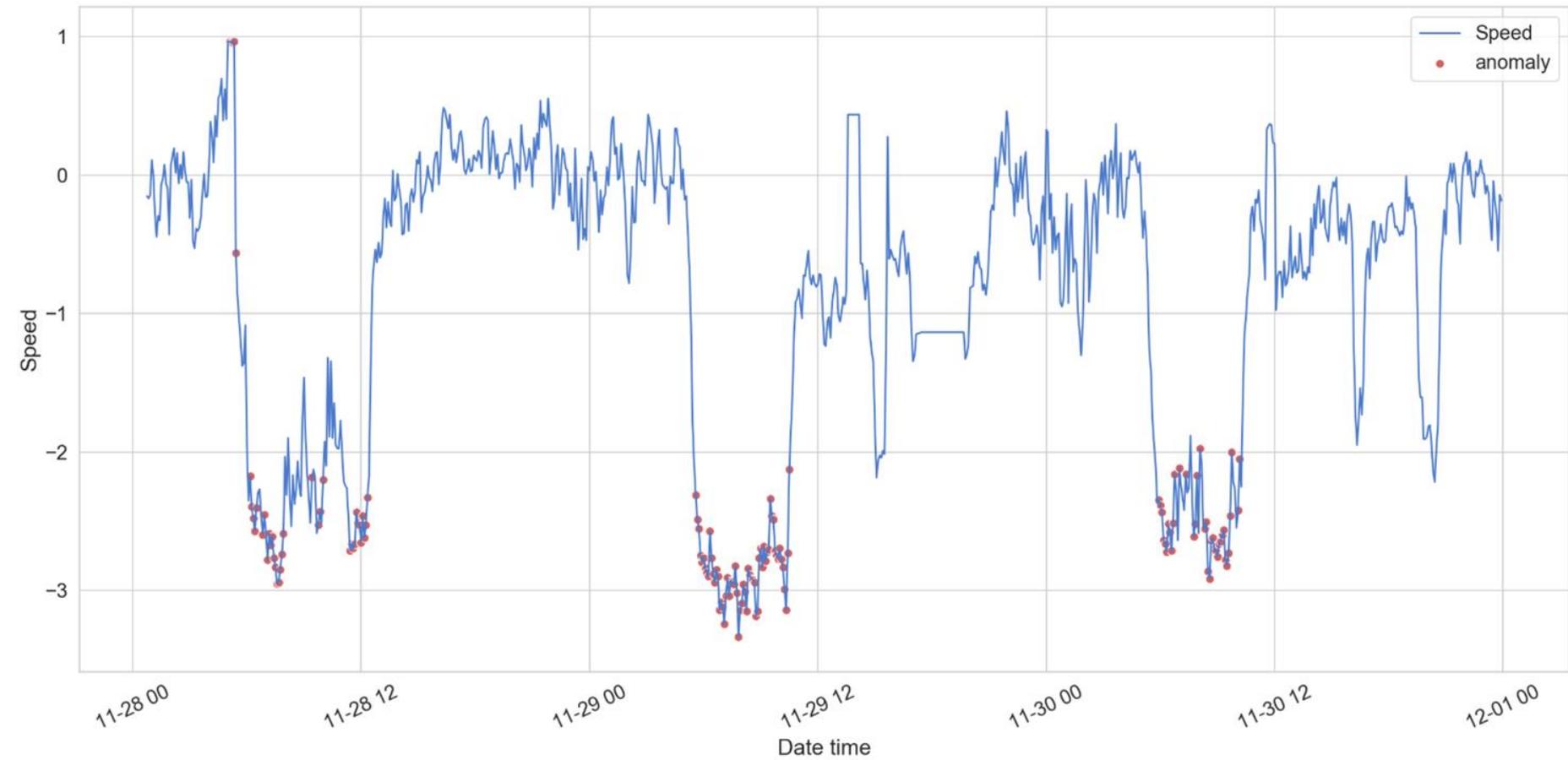
- Time
- Mile-marker location
- Incident type



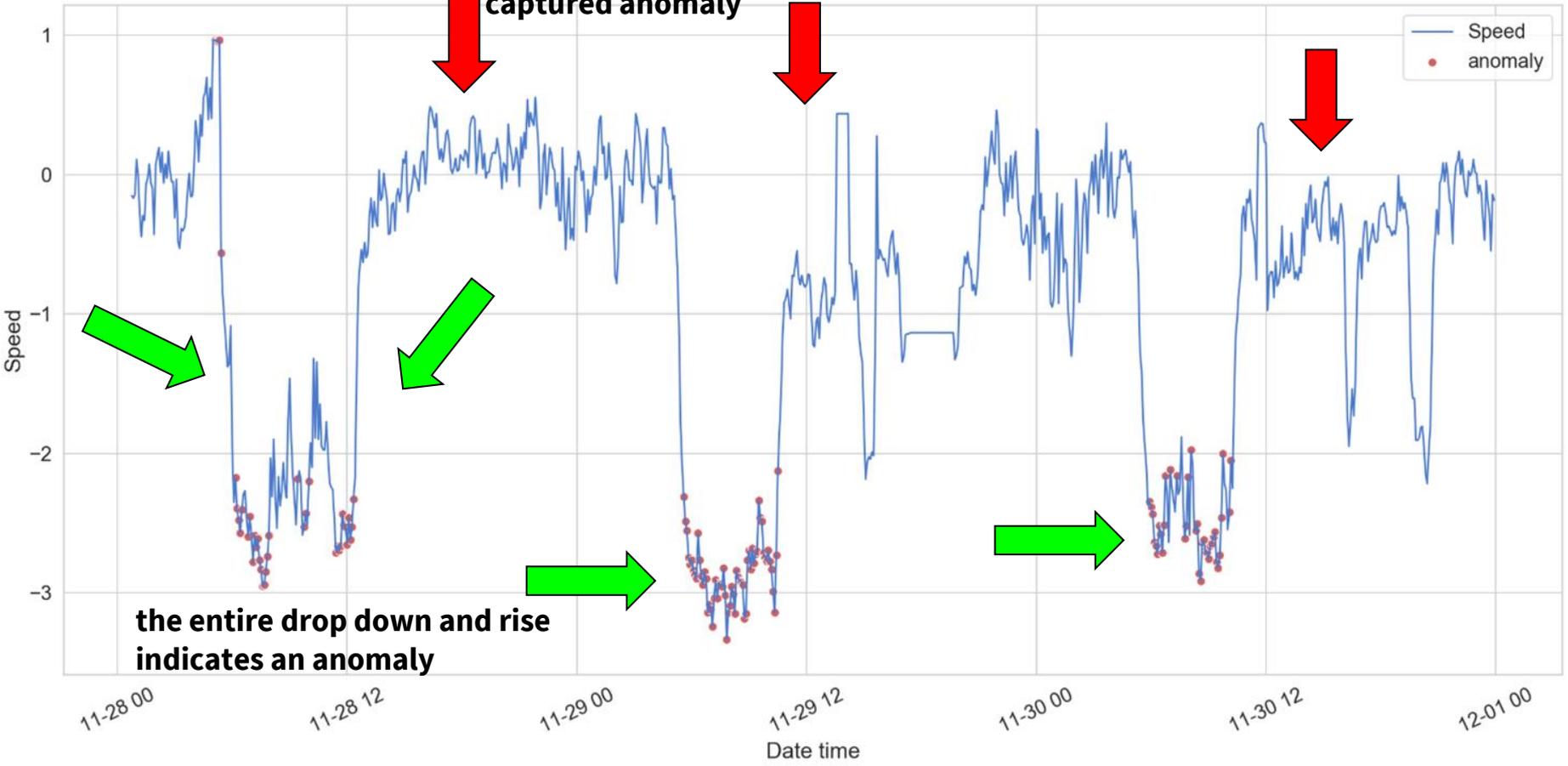
<https://bloximages.chicago2.vip.townnews.com/capenews.net/content/tncms/assets/v3/editorial/e/7d/e7dbdfc-406e-11e5-9a00-27de674c5bef/55ca678e11c12.image.jpg>

Autoencoder vs. Bidirectional model

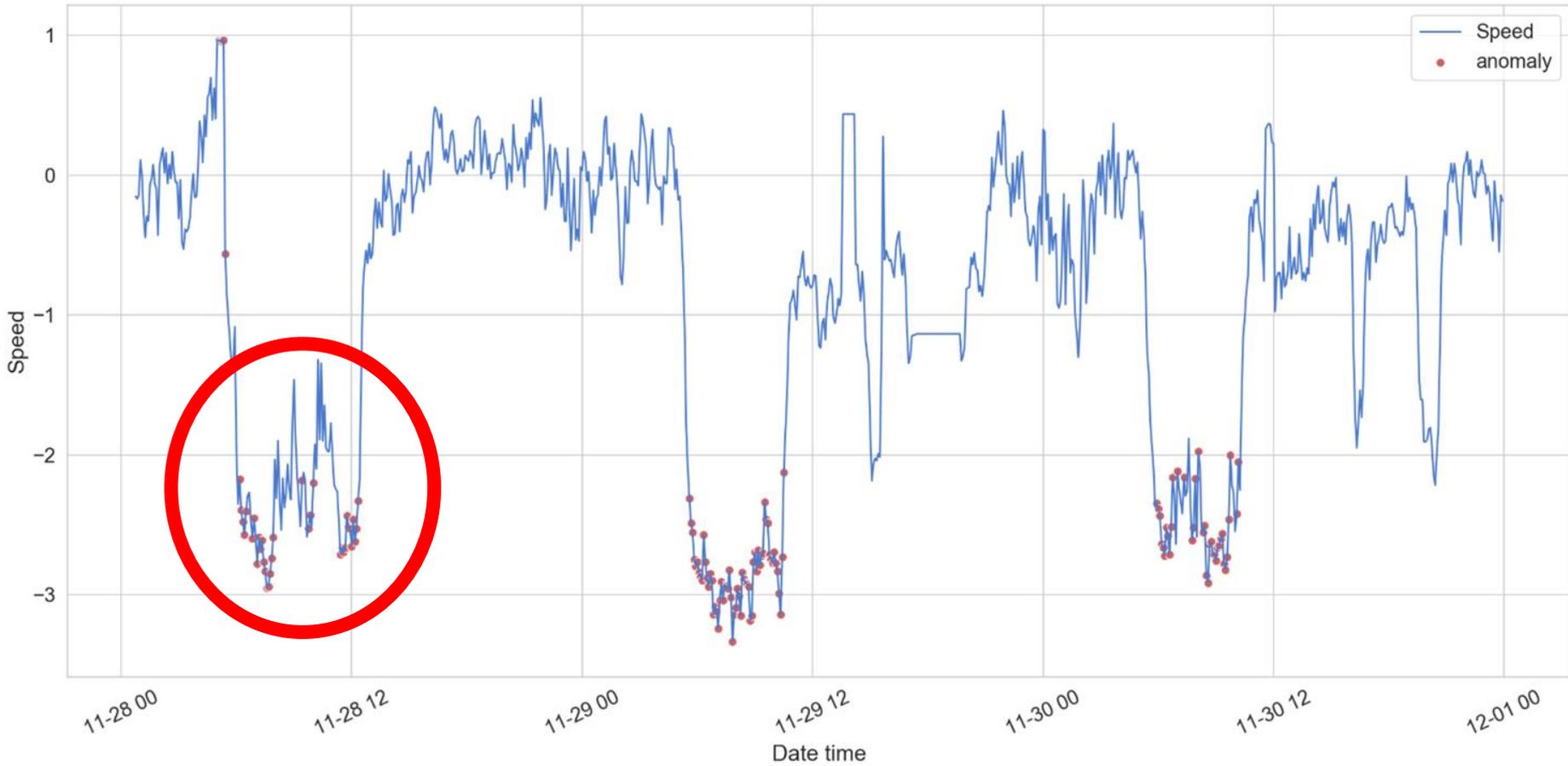
- Moved to bidirectional model because of inconsistencies
- Auto-encoder takes speed of one point as input feature and trains model accordingly
- When more features were added (like downstream speed) auto-encoder didn't work
- Bidirectional model is faster for training compared to the other model as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



Incidents reported some time after the captured anomaly

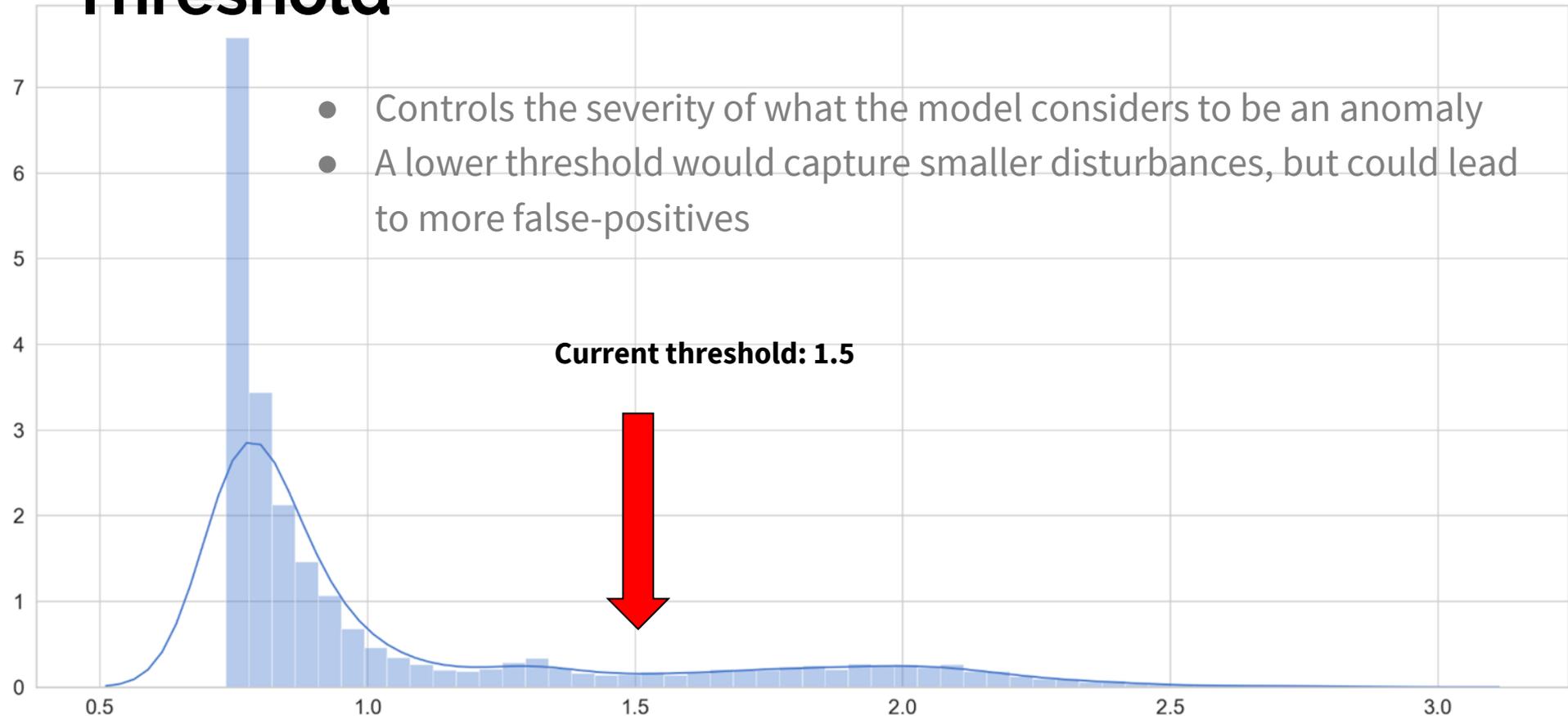


the entire drop down and rise indicates an anomaly



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/>