

Prediction Equilibria in Dynamic Traffic Assignment

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Torino, 11.11.2022

- ▶ Part I: Basic DTA Theory
- ▶ Part II: Prediction Models in DTA

Part I

Basic DTA Theory

DTA as a two-layer system:

- ▶ physical layer
 - ▶ flow propagation (discrete, continuous)
 - ▶ queueing models (Vickrey point queue, horizontal queue,)
 - ▶ outflow functions (depending on travel time, volume, FIFO)
 - ▶ travel time functions (depending on inflow, flow volume, FIFO)
 - ▶ ...

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 - ▶ ...
- ▶ behavioral layer
 - ▶ How do/can travelers behave?
 - ▶ fixed departure rate, flexible departure rate, elastic demand,...
 - ▶ What is the **information** available?
 - ▶ full information, partial information, prediction,...

Research Questions

Given a **physical flow model** and a **behavioral model**:

- ▶ Do **dynamic equilibria** exist ?
- ▶ How can they be computed ?
- ▶ Are they unique ?
- ▶ Does the equilibrium set have a specific structure?
- ▶ Price of anarchy/stability ?
- ▶ Engineer equilibria (tolls, network design, *information design*,...)?

Modelling dynamic equilibria (“Terry Friesz school”):

- ▶ full information

- ▶ strategy space

- $\Lambda_i := \{h \in (L_2[0, T])^{\mathcal{P}_i} \mid \sum_{p \in \mathcal{P}_i} h_p(t) = r_i(t), t \in [0, T]\}$ with $h_p(t)$ inflow rate into path p for commodity $i \in I$.

Mathematical Tools

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▶ path-delay function (using $\mathcal{P} = \cup_{i \in I} \mathcal{P}_i$)

$$\Psi : (L_2[0, T])^{\mathcal{P}} \rightarrow (L_2[0, T])^{\mathcal{P}}$$

$$h(\cdot) \mapsto (\Psi_p(\cdot, h))_{p \in \mathcal{P}}.$$

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Definition 1

$h^* \in \Lambda$ is a dynamic equilibrium with fixed inflow rates, if for all $i \in I$, the following conditions hold:

$$h_p^*(t) > 0, p \in \mathcal{P}_i \Rightarrow \Psi_p(t, h^*) \leq \Psi_q(t, h^*) \quad (1)$$

$$\text{for almost all } t \in [0, T], q \in \mathcal{P}_i. \quad (2)$$

Friesz et al. (1993,+), Zhu and Marcote (2000)

Theorem 2

Let $\Psi_p(\cdot, h)$ be positive and measurable for all $p \in \mathcal{P}$ and $h \in \Lambda$. Then, $h^ \in \Lambda$ is a dynamic equilibrium with fixed inflow rates r , if and only if it solves the following variational inequality:*

Find $h^ \in \Lambda$ such that :*

$$\langle \Psi(h^*), (h - h^*) \rangle \geq 0 \text{ for all } h \in \Lambda. \quad (\text{VI}(\Psi, r, [0, T]))$$

“Friesz School (starting from 2015)”

- ▶ Browder (1968): Λ convex and compact, Ψ “continuous” \Rightarrow VI has solution h^* .
- ▶ Use piecewise constant h_p^i with discretization $\Delta_i \Rightarrow \Lambda(\Delta_i)$ compact.
- ▶ Take the limit $\Delta_i \rightarrow 0$ and prove convergence.

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“Zhu and Marcotte, Cominetti, Correa et al. School (starting from 2000, 2015)”

- ▶ Brézis, Lions (1968): Λ convex and closed and bounded, Ψ “sequentially weak-strong continuous” \Rightarrow VI has solution h^* .
- ▶ Prove “sequential weak-strong continuity” of Ψ .

Pose the problem as a fixed point “path-balancing” problem:

$$h_p^{k+1}(t) := \left[h_p^k(t) - \alpha^k \cdot \left(\Psi_p(t, h^k) - \min_q \{ \Psi_q(t, h^k) \} \right) \right]_+ .$$

Problem 1

- ▶ Convergence (local, global)?
- ▶ Numerical Stability ?
- ▶ Network Loading ?
- ▶ Relation to packet-based simulations (MatSim)?

Vickrey Model

- ▶ Use specific structure of “derivatives of equilibria”:
- ▶ Node label functions (specific form of $\Psi_p(t, h)$!)
- ▶ Thin flows
- ▶ “Extension methodology”

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Problem 2

- ▶ Finite number of extension steps ?
- ▶ For which physical models ($\Psi(t, h)$) can we apply the extension methodology ?

Uniqueness of Equilibria

uniqueness of dynamic equilibria in the Vickrey- and more general models, single sink!

- ▶ Cominetti et al. (2015)
- ▶ Smith and Iryo (2017)
- ▶ Olver et al. (2022)

Problem 3

For which physical models ($\Psi(t, h)$) can we say more about uniqueness ?

Part II

Information Models – Prediction Equilibria

Vickrey Queueing Model

- ▶ digraph $G = (V, E)$

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Vickrey Queueing Model

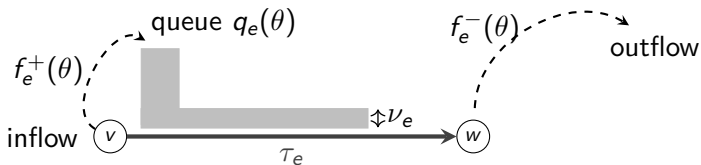
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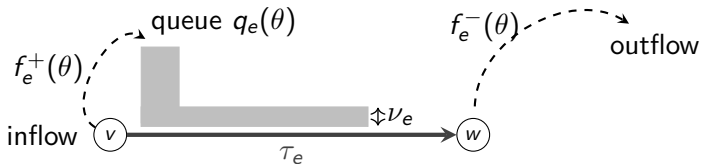
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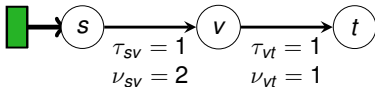


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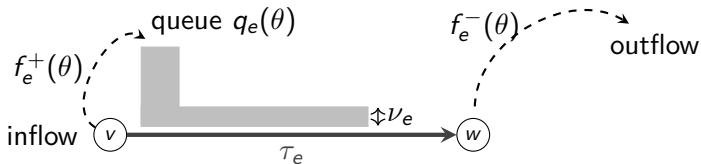


$u = 2$ for $\theta \in [0, 1]$

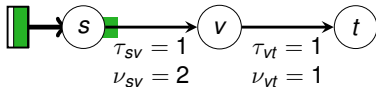


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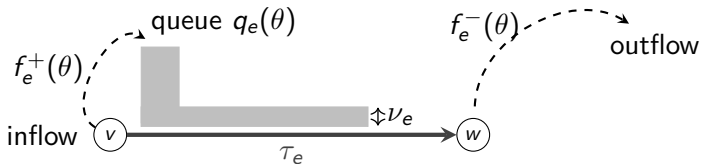


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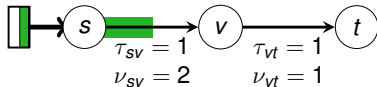


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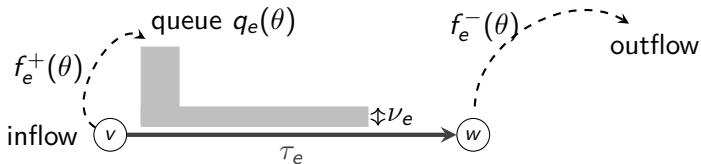


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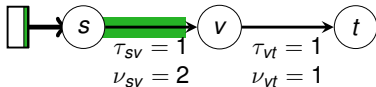


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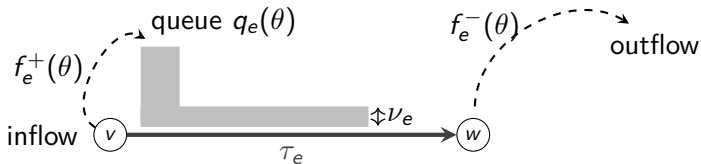


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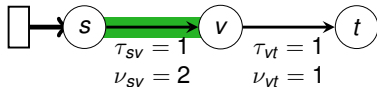


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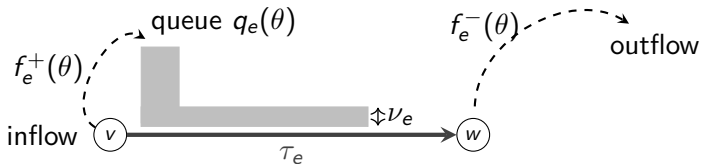


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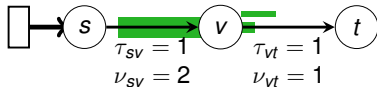


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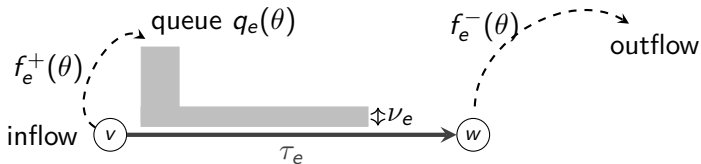


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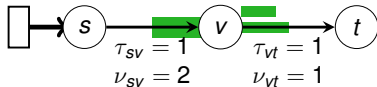


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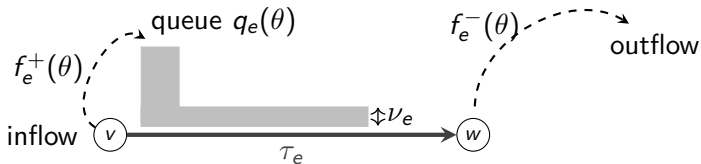


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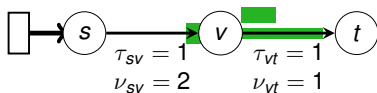


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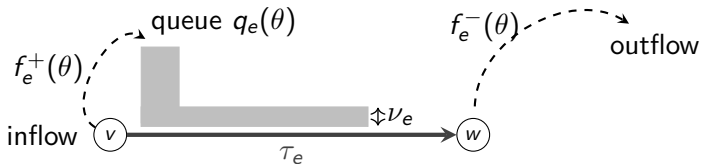


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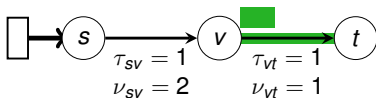


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Route Planning

The image shows a route planning application interface. On the left is a sidebar with a blue header and white background. The header contains a menu icon, a location pin, and a search bar with the text "Löwen, Belgien". Below the search bar is a location pin icon and the text "Dortmund". There is also a circular refresh icon and the text "Routen hinzufügen". Below this is a button "Jetzt starten" and the word "OPTIONEN". A button "Wegbeschreibung auf mein Smartphone senden" is also present. The main part of the sidebar lists three route options, each with a car icon, a description, a duration, and a distance. The first option is "über E314" with a duration of "2 Std. 41 Min." and a distance of "243 km". The second option is "über E314 und A40" with a duration of "2 Std. 51 Min." and a distance of "249 km". The third option is "über E314 und A46" with a duration of "2 Std. 53 Min." and a distance of "252 km". Each option has a "DETAILS" link below it. On the right is a map of Central Europe showing a blue route starting from Löwen, Belgium, and ending in Dortmund, Germany. The route passes through Antwerpen, Hasselt, and Düsseldorf. A red location pin is placed in Dortmund. The map shows major roads and cities in the region.

Menu

Löwen, Belgien

Dortmund

Routen hinzufügen

Jetzt starten OPTIONEN

Wegbeschreibung auf mein Smartphone senden

über E314 2 Std. 41 Min.
Schnellste Route; Übliche Verkehrslage
243 km
⚠️ Diese Route verläuft durch Niederlande.
DETAILS

über E314 und A40 2 Std. 51 Min.
249 km
DETAILS

über E314 und A46 2 Std. 53 Min.
252 km
DETAILS

Route Planning

Menu

Löwen, Belgien

Dortmund

Reiseziel hinzufügen

Jetzt starten OPTIONEN

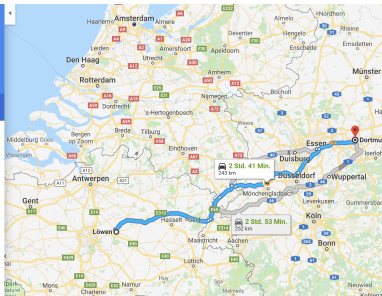
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[DETAILS](#)

über E314 und A40 2 Std. 51 Min.
249 km

über E314 und A46 2 Std. 53 Min.
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Menu

Sittard, Niederlande

Dortmund

Reiseziel hinzufügen

Jetzt starten OPTIONEN

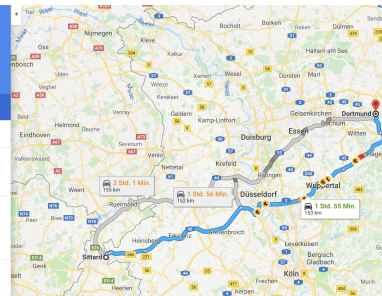
Wegbeschreibung auf mein Smartphone senden

über A46 1 Std. 56 Min.
Beste Route; weniger Verkehr als üblich
152 km

über A46 und A1 1 Std. 55 Min.
⚠ Diese Route führt über eine Landesgrenze.
153 km

[DETAILS](#)

über A52 2 Std. 1 Min.
Weniger Verkehr als üblich
155 km



Route Planning

Current length of a v - t path P : travel time + waiting times in queues

$$c_P(\theta) = \sum_{e \in P} \tau_e + q_e(\theta)/\nu_e$$

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Definition 3 (Instantaneous Dynamic Equilibrium (IDE))

At every point in time: if positive flow enters an edge, the edge must lie on a currently shortest path towards the respective sink.

IDE – Single Sink

- ▶ *total travel time* of edge e at time θ : $c_e(\theta) = \tau_e + q_e(\theta)/\nu_e$
- ▶ define node labels $l_v(\theta)$ measuring the currently earliest arrival time at t :

$$l_v(\theta) = \begin{cases} \theta, & \text{for } v = t \\ \min_{e=vw \in E} \{c_e(\theta) + l_w(\theta)\}, & \text{for all } v \in V \setminus \{t\}. \end{cases}$$

Definition 4 (Active Edges)

An edge $e = vw \in E$ is active at time θ if

$$l_v(\theta) = l_w(\theta) + c_e(\theta).$$

$E(\theta) \subseteq E$ set of active edges

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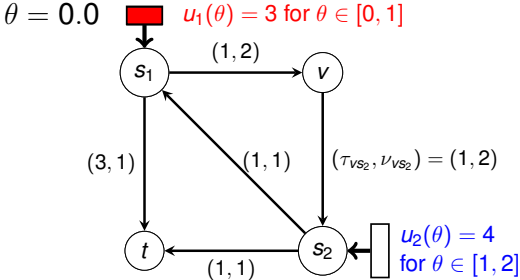
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Definition 5 (Instantaneous Dynamic Equilibrium)

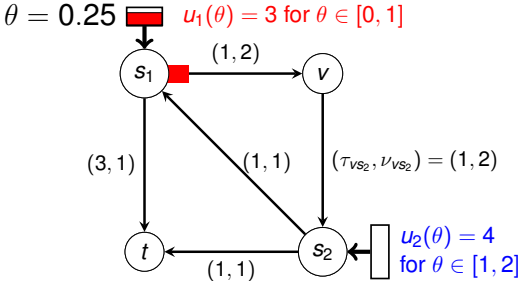
For every $\theta \geq 0$: $f_e^+(\theta) > 0 \Rightarrow e \in E(\theta)$.

Example:

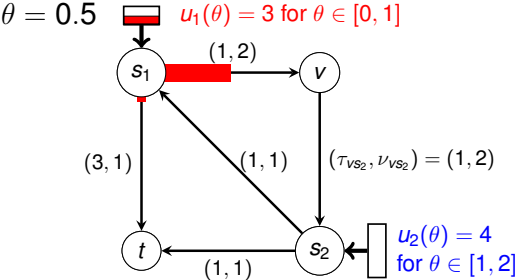
Example:



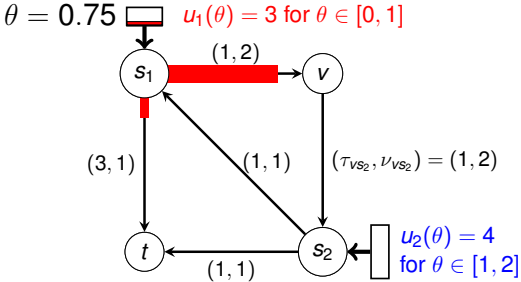
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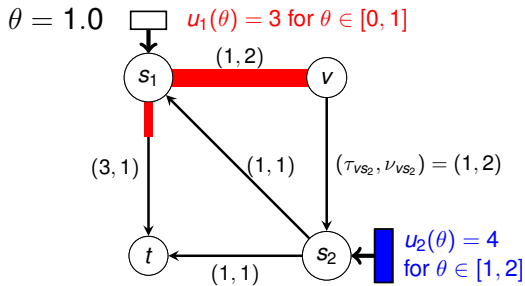
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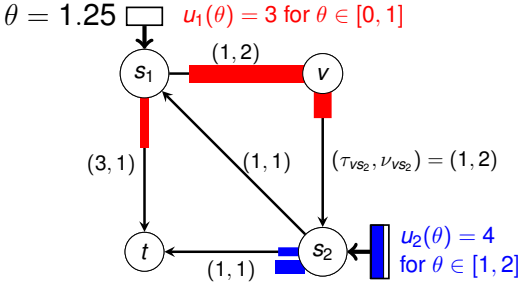
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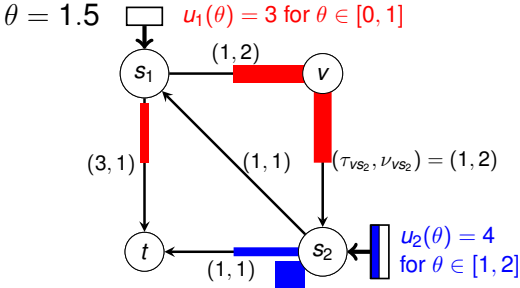
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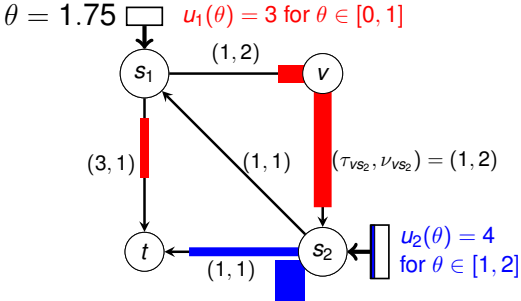
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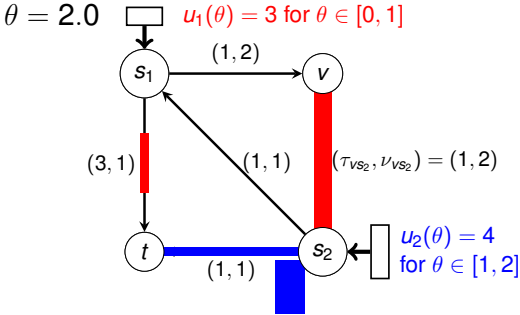
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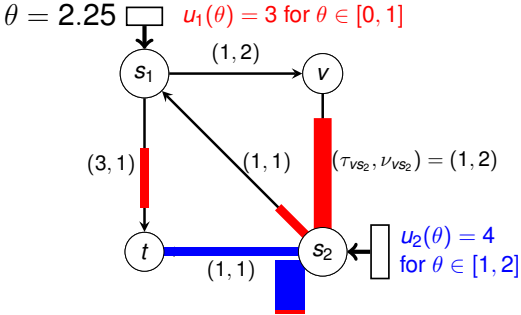
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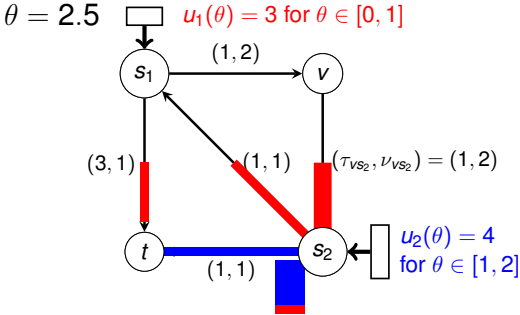
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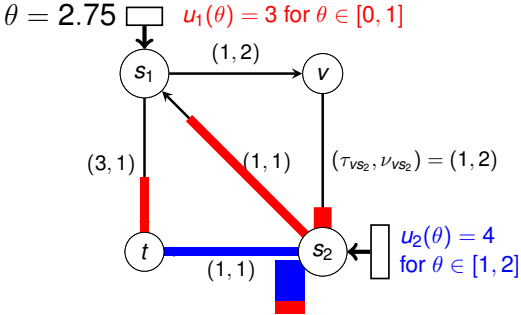
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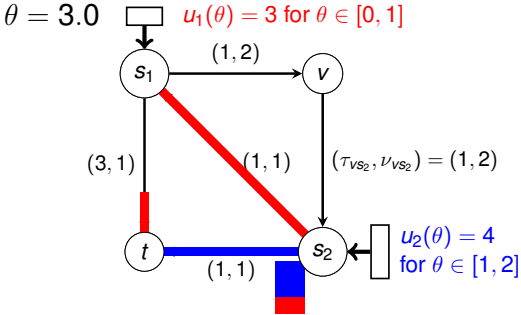
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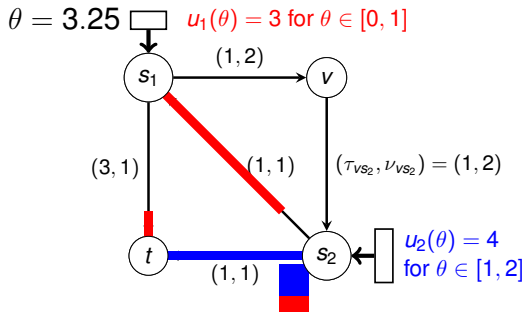
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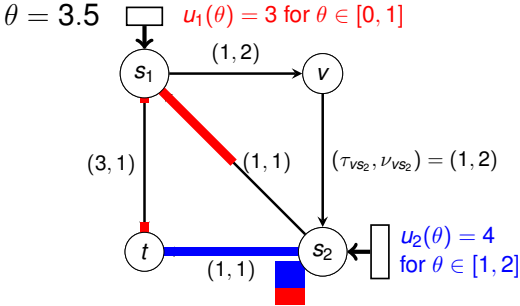
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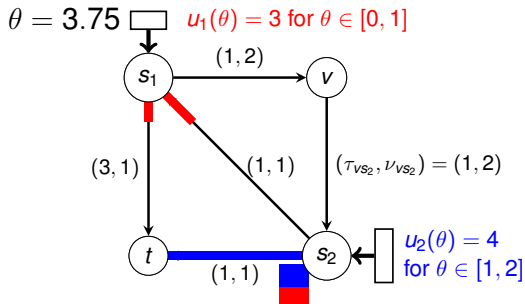
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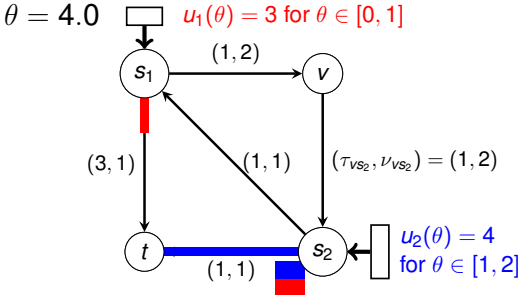
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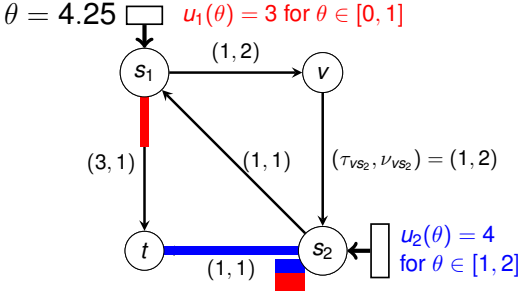
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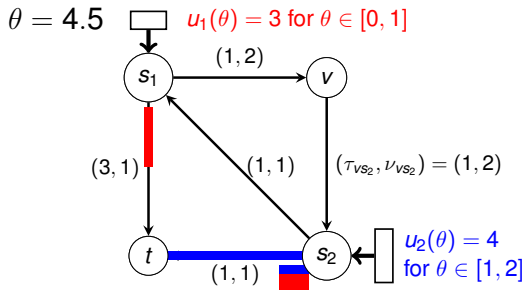
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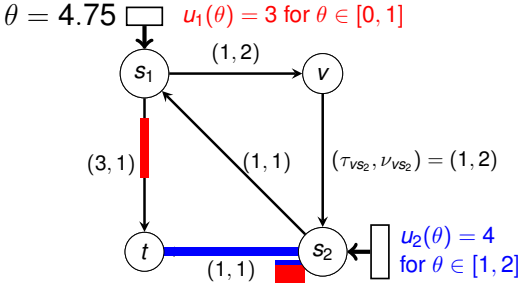
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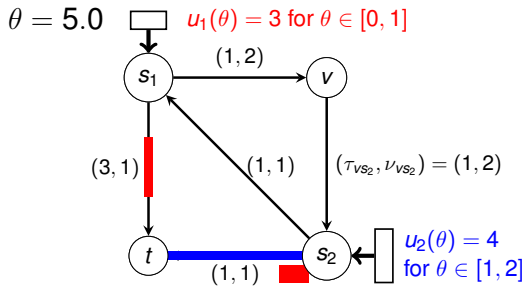
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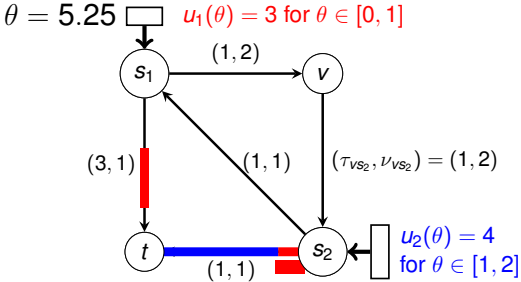
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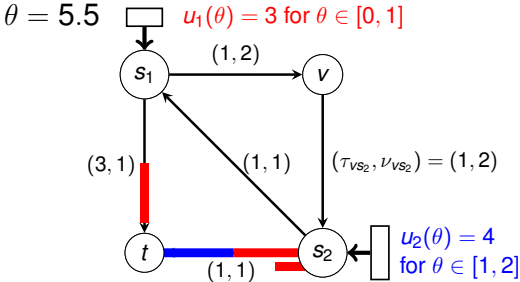
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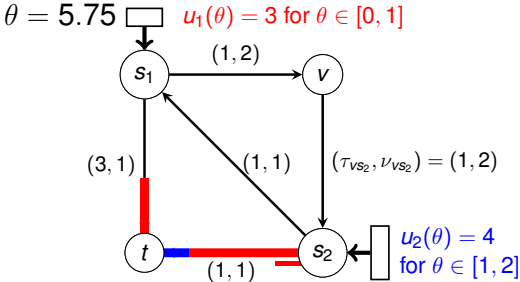
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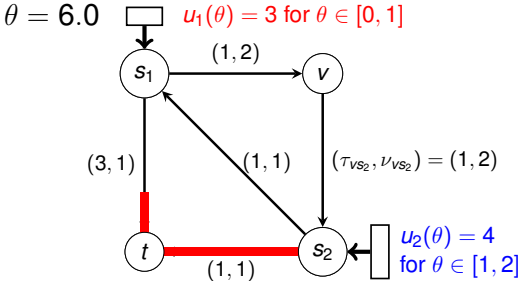
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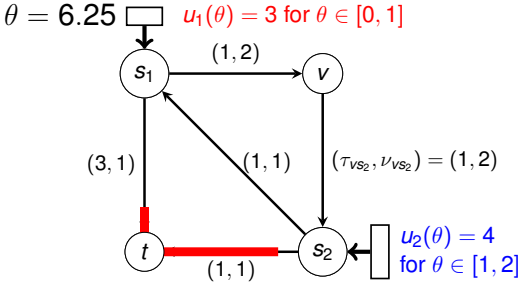
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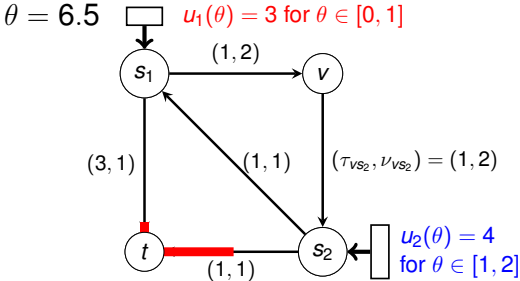
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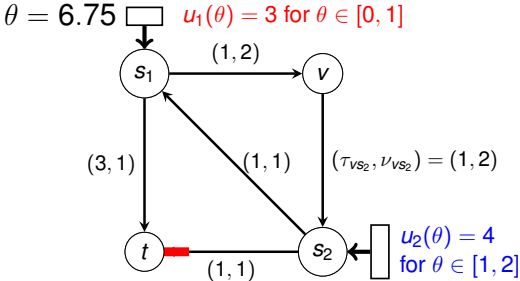
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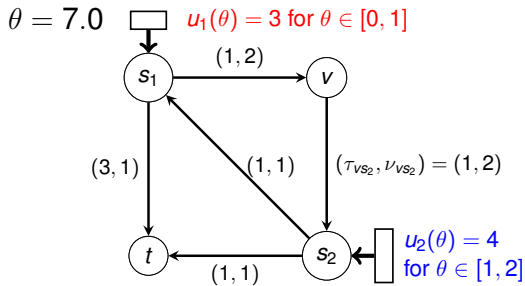
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Dynamic Nash – Single Sink

- ▶ *total travel time* of edge e at time θ : $c_e(\theta) = \tau_e + q_e(\theta)/\nu_e$
- ▶ **exit time** $T_e(\theta) = \theta + c_e(\theta)$.
- ▶ node labels $l_v(\theta)$: earliest arrival time at t from v at θ :

$$l_v(\theta) = \begin{cases} \theta, & \text{for } v = t \\ \min_{e=vw \in E} \{l_w(T_e(\theta))\}, & \text{for all } v \in V \setminus \{t\}. \end{cases}$$

Definition 6 (Active Edges)

An edge $e = vw \in E$ is active at time θ if

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$E(\theta) \subseteq E$ set of active edges

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Definition 7 (Dynamic Equilibrium)

For every $\theta \geq 0$: $f_e^+(\theta) > 0 \Rightarrow e \in E(\theta)$.

▶ Nash Equilibrium

- ▶ Koch and Skutella ('11)
- ▶ Cominetti, Correa and Larre ('15)
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▶ Stochastic Equilibrium, Day-to-Day Learning, bounded rationality

- ▶ Cantarella and Watling (2006+)
- ▶ Yu, Han, Ochien (2020)
- ▶ path/route based DTA !

Queue Predictions

So far:

Fixed time $\bar{\theta}$:

- ▶ full information model: $q_e(\theta)$ is known for all $\theta \geq \bar{\theta}$.
- ▶ instantaneous model: $q_e(\bar{\theta})$ is known for **current** $\bar{\theta}$.

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Prediction Functions (PF)

A PF is a mapping $\hat{q}_{i,e}(\theta; \bar{\theta}; f)$ with signature:

$$\hat{q}_{i,e} : \mathbb{R}_{\geq 0} \times \mathbb{R}_{\geq 0} \times (\mathcal{R} \times \mathcal{R})^{I \times E} \rightarrow \mathbb{R}_{\geq 0}$$

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- ▶ θ current time
- ▶ $\bar{\theta}$ time of prediction
- ▶ f (historical) flow

Properties of Prediction Functions

Definition 8

A PF $\hat{q}_{i,e}$ is p -continuous for some $p > 1$ if the mapping

$$f^+ \mapsto \hat{q}_{i,e}(\cdot, \cdot, f)$$

is sequentially weak-strong continuous from $L^p([0, M])^{I \times E}$ to $C([0, M] \times D)$ for all $M > 0$ and compact intervals D .

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A PF $\hat{q}_{i,e}$ is **FIFO**, if $\theta \mapsto \theta + \frac{\hat{q}_{i,e}(\theta, \bar{\theta}, f)}{\nu_e}$ is monotone.

Prediction Equilibria

- ▶ edge $e = vw$ at time θ
- ▶ travel time **predicted** at time $\bar{\theta} \leq \theta$ is:

$$\hat{c}_{i,e}(\theta; \bar{\theta}; f) := \tau_e + \frac{\hat{q}_{i,e}(\theta; \bar{\theta}; f)}{\nu_e}$$

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label functions = **earliest predicted arrival**:

$$\hat{\ell}_{i,v}(\theta; \bar{\theta}; f) = \begin{cases} \theta & \text{if } v = t_i, \\ \min_{vw \in \delta_v^+} \hat{\ell}_{i,w}(\hat{T}_{i,vw}(\theta; \bar{\theta}; f); \bar{\theta}; f) & \text{if } v \neq t_i. \end{cases} \quad (3)$$

Existence of DPE

We say that an edge $e = vw$ is $\bar{\theta}$ -estimated active at time θ , if

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A tuple (\hat{q}, f) of PF and dynamic flow is a *dynamic prediction equilibrium (DPE)*, if for all $e \in E$, $i \in I$ and $\theta \geq 0$:

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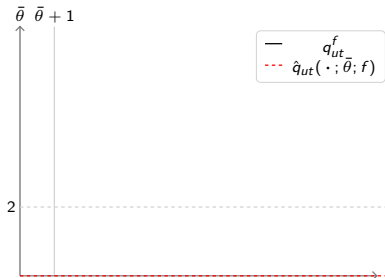
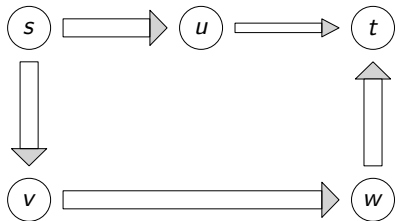
Theorem 12 (Graf, H., Kollias, Markl)

For *p*-continuous, oblivious, and FIFO PFs, there is a DPE.

Proof: ϵ -extension via solution of variational inequality in a reflexive Banach space.

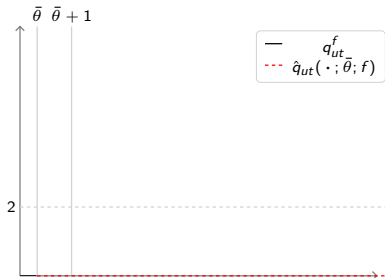
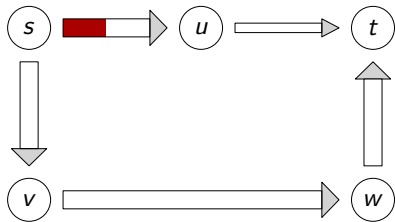
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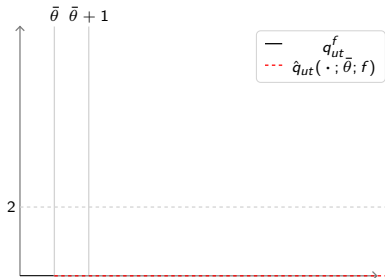
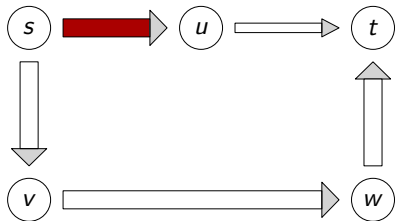
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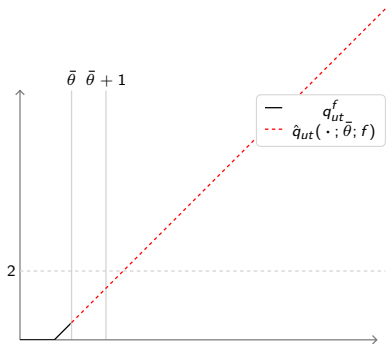
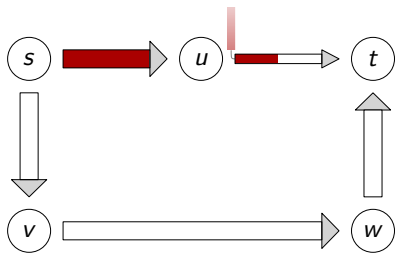
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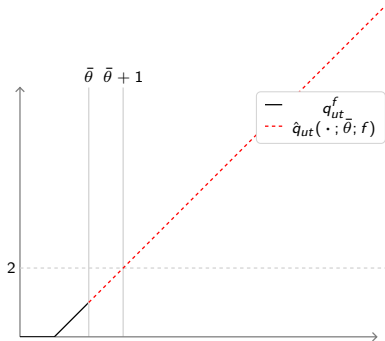
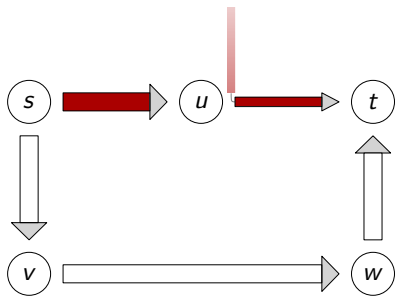
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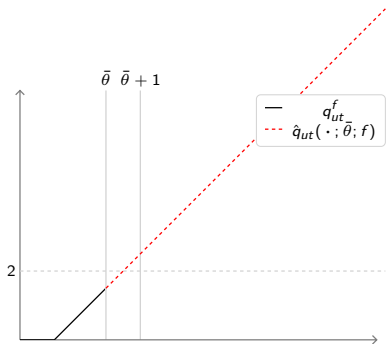
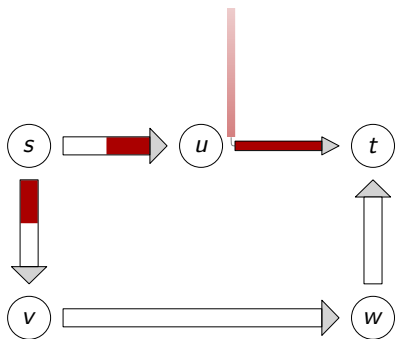
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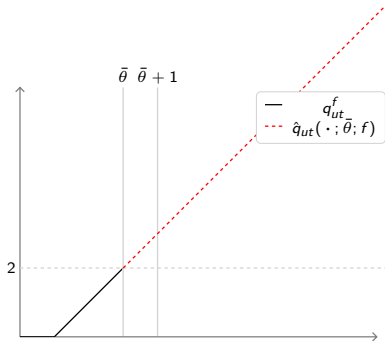
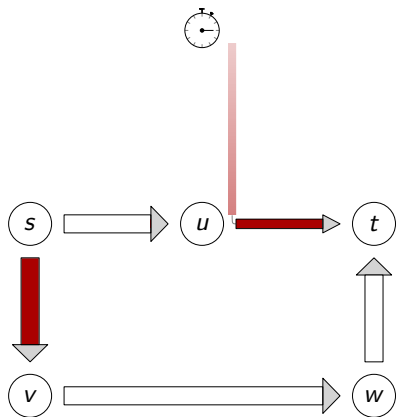
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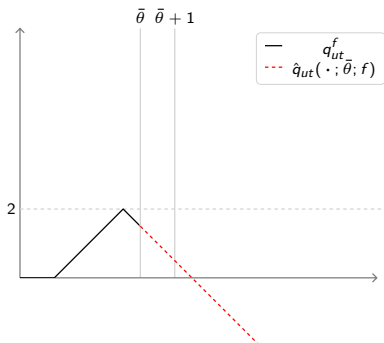
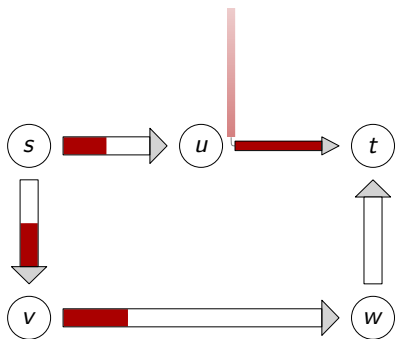
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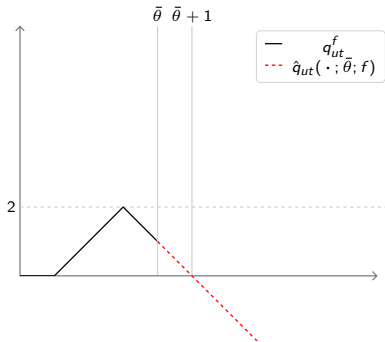
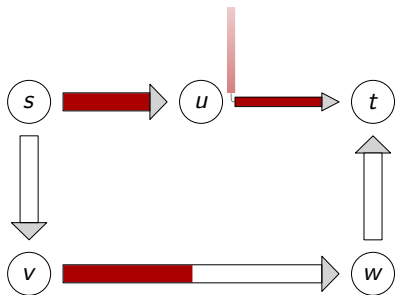
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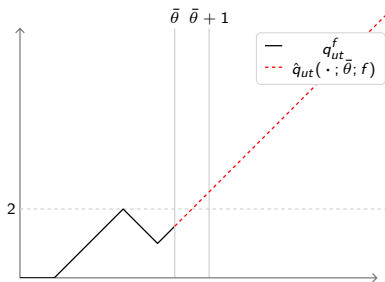
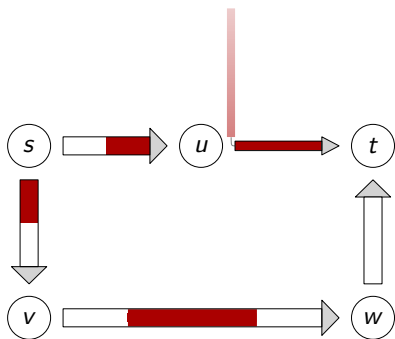
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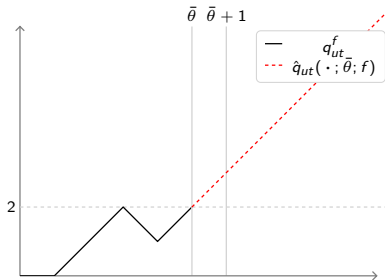
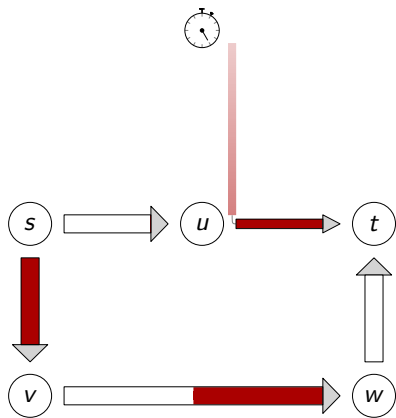
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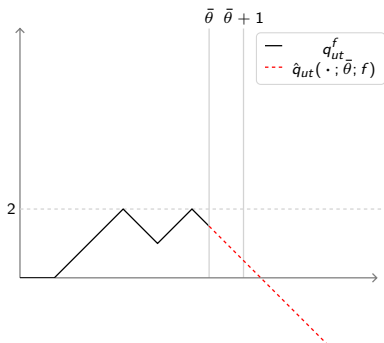
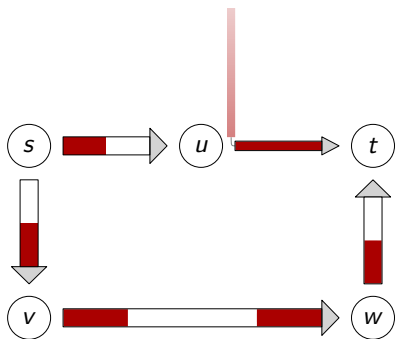
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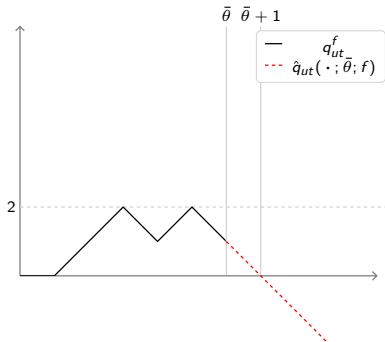
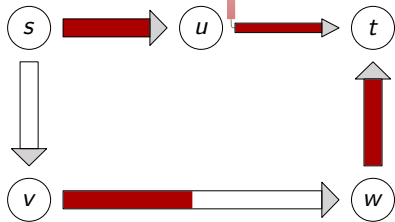
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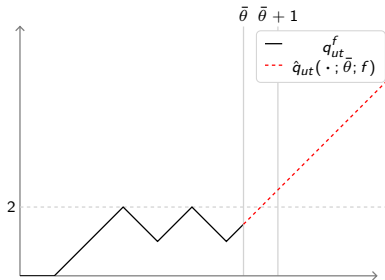
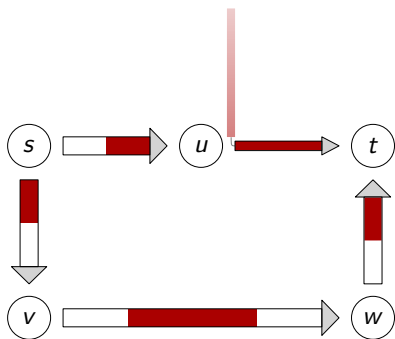
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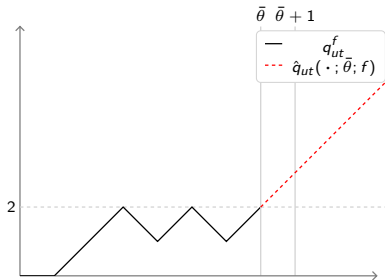
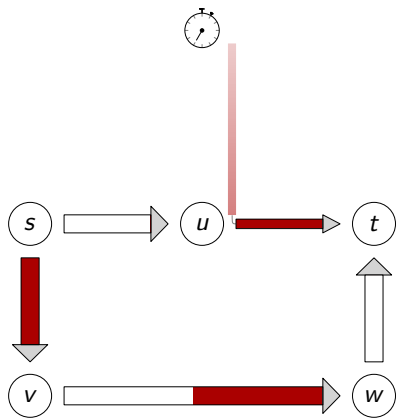
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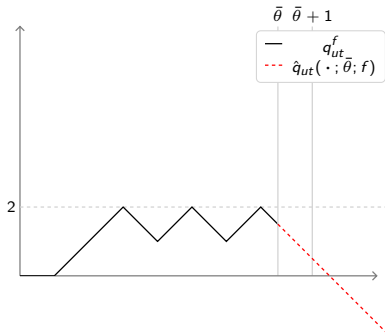
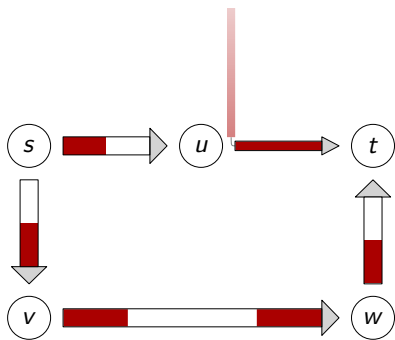
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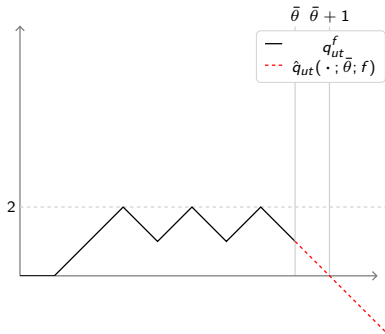
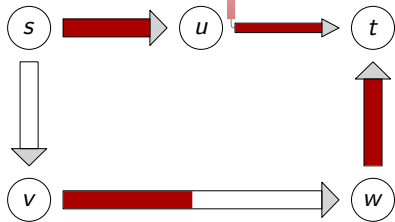
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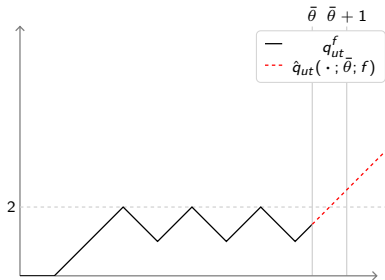
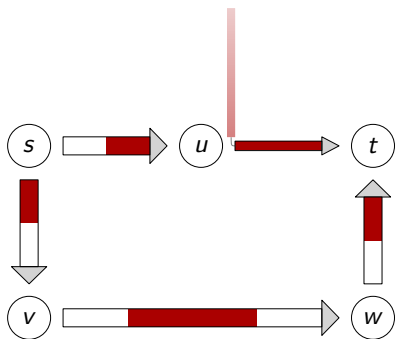
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- Linear predictor $\hat{q}_{i,e}^L(\theta, \bar{\theta}, f) := q_e^f(\theta) + \partial_- q_e^f(\theta) \cdot (\theta - \bar{\theta})$



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Example PFs

- ▶ Zero-predictor: $\hat{q}_{i,e}^Z(\theta; \bar{\theta}; f) = 0$.
- ▶ Constant predictor: $\hat{q}_{i,e}^C(\theta; \bar{\theta}; f) = q_e^f(\bar{\theta})$.
- ▶ Linear Predictor with horizon $H > 0$:

$$\hat{q}_{i,e}^L(\theta; \bar{\theta}; f) := \left(q_e^f(\bar{\theta}) + \partial_- q_e^f(\bar{\theta}) \cdot \min\{\theta - \bar{\theta}, H\} \right)^+,$$

- ▶ Regularized Linear Predictor:

$$\hat{q}_{i,e}^{\text{RL}}(\theta; \bar{\theta}; f) := \left(q_e^f(\bar{\theta}) + \frac{q_e^f(\bar{\theta}) - q_e^f(\bar{\theta} - \delta)}{\delta} \cdot \min\{\theta - \bar{\theta}, H\} \right)^+$$

- ▶ Machine-Learned Predictors

Machine-learned predictors

$$\begin{aligned} & (\theta, \bar{\theta}, f) \\ & \quad \downarrow \sigma \text{ (extracts past samples of the queues and edge loads)} \\ & \left(\begin{array}{l} q_{e'}^f(\bar{\theta} - j\delta), \\ L_{e'}^f(\bar{\theta} - j\delta) \end{array} \right)_{\substack{e' \in N(e) \subseteq E \\ j \in \{0, \dots, k_p - 1\}}} \\ & \quad \downarrow \phi_{i,e} \text{ (applies a machine-learned transformation)} \\ & \left(\hat{q}_{i,e}^{\text{ML,raw}}(\bar{\theta} + j\delta, \bar{\theta}, f) \right)_{j \in \{1, \dots, k_f\}} \end{aligned}$$

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- The predicted points are linearly interpolated.

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- ▶ The predicted points are linearly interpolated.
- ▶ With appropriate post-processing, any continuous $\phi_{i,e}$ yields a p -continuous, oblivious, and FIFO PF.

Computational Study

Two machine-learned PFs:

- ▶ $\hat{q}_{i,e}^{\text{LR}}$: Linear Regression
- ▶ $\hat{q}_{i,e}^{\text{NN}}$: 4-layered Dense Neural Network

Input Features: $k_p = 20$ samples of edges at most 3 jumps away

Output: $k_f = 20$ samples of the predicted queue length

Training Data: Computed DPE using the constant predictor exclusively

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Evaluation:

- ▶ Compute approx. DPE with all predictors used side by side.
- ▶ Monitor average travel time T_i^{avg} of each predictor.
- ▶ Compare with optimal average travel time $T_{\text{OPT}}^{\text{avg}}$.

Computational Study: Results

Network	$ E $	$ V $	$ I $
Synthetic	5	4	1
Nguyen	19	13	4
Sioux Falls	75	24	528
Anaheim	914	416	1.406

Table. Attributes of the considered networks.

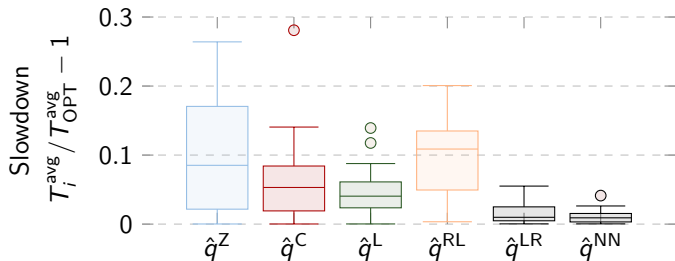


Figure. Slowdown in the Anaheim network

Summary

► IDE Flows

	Existence	Termination	Cycling
Single-Sink	Yes	Yes	Yes
Multi-Sink	Yes	No	Yes

► DE Flows

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▶ DPE: Existence for p -continuous, oblivious, and FIFO PFs

Problem 4

- ▶ For which PFs finite Termination ?
- ▶ Good ML-models ?

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Thank You!