

14th Behavior Modeling in Transportation Networks, UT
Sat. 26 September. Early bird session.

A context-dependent scheduling model considering measurement errors in pedestrian network

Yuki Oyama* and Eiji Hato

* Ph.D. Candidate / The University of Tokyo

oyama@bin.t.u-tokyo.ac.jp



Behavior **in Networks** **Studies Unit**

1. Introduction :

- City Center Sojourn of pedestrians

Part 1

2. Behavior Model :

- Pedestrian dynamic scheduling model
- Context-dependent energy

3. Measurement Model :

- Probe Person data with GPS technologies
- Detection of pedestrian activity paths

Part 2

4. Case study :

- Model Estimation and Results

Part 3

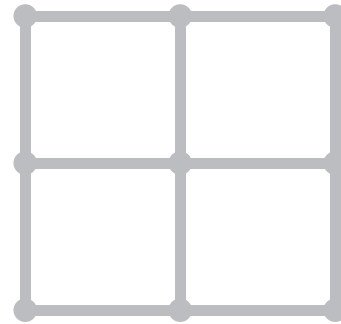
5. Conclusions

Development around station



Large scale buildings
No. of visitors

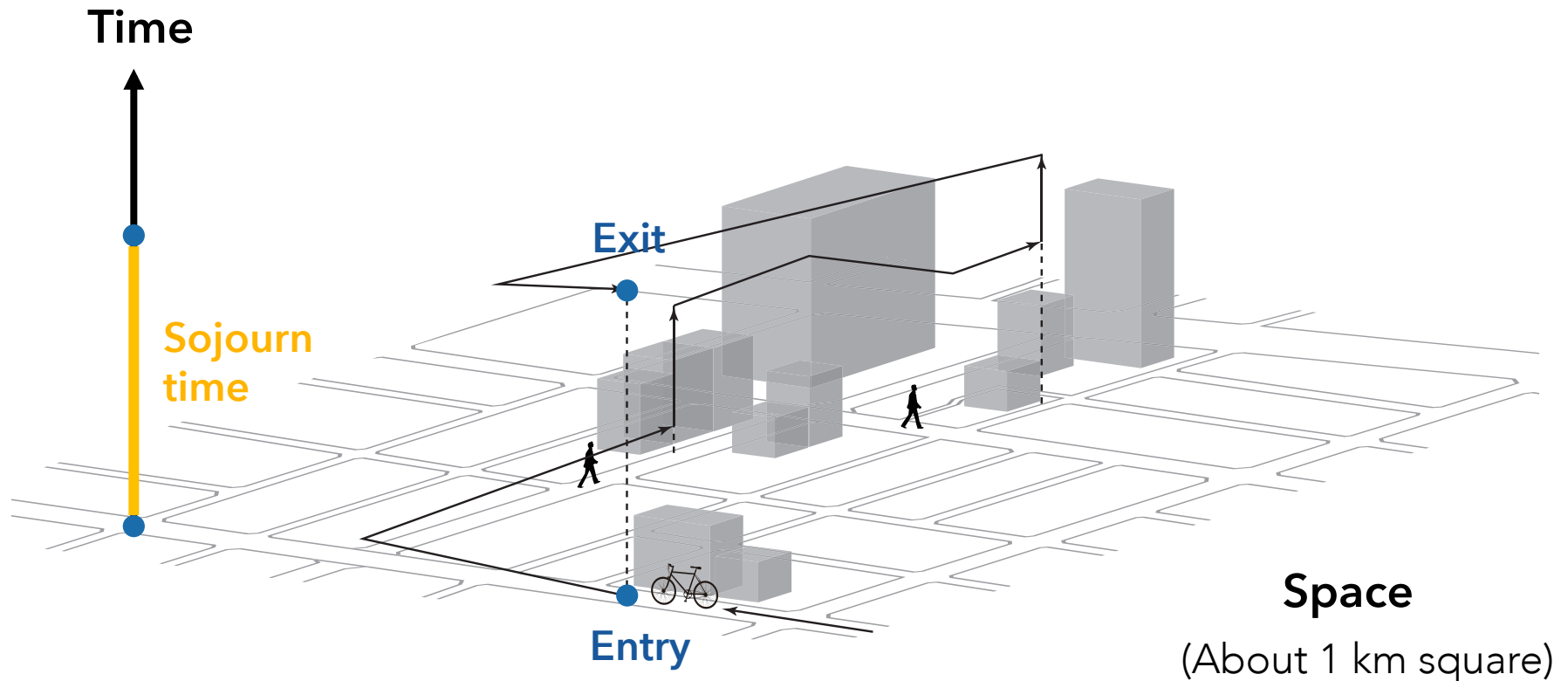
Urban renovations



Small scale projects
Frequency / Duration / ...

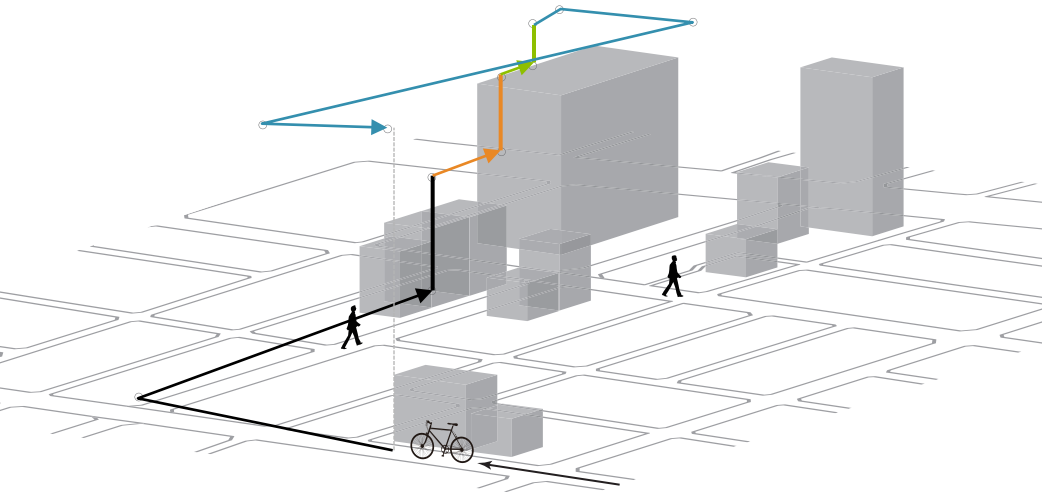
How people spent their time in these districts?

- **City Center Sojourn** refers to pedestrian scheduling behavior in city centers, which includes a sequence of moving (travel) and staying (activity) decisions.



Activities can be generated (walking) context-dependently

- **Spatial attributes** (stumbling on an attractive shop,...)
- **Activity history** (finding next shop for goods she wants, ...)
- **Social interaction** (a friend says he wants to drop in a café,...) ...



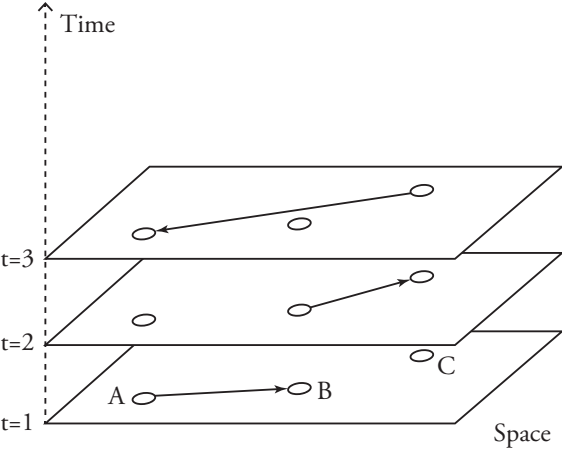
Pattern is not alternative but result of **dynamic scheduling process**

e.g.; Habib (2011)

Activities (staying) **do not always** decided to conduct **before** travels (moving)

1. Markov chain

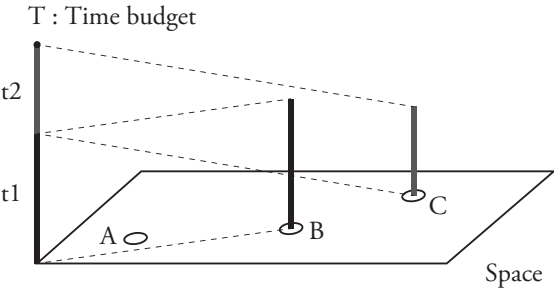
Lerman (1979),
Borgers and Timmermans (1986)



$$p_t(i, j)$$

2. Time allocation

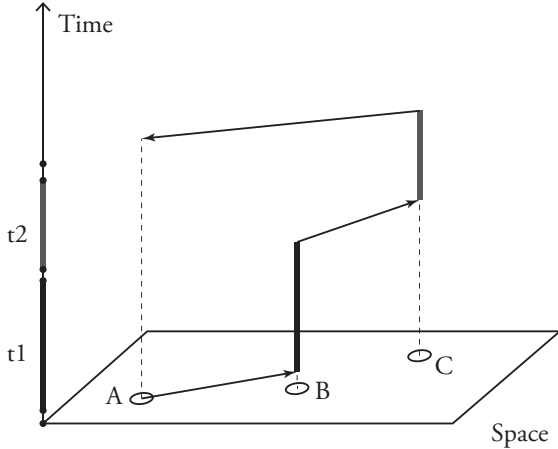
Bhat et al. (2005),
Fukuyama and Hato (2013)



$$\sum_{k=1}^K t_k = T$$

3. Utility maximization

Bowman and Ben-Akiva (2001),
Recker (1995)



$$\max U$$

○ ordered

× random ordered

○ ordered

× separated

△ semi-separated

○ linked

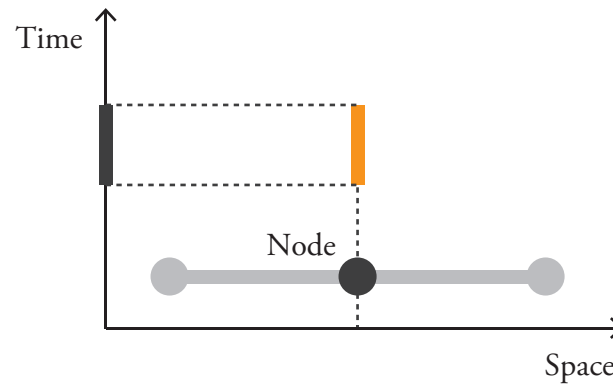
○ context-dependent
(but only at the time)

× independent
(pre-trip)

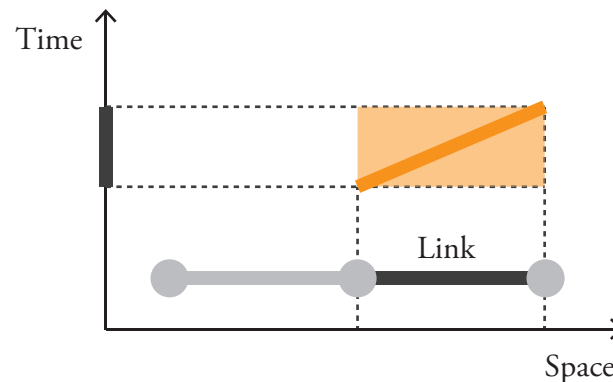
× independent
(pre-trip)

Activity = **Time allocation** behavior to a certain 'space'

- **Staying** : duration time choice in a certain 'node' $n \in S$

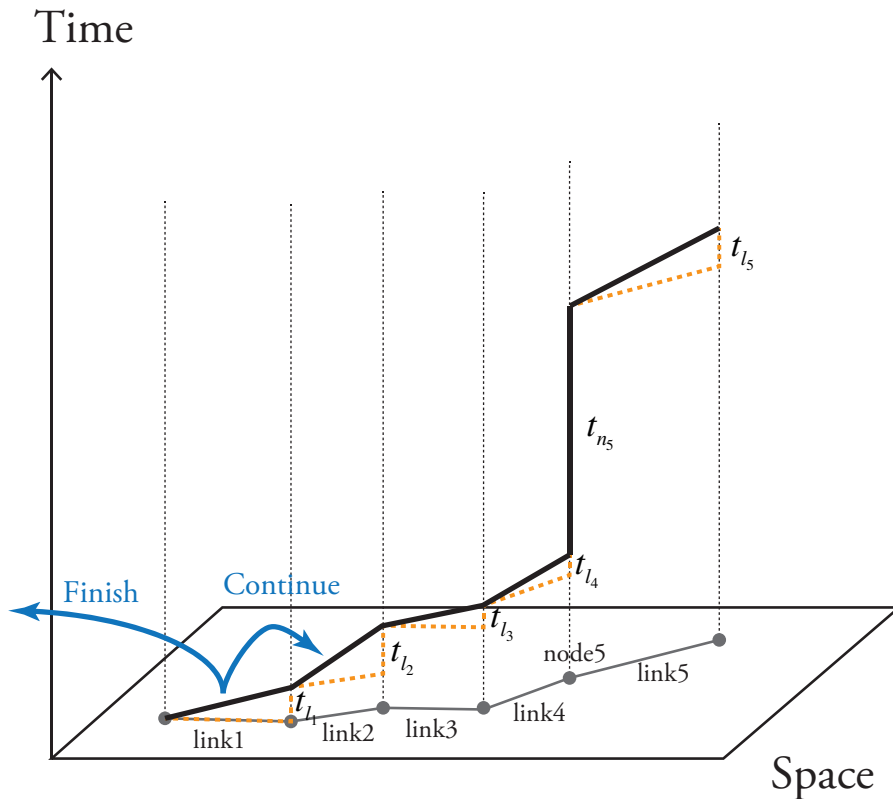


- **Moving** : duration time choice in a certain 'link' $l \in S$



Activity = Time allocation behavior to a certain 'space'

- **Moving** : duration time choice in a certain 'link' $l \in S$
- **Staying** : duration time choice in a certain 'node' $n \in S$



Dynamic scheduling model in space

1. Activity generation model

Continue or Finish activities ?

- *'Continue' means moving next space
- *'Finish' means moving out of district

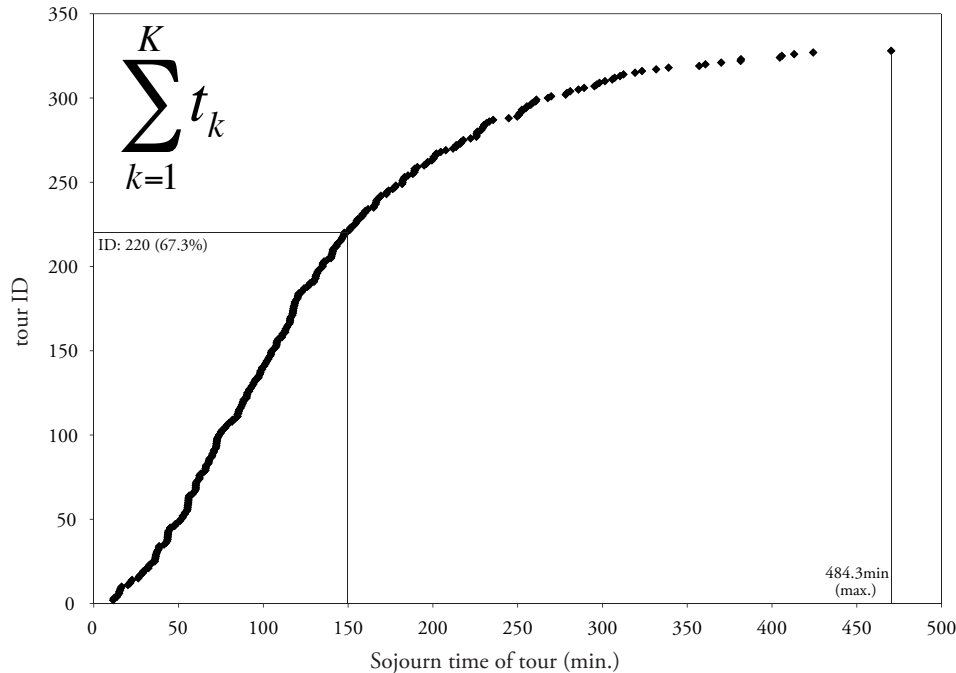
What this decision is based on?

2. Time allocation model

Duration time choice in the space

$$\max u_k(t_k)$$

Is it enough with only time constraints ?



- **Non-mandatory tour** (shopping, eating, recreational, other activities are included).
- Sojourn time (cumulative duration) is **continuously distributed**.



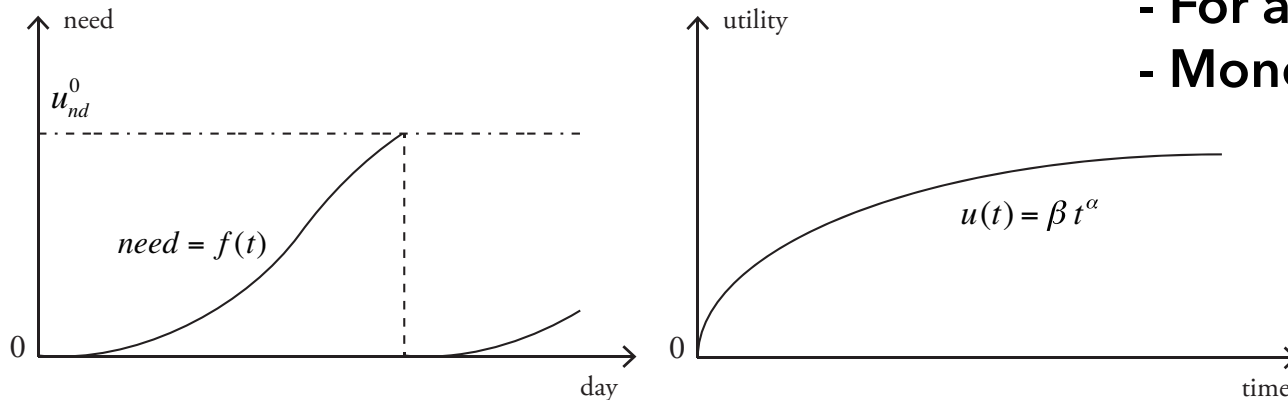
- We **cannot explain** the sojourn time differences among tours **by only time constraint**.

We have to consider:

Psychological (personal) concept as resource

Psychological mechanisms in behavior modeling

- **Need** (Maslow, 1943; Arentze and Timmermans, 2004; Nijland et al., 2013)
- **Satisfaction** (Pattabhiraman et al., 2013)
- **Satiation** (MacAlister, 1982; Bhat et al., 2005)

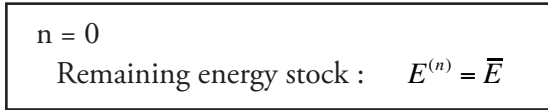


- For a particular activity
- Monotonicity

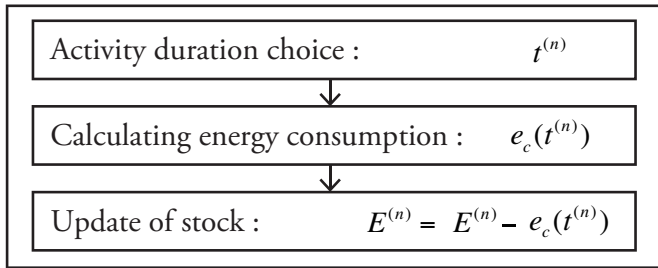
'Energy' : personal resource for engaging in activities.

- All of activities in **a tour have 'energy' in common.**
- Energy decreases by engaging activities, and can **increase based on context.**

Step1: Initialization

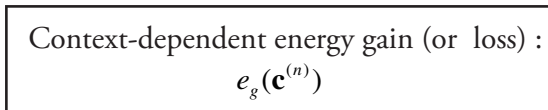


Step2: Conducting an activity

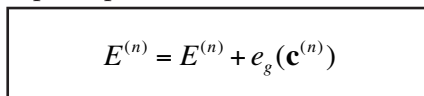


n := n + 1

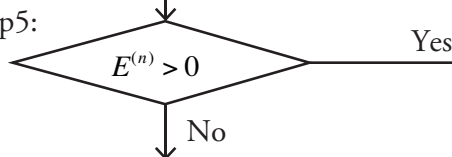
Step3: Preparation for next activity



Step4: Update of stock



Step5:



Step6: Finish district sojourn

Remaining energy :

$$E^{(n+1)} = \bar{E}_{i,d} - \underline{E_c^{(n)}} + \underline{E_g^{(n+1)}} \quad (1)$$

Energy consumption :

$$E_c^{(n)} = \sum_{k=1}^n e_c(t^{(k)}, x^{(k)}) \quad (2)$$

Energy gain (or loss) :

$$E_g^{(n)} = \sum_{k=1}^n \sum_i \gamma_{ki} I_{ki} + \sum_j \delta_{nj} S_{nj} \quad (3)$$

I_{ni} : Activity history variables

S_{nj} : Spatial attributes variables

Activity generation model

$$E^{(n)} = \bar{E}_{i,d} - E_c^{(n-1)} + E_g^{(n)} + \varepsilon \quad (1)'$$

ε : random error term (i.i.d. gumbel distribution)

If energy is greater than zero, the sojourn will be continued, otherwise finished.

$$\Pr(\text{continue}) = \Pr(E^{(n)} > 0)$$

Time allocation model (Habib, 2011)

*k=1: next activity, k=2: composite activities

$$\max U(t_k) = \sum_{k=1}^2 \frac{1}{\alpha_k} \exp(\psi_k z_k + \varepsilon'_k) (t_k^{\alpha_k} - 1) \quad (4)$$

$$\text{s.t.}, \quad t_1 + t_2 = T \quad (5)$$

α_k : satiation parameter (< 1) z_k : vector of variables ψ_k : vector of weights

ε'_k : random error term (i.i.d. gumbel distribution)

Joint probability : Habib(2011)*

$$\Pr(\text{continue} \cap \text{Time} = t_k)$$

$$= \left(\frac{1 - \alpha_1}{t_k} + \frac{1 - \alpha_2}{T - t_k} \right) \cdot \frac{1}{\sigma} \exp\left(\frac{-(V'_2 - V'_1)}{\sigma} \right) \cdot \left[1 + \exp\left(\frac{-(V'_2 - V'_1)}{\sigma} \right) \right]^{-2} \times \Phi\left(\frac{J_d(\varepsilon) - \rho J_c(\varepsilon'_k)}{\sqrt{1 - \rho^2}} \right)$$

where,

$$V'_k = \psi_k z_k + (\alpha_k - 1) \ln(t_k) \tag{6}$$

$J(\varepsilon)$: the inverse of CDF of standard normal distribution (Lee, 1983)

MLE (Maximum Likelihood Estimates)

$$L = \prod_{i=1}^I \left[\prod_{k=1}^n (\Pr_i(\text{continue} \cap \text{Time} = t_k))^{\delta_{ic}} \right] \tag{7}$$

*Khandker M. Nurul Habib (2011). A random utility maximization (RUM) based dynamic activity scheduling model: Application in weekend activity scheduling, Transportation, Vol.38, pp.123-151.

1. Introduction :

- City Center Sojourn of pedestrians

2. Modeling :

- Pedestrian dynamic scheduling model
- Context-dependent energy

3. Measurement Model :

- Probe Person data with GPS technologies
- Detection of pedestrian activity paths

Part 2

4. Case study :

- Model Estimation and Results

5. Conclusions

Methods :



GPS (automatic) $\hat{m} = (\hat{x}, \hat{t})$

- Latitude / Longitude (a coordinate)
- Timestamp (at the interval of 5~30 s)

+ Web diary $a = (x, t^-, t^+)$

- Trip purpose
 - Transportation mode
- + personal information

Personal day-to-day data

Measurements :

$$\hat{m}_{1:J_i^d} = (\hat{m}_1, \dots, \hat{m}_{j_i^d}, \dots, \hat{m}_{J_i^d})$$

Reported activity episodes :

$$a_{1:R_i^d} = (a_1, \dots, a_{r_i^d}, \dots, a_{R_i^d})$$

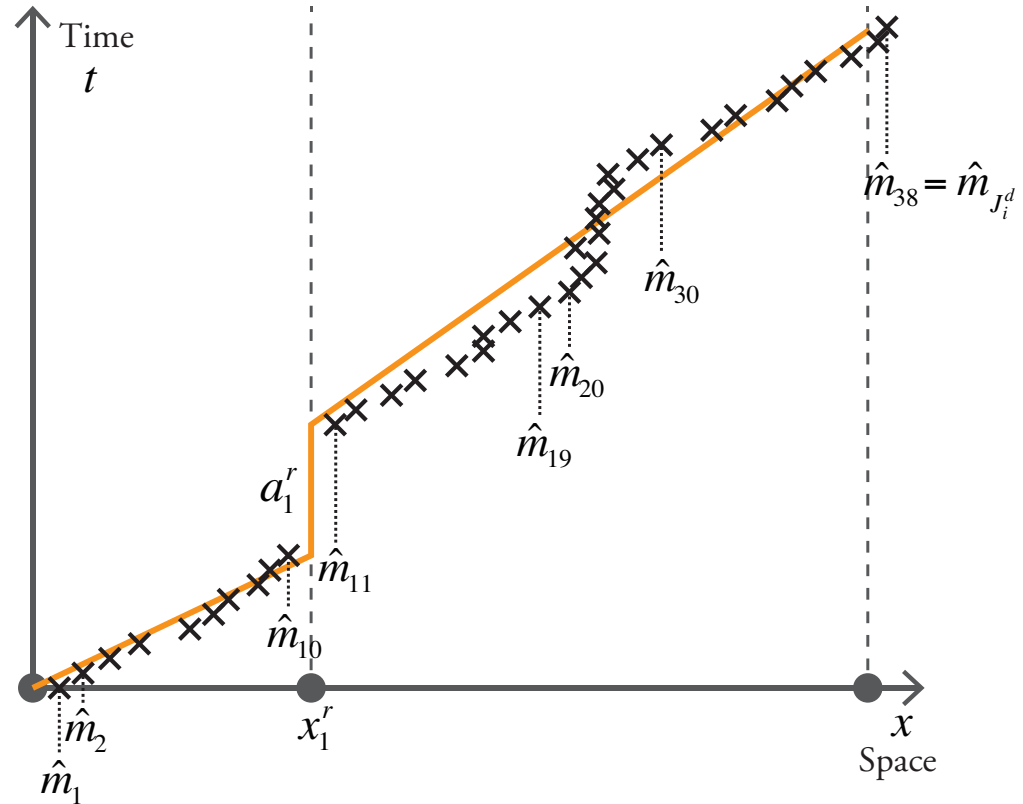
where, i : an individual, d : a day

Reported path (—) :

$$\hat{m} = (\hat{x}, \hat{t})$$

$$a_r = (x, t^-, t^+)$$

- There can be dropped (non-reported) staying activity.
- Measurements have not connected with 'space' yet.
(and it has measurement error)

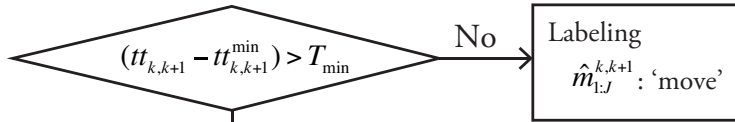


We need to

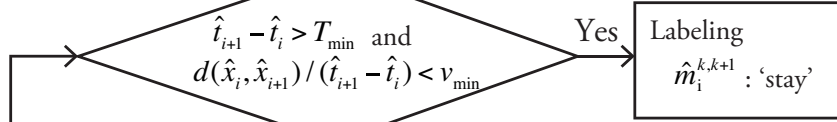
1. Label measurements ('moving' or 'staying')
2. Connect measurements with 'space' (node / link)

Step1: Classification of moving or staying

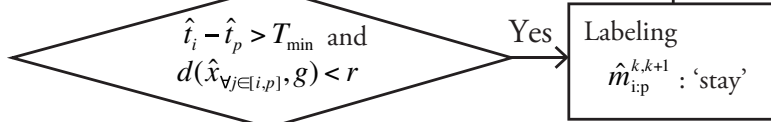
Step1-1: Comparison travel time



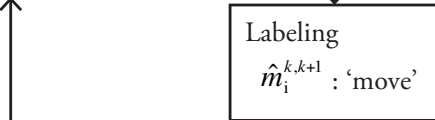
Step1-2: i = 1



Step1-3: j = i - p



i =: i+1



No

k =: k+1

$tt_{k,k+1} = t_{k+1}^- - t_k^+$: Reported travel time

$$tt_{k,k+1}^{\min} = d(x_k, x_{k+1}) / v_w \quad (8)$$

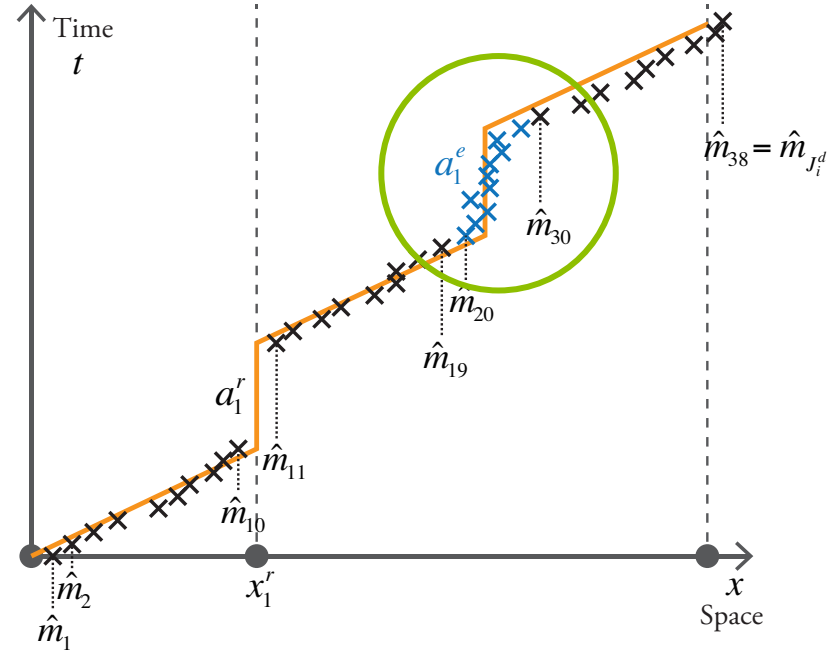
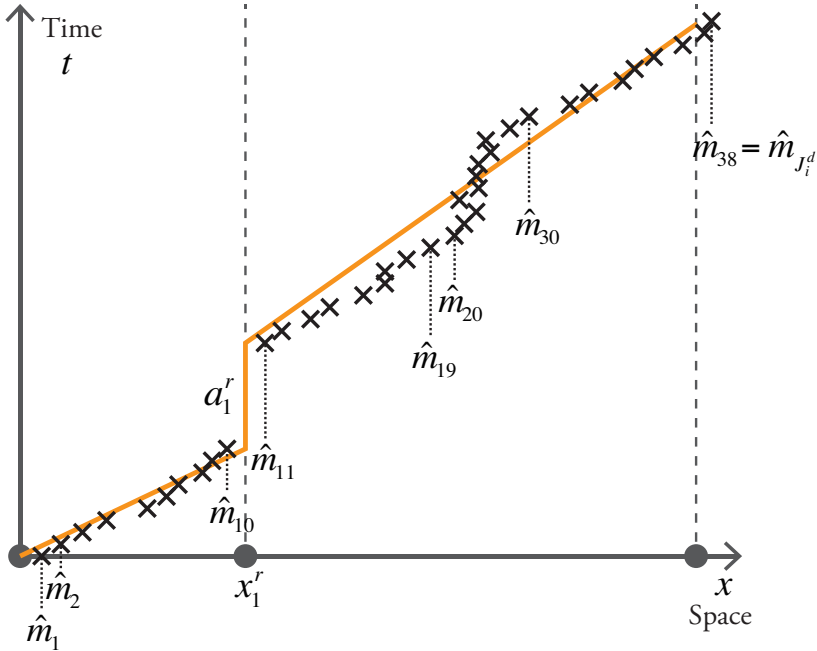
: Shortest path travel time

Centroid of $\hat{m}_{i:p}^{k,k+1}$

$$g_{i:p} = \frac{1}{p-i+1} \left(\sum_{j=i}^p \hat{x}_{jlat}, \sum_{j=i}^p \hat{x}_{jlon} \right) \quad (9)$$

* $T_{\min} = 180s, v_w = 1.4m/s, r = 50m$

Step1: Classification of moving or staying



✘ $\hat{m} = (\hat{x}, \hat{t}, 'move')$

✘ $\hat{m} = (\hat{x}, \hat{t}, 'stay')$

Next: **Connect activities with 'space'** (move - link / stay - node)

Step2: Estimation of activity space for 'stay' data

Step2-1: Candidate set generation

Universal set: $\mathcal{U}_N = \{n : n \in S\}$

Space frequency score from day-to-day data:

$$f_{ni} = \sum_d \sum_k \delta_{k,n}^{i,d}, \quad f_n = \sum_i \sum_d \sum_k \delta_{k,n}^{i,d} \quad (10)$$

$\delta_{k,n}^{i,d}$: 1 if individual i stay n for activity k on day d , otherwise 0.

Importance Sampling using MCMC method

Adoption rate of i :

$$r_i = P_i / P_j = \exp(V_{in}) / \exp(V_{jn}), \quad V_{in} = \sum_j \beta_{nj} X_{nj} + w_1 f_{ni} + w_2 f_n \quad (11)$$

Finally we get a subset: $C_{iN} \subset \mathcal{U}_N$

Step2: Estimation of activity space for 'stay' data

Step2-2: Probability calculation e.g.; Danalet et al. (2014)

Prior probability:
$$P_i(n) = \exp(V_{in}) / \sum_{m \in C_{iN}} \exp(V_{im}) \quad (12)$$

Measurement probability:

$$P(\hat{m}_{p:q} | n) = P(\hat{x}_{p:q} | x_n) = \prod_{j=p}^q P(\hat{x}_j | x_n)$$

$$P(\hat{x}_j | x_n) = \frac{1}{\sqrt{2\pi\sigma}} \exp\left(-\frac{(\hat{x}_j - x_n)^2}{2\sigma^2}\right) \quad (13)$$

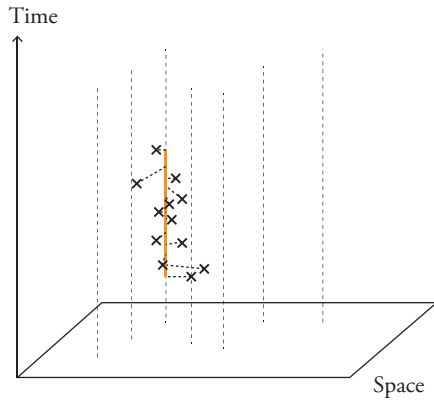
* We assume that measurement error is only localization σ

Probability of space n for 'stay' measurement set $\hat{m}_{p:q}$:

$$P(n | \hat{m}_{p:q}) = a \cdot P(\hat{m}_{p:q} | n) \cdot P_i(n) \quad (14)$$

Detected activity path:

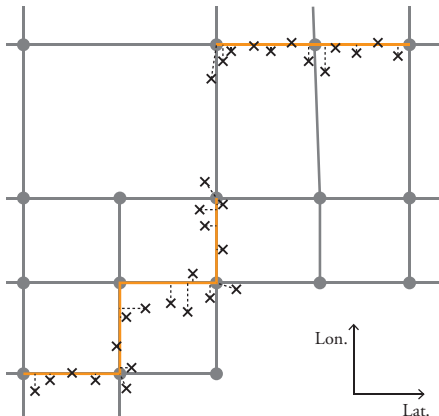
Step2: Estimation of 'stay' space



$$\hat{m} = (\hat{x}, \hat{t}, 'stay')$$

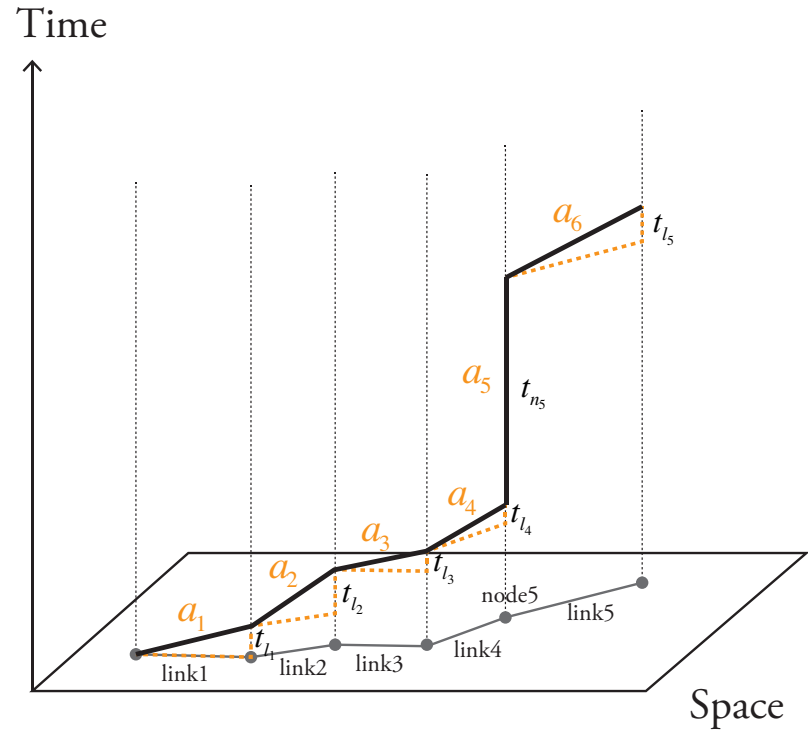
$$a = (n, t^-, t^+)$$

Step3: Estimation of 'move' space (Map-matching)



$$\hat{m} = (\hat{x}, \hat{t}, 'move')$$

$$a = (l, t^-, t^+)$$



Activity sequence with space

$$a_{1:M_i^d} = (a_1, \dots, a_{m_i^d}, \dots, a_{M_i^d})$$

1. Introduction :

- City Center Sojourn of pedestrians

2. Behavior Model :

- Pedestrian dynamic scheduling model
- Context-dependent energy

3. Measurement Model :

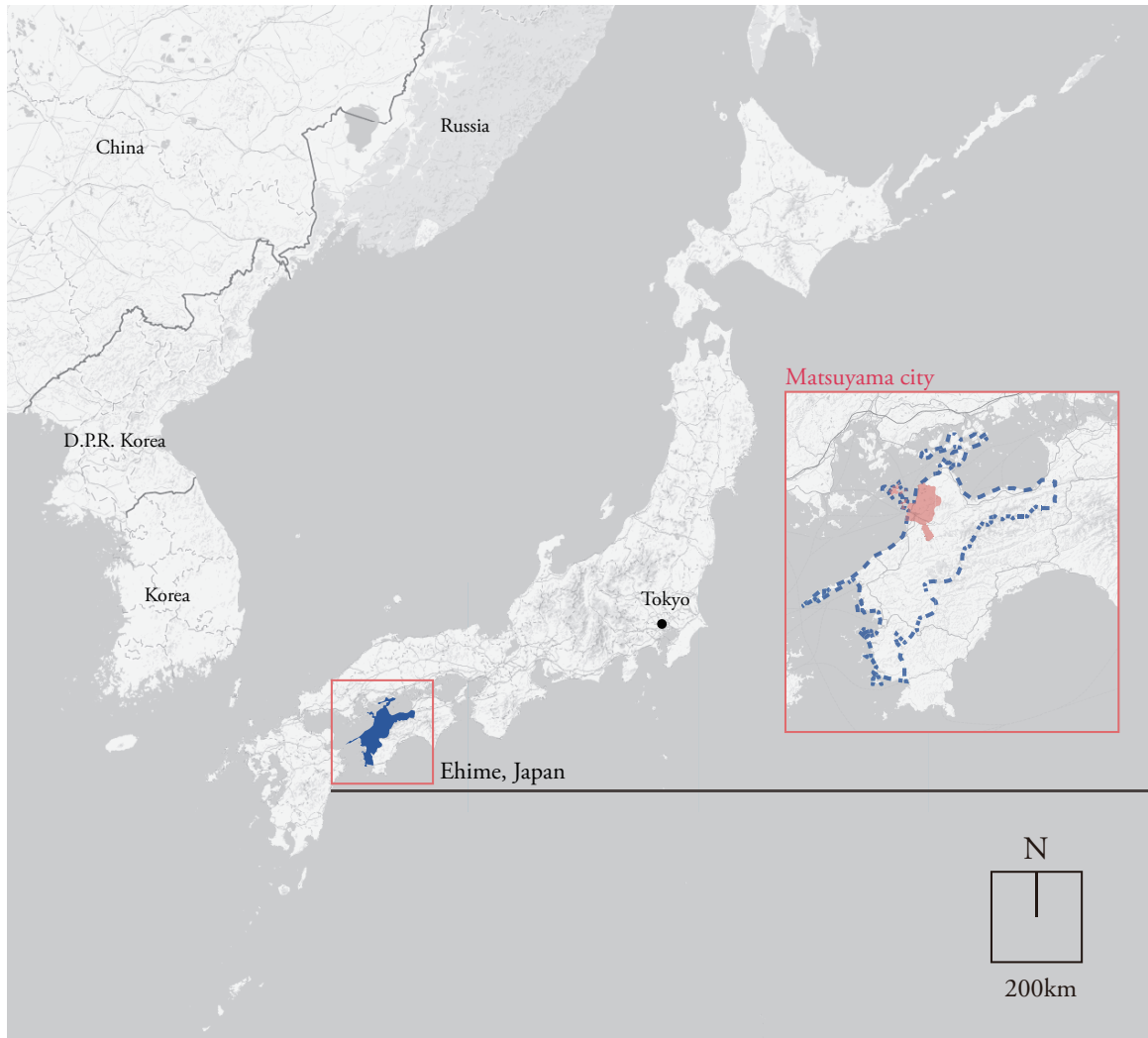
- Probe Person data with GPS technologies
- Detection of pedestrian activity paths

4. Case study :

- Model Estimation and Results

5. Conclusions

Matsuyama city :

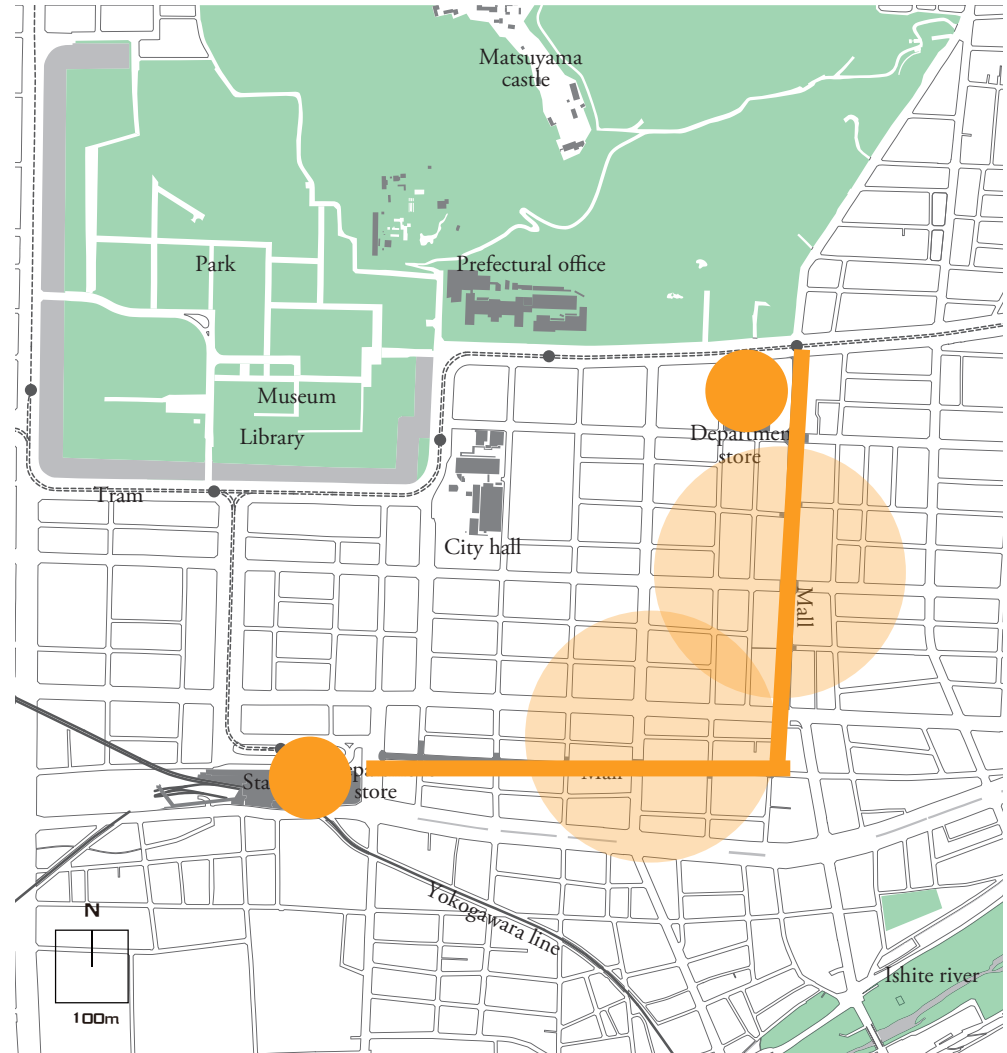


Data

- Ehime prefecture, Shikoku region
- Population: 516,637 (December 1, 2010)
- Area: 428.86 sq. km
- Density: 1,204.68/sq. km

City center of Matsuyama :

- 2 department stores / 2 malls
- Various retails and restaurants are located around the streets.



About 1.5 km square



Data collection :

Survey	Period	Weeks	No. of monitors	Data (trip)
CityCenterPP2007	2007/02/19~2007/03/22	4	84	7,810
PP survey 2007A	2007/10/29~2008/01/21	12	508	17,697
PP survey 2007B	2007/10/29~2008/01/21	12	205	14,706
Bike sharing PP	2009/02/21~2009/03/07	2	15	668
Elderly PP 2010	2010/11/18~2011/01/31	12	30	1,380
Total		42	842	42,261

-> 1582 sojourn tours (non-mandatory) were observed

Remaining energy $E^{(n+1)} = \bar{E}_{i,d} - E_c^{(n)} + E_g^{(n+1)}$

Initial stock of energy

$$\bar{E}_{i,d} = \sum_k \alpha_k x_k$$

- Female dummy (sex)
- Car inflow dummy (mode)
- Dist. between Entry point and Main (Location of entry point)

Energy consumption $E_c^{(n)} = \sum_{k=1}^n e_c(t^{(k)}, x^{(k)})$

By staying : $e_c^s = (\beta_{time}^s + \sum_k \beta_k^s x_k^s) \cdot t$

- Shopping purpose dummy
- How many times

By moving: $e_c^m = (\beta_{time}^m + \beta_{speed}^m s + \sum_k \beta_k^m x_k^m) \cdot t$

- Sidewalk width
- Shopping street dummy

Energy gain (or loss)

$$E_g^{(n)} = \sum_i \gamma_{ki} I_{ki} + \sum_j \delta_{nj} S_{nj}$$

- Cumulative number of activities
- Previous trip purpose
- Dist. from EP or Main facilities
- Shopping street dummy

	Variable	Parameter	t-value		Variable	Parameter	t-value
ρ	Correlation	0.048	0.90				
α_c	Satiation Parameter of composite	0.594	12.98 **				
α_m	Satiation Parameter of moving	-3.196	-93.23 **				
α_s	Satiation Parameter of staying	-0.176	-8.92 **				
	Discrete choice				Continuous choice (move)		
α_1	Constant	5.354	26.03 **	β_{mc}	Constant	-1.054	-5.17 **
α_2	Female dummy	-0.170	-1.52	β_{time1}	Elapsed time (min./10)	0.006	2.55 **
α_4	Log(EP-Main dist.(km) + 1)	0.164	11.07 **	β_{time2}	Cumulative stay activities	-0.004	-0.16
α_5	Car inflow dummy	0.632	5.06 **	β_{time3}	Cumulative move activities	-0.006	-1.13
β_1	Basic parameter of time (min.)	-0.004	-6.75 **	β_{time4}	Link length (m)	0.024	21.56 **
β_2	A Number of trips	0.002	6.74 **	β_{time5}	No. of lanes	0.104	2.98 **
β_3	Shopping dummy	-0.003	-2.60 **	β_{time6}	Sidewalk width (m)	-0.067	-2.49 **
β_4	Basic parameter of time (min.)	-0.264	-7.15 **	β_{time7}	Shopping street	0.665	2.99 **
β_5	Walking speed (m/s)	-0.063	-8.49 **	β_{time8}	Street trees	-0.057	-0.56
β_6	Sidewalk width (m)	0.070	6.42 **		Continuous choice (stay)		
β_7	Shopping street dummy	-0.240	-3.72 **	β_{ms}	Constant	2.368	10.89 **
γ_1	Cumulative stay activities	-0.986	-17.65 **	β_{time9}	Elapsed time (min./10)	-0.004	-0.86
γ_1	Cumulative move activities	0.638	10.78 **	β_{time10}	Cumulative stays	-0.175	-4.87 **
γ_2	Cumulative shopping stays	0.246	3.67 **	β_{time11}	Cumulative moves	-0.042	-4.45 **
γ_4	Previous activity : eating	0.364	1.82	β_{time12}	Public facilities	0.113	0.99
γ_5	Previous activity : Main	-1.957	-14.24 **	β_{time13}	Department store	-0.564	-4.78 **
γ_4	Dist. from EP	-0.040	-2.60 **	β_{time14}	Shopping street	-0.606	-3.86 **
γ_5	Dist. from Main	-0.230	-14.52 **	β_{time15}	No. of retails	-0.029	-2.48 **
					Observations		7247
					Initial Likelihood		-24949.15
					Final Likelihood		-18855.90
					Rho square (adj.)		0.243

- To capture **context-dependent activity generation** and **scheduling process** in pedestrian behavior,
- we incorporated “**energy**” into the scheduling model and described **a sequential time-allocation behavior to spaces**.
- And using PP data, **we detected activity paths with space**.
- As a result, it was clarified that the energy consumption and gain process are dependent on some **behavioral and spatial context variables**.

**Thank you for your attentions!!
Questions?**

Contact: oyama@bin.t.u-tokyo.ac.jp

or oymyk.dom@gmail.com