



ΠΑΝΕΠΙΣΤΗΜΙΟ
ΠΑΤΡΩΝ
UNIVERSITY OF PATRAS

ΑΝΟΙΚΤΑ ακαδημαϊκά
μαθήματα ΠΠ

Μελέτη Περιπτώσεων στη Λήψη Αποφάσεων



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- Το έργο «**Ανοικτά Ακαδημαϊκά Μαθήματα στο Πανεπιστήμιο Πατρών**» έχει χρηματοδοτήσει μόνο την αναδιαμόρφωση του εκπαιδευτικού υλικού.
- Το έργο υλοποιείται στο πλαίσιο του Επιχειρησιακού Προγράμματος «**Εκπαίδευση και Δια Βίου Μάθηση**» και συγχρηματοδοτείται από την Ευρωπαϊκή Ένωση (Ευρωπαϊκό Κοινωνικό Ταμείο) και από εθνικούς πόρους.



Algorithms for Transport Optimization

Theory and Practice

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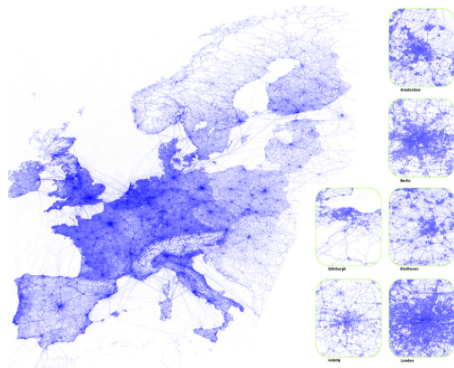


Computer Technology Institute & Press
"Diophantus"

Transport Optimization Problems



Public transportation networks

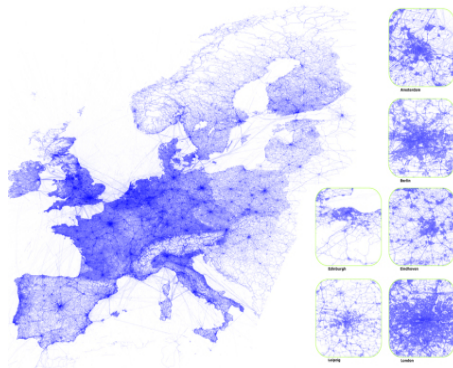


Road networks

Transport Optimization Problems



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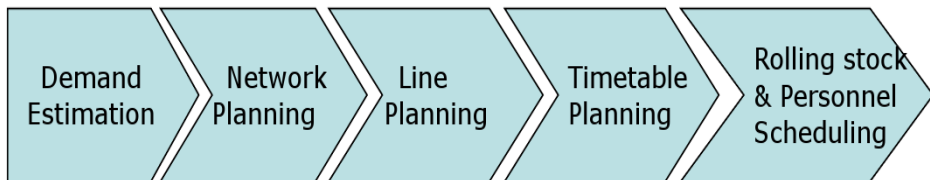


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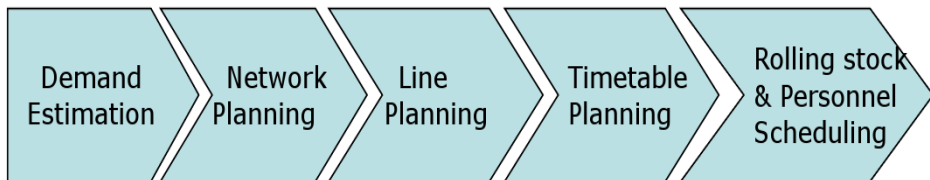
Common characteristic: large/huge scale

- 1 Robust Line Planning
- 2 Time-Dependent Route Planning
- 3 Summary

Public Transportation Planning

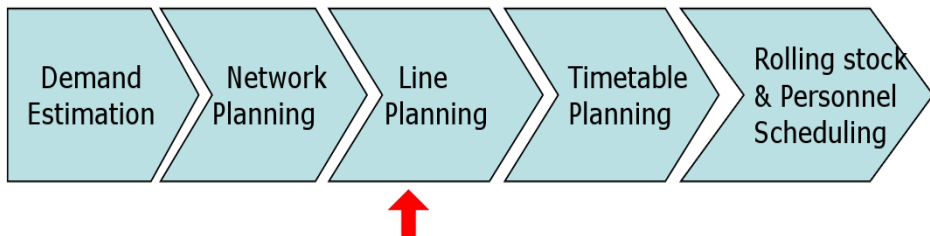


Public Transportation Planning



- **This talk:** Railways

Public Transportation Planning



- **This talk:** Railways
- **Line Planning**
 - ▶ Determine the set of train lines (routes) along with their frequencies
 - ▶ Typically, a **line pool** is provided

Line Planning Problem (I)

- **Railway Network Infrastructure**

governed by a **network operator (NOP)** & represented as a digraph

$$G = (V, L)$$

- ▶ $V \longleftrightarrow$ stations or junctions of rail tracks
- ▶ $L \longleftrightarrow$ direct connections or (track) links between nodes
 $\forall \ell \in L, \exists$ **capacity** $c_\ell > 0$ [# trains per day]
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Request usage of lines, at varying **frequencies**, in order to serve their customers

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- **Goal**

Find a **line concept** (**feasible** allocation of lines to LOPs along with proper frequencies) so as to optimize a system-wise welfare function

Line Planning Problem (II)

- **Cost-Oriented Approach:** optimize the performance of **NOP**
 - ▶ Minimize cost (minimize total / max train travel time)
 - ▶ Maximize profit (maximize throughput)
 - ▶ ...

Eg, [Claessens-van Dijk-Zwaneveld (1996); Goossens-Hoesel-Kroon (2004)]

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- **Customer-Oriented Approach:** maximize the clients' **aggregate level of satisfaction**
 - ▶ Maximize travelers with direct connections
 - ▶ Minimize their total / max number of changes
 - ▶ Minimize the traveling time of customers
 - ▶ Minimize aggregate payments
 - ▶ ...

Eg, [Schöbel-Scholl (2005); Bussieck (1998); Bussieck-Lindner-Lübbecke (2004)]

Robust Line Planning (I)

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- Provide line concepts that are **robust to fluctuations** of the input parameters
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 - ▶ Temporal unavailability of tracks due to delays/accidents
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 - ▶ [Liebchen-Lübbecke-Möhring-Stillner (2009)] : **recoverable robustness**

Robust Line Planning (II)

- **Game-theoretic Approach to Robustness:** participating entities react **selfishly** to the fluctuations of the input parameters
 - ▶ [Schöbel-Schwarze (2006)] : use game dynamics of a non-atomic network congestion game as a robust scheme to deal with **delays**
 - ▶ [Aghassi-Bertsimas (2005)] : robust version (fluctuations in **feasibility constraints**) of a strategic game is as difficult as the nominal game

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 - ▶ Powerful set of methods to deal with **predictable and/or statically** described level of uncertainty in constraints
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**What if uncertainty is neither predictable/quantifiable
nor statically describable ?**

Robust Line Planning – A Different Perspective

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Our Notion of Robustness

Tolerance to **LOPs'** **unknown and/or dynamically changing incentives** causing elasticity of frequency requests

Our Approach: A Railway Market (I)

- Each **LOP** $p \in P$...
 - ... has a **private utility function** of its assigned frequency $U_p : \mathbb{R}_{\geq 0} \mapsto \mathbb{R}_{\geq 0}$
 - ... has a unique (or multiple) **fixed** line(s) that interest her (**public information**)
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 - ... a **feasible** frequency allocation rule
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ASSUMPTION 1 (economy of scale)

For every **LOP** $p \in P$, U_p is **strictly increasing** and **strictly concave**

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Instead of using a (static, centralized) **mechanism** that aims to maximize the aggregate level of satisfaction for the **LOPs**

- Devise a **dynamic, decentralized mechanism** that
 - ▶ assures **global convergence** to the (unknown, possibly changing over time) social optimum
 - ▶ is based (as much as possible) on **local information**

[SP] Single Line Pool

- ▶ A **unique line** (path) per **LOP**

[MP] Multiple Line Pools

- ▶ A **polynomial** number of different line pools representing non-overlapping usage of the infrastructure, due to ...
 - ... varying customer traffic (rush-hour morning pool, late morning pool, rush-hour afternoon pool, night pool, etc)
 - ... maintenance
 - ... dependencies between types of lines (a high-speed line affects the choice of lines for other trains)

[MPSU] Multiple line Pools – Single Utility:

One utility function per **LOP**, for the aggregate frequency over all pools

[MPMU] Multiple line Pools – Multiple Utilities:

Different utility functions per pool for each **LOP**

New Contributions [Bessas, Kontogiannis & Z (2009; 2011)]

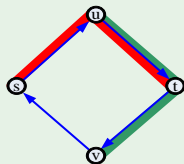
- **Globally convergent** (continuous) decentralized **mechanism** (dynamic resource pricing and **LOP** bidding scheme) for
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The Optimization Problem

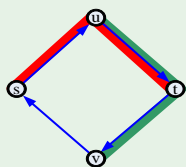
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 - Column \leftrightarrow **LOP** $p \in P$
 - Row \leftrightarrow specific resource (edge) $\ell \in L$


$$R =$$

	p	q
su	1	0
ut	1	1
vs	0	0
tv	0	1

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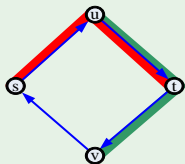
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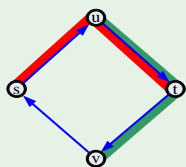
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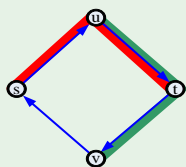
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$$\boxed{\text{SOCIAL}} \quad \max \left\{ \sum_{p \in P} U_p(x_p) : R\mathbf{x} \leq \mathbf{c}; \mathbf{x} \geq \mathbf{0} \right\}$$

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 Reluctance of **LOPs** to reveal their **private utilities** to either **NOP** or their competitors

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 **Huge scale** makes centralized computations inefficient

An Alternative Description of SOCIAL

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KKT-SOCIAL

$$\begin{aligned} U'_p(\hat{x}_p) &= \hat{\lambda}^T \cdot R_{\star,p}, \quad \forall p \in P, \\ \hat{\lambda}_\ell (\mathbf{c}_\ell - R_{\ell,\star} \cdot \hat{\mathbf{x}}) &= 0, \quad \forall \ell \in L, \\ R_{\ell,\star} \cdot \hat{\mathbf{x}} &\leq \mathbf{c}_\ell, \quad \forall \ell \in L, \\ \hat{\lambda}, \hat{\mathbf{x}} &\geq \mathbf{0} \end{aligned}$$

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- Each **LOP** $p \in P$, granted line frequency $x_p \geq 0$, pays **usage cost**:

$$C_p(x_p) = \hat{\mu}_p \cdot x_p$$

where $\hat{\mu}_p \equiv \sum_{\ell \in L: R_{\ell,p}=1} \hat{\lambda}_\ell = \hat{\lambda}^T R_{\star,p}$ is the total **per-unit price** of p along her line $R_{\star,p}$.

Exploiting the Selfishness of **LOPs**

Each **selfish LOP** is interested in solving:

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 The optimal vector $\hat{\lambda}$ of Lagrange multipliers is also **not known**

Dynamic Pricing Scheme

Iteratively:

- 1 Each **LOP** $p \in P$ (rather than requesting a frequency x_p) announces a **bid** $w_p \geq 0$ for **buying frequency**

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An Alternative Description of NETWORK

NETWORK

$$\max \left\{ \sum_{p \in P} w_p \cdot \log(x_p) : R\mathbf{x} \leq \mathbf{c}; \mathbf{x} \geq \mathbf{0} \right\}$$

KKT-NETWORK

$$\begin{aligned} \frac{w_p}{\bar{x}_p} &= \bar{\lambda}^T \cdot R_{\star,p}, \quad \forall p \in P, \\ \bar{\lambda}_\ell (c_\ell - R_{\ell,\star} \cdot \bar{\mathbf{x}}) &= 0, \quad \forall \ell \in L, \\ R_{\ell,\star} \cdot \bar{\mathbf{x}} &\leq c_\ell, \quad \forall \ell \in L, \\ \bar{\lambda}, \bar{\mathbf{x}} &\geq \mathbf{0} \end{aligned}$$

What remains?

The only difference between **KKT-NETWORK** and **KKT-SOCIAL** is the first condition:

$$\text{KKT-NETWORK} \quad \frac{w_p}{\hat{x}_p} = \bar{\lambda}^T \cdot R_{\star,p}, \quad \forall p \in P$$

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Prove that the optimal solution $(\bar{\mathbf{x}}, \bar{\lambda})$ of **KKT-NETWORK** satisfies

$$\forall p \in P, \quad U'_p(\bar{x}_p) = \frac{w_p}{\bar{x}_p}$$

Exploiting (again) the Selfishness of **LOPs**

At each time $t \geq 0$, **LOP** $p \in P$ is interested in solving:

$$\boxed{\text{USER-II}} \quad \max \left\{ U_p \left(\underbrace{w_p / \mu_p(t)}_{=x_p(t)} \right) - w_p : w_p \geq 0 \right\}$$

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 At equilibrium we have: $\boxed{\text{KKT-NETWORK}} = \boxed{\text{KKT-SOCIAL}} !!!$

Single line Pool – Recap

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- Crucial point: set the “right” resource prices and the “right” bids will follow 😊
- **Avoid** solving globally $\boxed{\text{NETWORK}}$ (although, in principle we could)

How to Distributively Solve NETWORK

Kelly's Proportionally Fair Pricing

At every time step $t \geq 0$:

- 1 Every resource $\ell \in L$ updates its **per-unit-of-frequency** (anonymous) price according to

$$\lambda_{\ell}(t) = \begin{cases} \max\{y_{\ell}(t) - c_{\ell}, 0\}, & \text{if } \lambda_{\ell}(t) = 0, \\ (y_{\ell}(t) - c_{\ell}), & \text{if } \lambda_{\ell}(t) > 0. \end{cases}$$

where $y_{\ell}(t) \equiv \sum_{p \in R: R_{\ell,p}=1} x_p(t) = R_{\ell, \star} \cdot \mathbf{x}(t)$ is the cumulative frequency committed at edge $\ell \in L$ at time t

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- 3 Each **LOP** $p \in P$ receives a per-unit-of-frequency price

$$\mu_p(t) \equiv \sum_{\ell \in L: R_{\ell,p}=1} \lambda_{\ell}(t) = \lambda(t)^T \cdot R_{\star,p}$$

and thus a frequency $x_p(t) = \frac{w_p(t)}{\mu_p(t)}$, at time t

How to Prove Convergence?

Via a **Lyapunov Function** argument (plus **full rank** of R) we can prove **convergence** to the optimal solution $(\bar{\mathbf{x}}, \bar{\lambda}) = (\hat{\mathbf{x}}, \hat{\lambda})$ of both NETWORK and SOCIAL

Multiple Line Pools

- The **NOP** can ...
 - ▶ periodically exploit a set K of line pools
 - ▶ determine how to divide the usage of the network among the different pools
- Each line pool operates in disjoint time intervals (time division multiplexing)
- Every **LOP** p ...
 - ▶ can claim different lines from different line pools
 - ▶ has a different utility function $U_{p,k}$ per line pool k

Multiple Line Pools (set K)

- Pool $k \in K$: routing matrix $R(k) \in \{0, 1\}^{|L| \times |P|}$ (one line per **LOP** per pool)

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- Find the (unique) optimal solution of the **convex** program:

MULTI-SOCIAL-2 (MSC2)

$$\begin{aligned} \max \quad & \sum_{p \in P} U_p(\mathbf{x}_p) = \sum_{p \in P} \sum_{k \in K} U_{p,k}(x_{p,k}) \\ \text{s.t. } \forall (\ell, k) \in L \times K, \quad & \sum_{p \in P} R_{\ell,p}(k) \cdot x_{p,k} \leq c_{\ell,k} \cdot f_k \\ & \sum_{k \in K} f_k \leq 1; \quad \mathbf{x}, \mathbf{f} \geq \mathbf{0} \end{aligned}$$

An Alternative Description of MSC2

- $(\hat{\mathbf{x}}, \hat{\mathbf{f}}) \in \text{OPT}(\text{MSC2}) \Rightarrow \exists$ vector of **Lagrange Multipliers**
 $(\hat{\Lambda} = (\hat{\Lambda}_{\ell,k})_{\ell \in L, k \in K}, \hat{\zeta})$, satisfying the Karush-Kuhn-Tucker conditions:

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KKT-MSC2

$\Lambda_{\ell,k}$: per-unit-of-frequency price

$$U'_{p,k}(\hat{x}_{p,k}) = \sum_{\ell \in L} \hat{\Lambda}_{\ell,k} \cdot R_{\ell,p}(k) \equiv \mu_{p,k}(\hat{\Lambda}), (p, k) \in P \times K$$

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 Per-unit cost of **LOP** p in pool k

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All pools have same aggregate cost

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- KEY PROPERTIES \Rightarrow dynamic (decentralized) scheme for solving $\boxed{\text{KKT-MNET2}}$

Dynamic Scheme for solving MNET2

At every time step $t \geq 0$:

- 1 Resource price updates (by the resources, per pool, **continuously**):

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$$\forall p \in P, w_p(t) \in \arg \max_{w_p \geq 0} \left\{ \sum_{k \in K} \left(U_{p, k} \left(\frac{w_{p, k}}{\bar{\mu}_{p, k}} \right) - w_{p, k} \right) \right\}$$

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$$\forall p \in P, w_p(t) \in \arg \max_{w_p \geq 0} \left\{ \sum_{k \in K} \left(U_{p, k} \left(\frac{w_{p, k}}{\bar{\mu}_{p, k}} \right) - w_{p, k} \right) \right\}$$

- 3 Allocation of path frequencies: $\forall p \in P, \mathbf{x}_p(t) = \left(\frac{\bar{w}_{p, k}(t)}{\bar{\mu}_{p, k}(t)} \right)_{k \in K}$

Dynamic Scheme for solving MNET2

At every time step $t \geq 0$:

- ① Resource price updates (by the resources, per pool, **continuously**):

$$\forall (\ell, k) \in L \times K, \dot{\Lambda}_{\ell, k}(t) = \begin{cases} \max \{y_{\ell, k}(t) - c_{\ell} f_k, 0\}, & \text{if } \Lambda_{\ell, k}(t) = 0 \\ [y_{\ell, k}(t) - c_{\ell} f_k], & \text{if } \Lambda_{\ell, k}(t) > 0 \end{cases}$$

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- ④ Capacity Proportion updates (by the **NOP**, only when **resource prices and LOP bids have stabilized**):

$$\zeta(t) = \frac{1}{|K|} \sum_{k \in K} \mathbf{c}^T \cdot \Lambda_{\star, k}(t)$$

$$\forall k \in K, \dot{f}_k(t) = \phi(t) \cdot \max \{0, \mathbf{c}^T \cdot \Lambda_{\star, k}(t) - \zeta(t)\}$$

Experimental Study – Synthetic Data

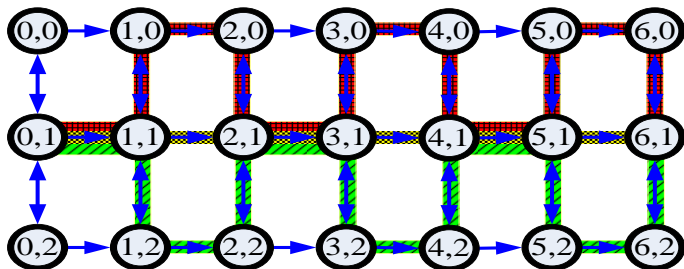
- grid graphs $n \times p$, $n \in \{3, 7\}$, $p \in [120, 3600]$

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- grid graphs $n \times p$, $n \in \{3, 7\}$, $p \in [120, 3600]$
- $c_\ell \in [10, 110)$ randomly chosen
- $|K| \in [2, 4]$; 3 types of LOPs



Lines (paths): deterministic & random

- Two parts of the German railway network; $c_\ell \in [8, 16]$
 - ▶ R1: 280 nodes, 354 edges, |total lines| $\in [100, 400]$
 - ▶ R2: 296 nodes, 393 edges, |total lines| $\in [100, 1000]$

Experimental Study – Real Data

- Two parts of the German railway network; $c_\ell \in [8, 16]$
 - ▶ R1: 280 nodes, 354 edges, |total lines| $\in [100, 400]$
 - ▶ R2: 296 nodes, 393 edges, |total lines| $\in [100, 1000]$
- Per instance
 - ▶ $|K| = 2$
 - ▶ about 10% difference in lines between the pools

1st Experiment: Convergence to OPT for [MPMU]

- Scenarios considered

- ▶ S1: $U_{p,1}(x_{p,1}) = 10^4 \sqrt{x_{p,1}}$ and $U_{p,2}(x_{p,2}) = 10^4 \sqrt{x_{p,2}}, \forall p \in P.$

- ▶ S2: $U_{p,1}(x_{p,1}) = \frac{3}{4} \cdot 10^4 \cdot \sqrt{x_{p,1}}$ and $U_{p,2}(x_{p,2}) = \frac{4}{5} \cdot 10^4 \cdot \sqrt{x_{p,2}}, \forall p \in P.$

- ▶ S3: $U_{p,1}(x_{p,1}) = 10^4 \cdot \sqrt{x_{p,1}}$ and $U_{p,2}(x_{p,2}) = \frac{1}{2} \cdot 10^4 \cdot \sqrt{x_{p,2}}, \forall p \in P.$

- ▶ S4: $U_{p,1}(x_{p,1}) = 10^4 \cdot \sqrt{x_{p,1}}$ and $U_{p,2}(x_{p,2}) = \frac{1}{4} \cdot 10^4 \cdot \sqrt{x_{p,2}}, \forall p \in P.$

- Measured quantity: number of updates in the vector \mathbf{f} of capacity proportions (= # [SP] instances need to be solved)

Results on [MPMU] Convergence

updates of f in $R1$ with two line pools, for all four scenarios

#Lines	S1	S2	S3	S4
100	9	33	127	178
200	12	33	127	178
300	19	29	128	178

Similar results for $R2$

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Bottom Line for [MPMU] Convergence

updates for convergence to OPT largely depends on the exact parameters of the utility functions, and not really on the number of pools

2nd Experiment: Disruptions in [MPMU]

- The system is currently at optimality
- How fast can it re-converge to optimality after a disruption ?

2nd Experiment: Disruptions in [MPMU]

- The system is currently at optimality
- How fast can it re-converge to optimality after a disruption ?
- **Disruption:** Change (track breakdown, or improvement) in the capacities of some edges
- **Disruption Scenarios:**
 - ▶ **D1:** Reducing the capacity of a certain number of edges (chosen among the congested ones)
 - ▶ **D2:** Increasing the capacity of a certain number of edges (chosen among the congested ones)
 - ▶ **D3:** Reducing the capacity of a certain number of edges, while increasing the capacity of an equal number of a different set of edges (chosen among the congested ones)
- Change in capacity of a disrupted edge: $\pm 10\%$ or $\pm 50\%$

Disruptions in the [MPMU] Case (I)

- Two pools considered (random for grid-networks, with 10% difference from each other in $R1$)
- **Measured quantity:** number of updates in the **LOPs'** bid vectors
- Starting from previous OPT, no update in vector f of capacity proportions occurred

Disruptions in the [MPMU] Case (II)

updates of \mathbf{w} to recover optimality in $7 \times p$ grid-networks, starting from a previous optimal state

Disruptions	p	D1	D2	D3
10%	120	0	0	0
	180	0	0	0
	240	0	0	0
	300	0	0	0
	360	0	0	0
50%	120	0	2	1
	180	0	2	0
	240	0	0	0
	300	0	1	2
	360	0	2	2

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90%	100	0	3	0
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Bottom Line for disruptions in [MPMU]

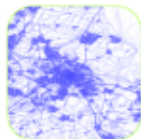
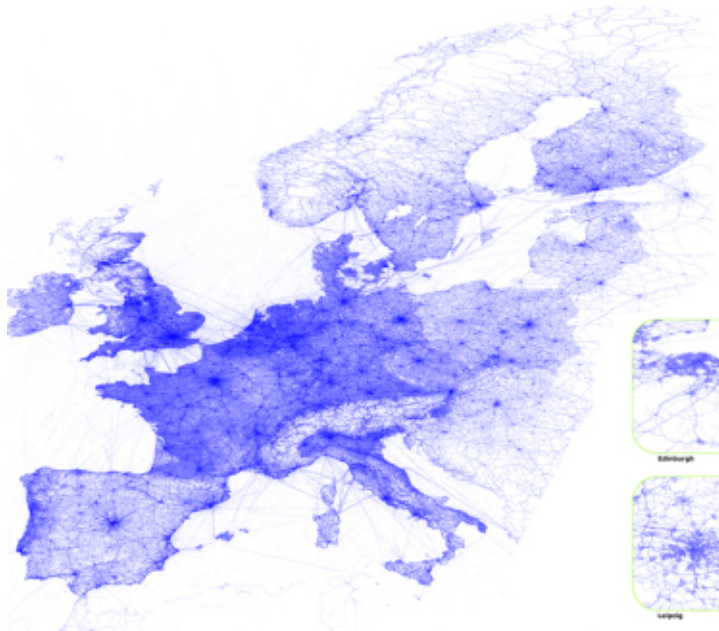
Very rarely there is a need (for only a few) bid updates, after disruptions

Conclusion

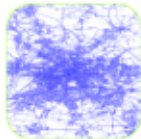
- **Incentive-compatible robust solutions** for line planning (**[SP],[MPMU]**)
 - ▶ **Robustness** against unknown incentives
 - ▶ **Recoverability** to (unknown) social optimum via dynamic, decentralized mechanism
- Experiments indicated
 - ▶ **Convergence** (starting from arbitrary initial state): **independent of # pools**, but sensitive to utility functions
 - ▶ **Very fast re-convergence to optimum** in case of disruptions (starting from an optimal state)

Outline

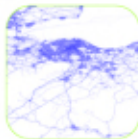
- 1 Robust Line Planning
- 2 Time-Dependent Route Planning
- 3 Summary



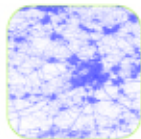
Amsterdam



Berlin



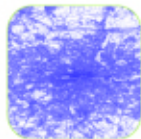
Edinburgh



Eindhoven

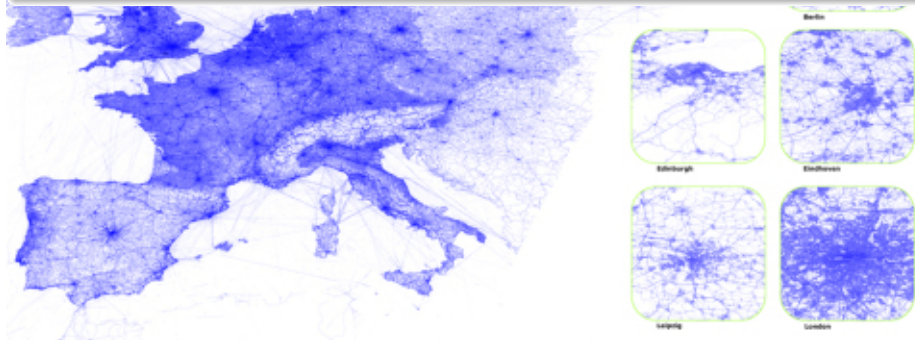


Leipzig



London

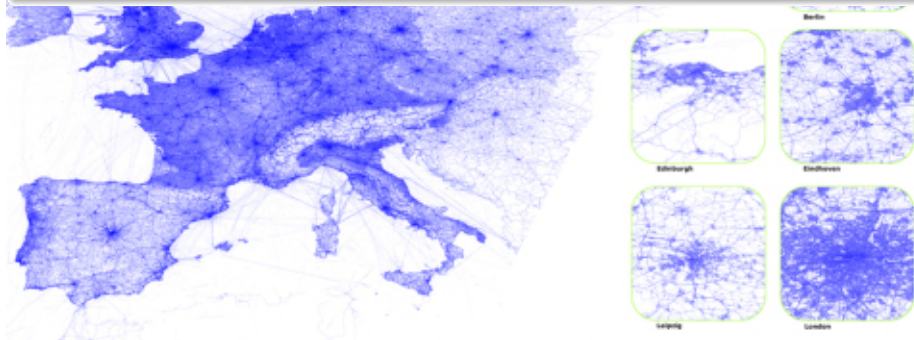
Raw traffic (speed probe) data



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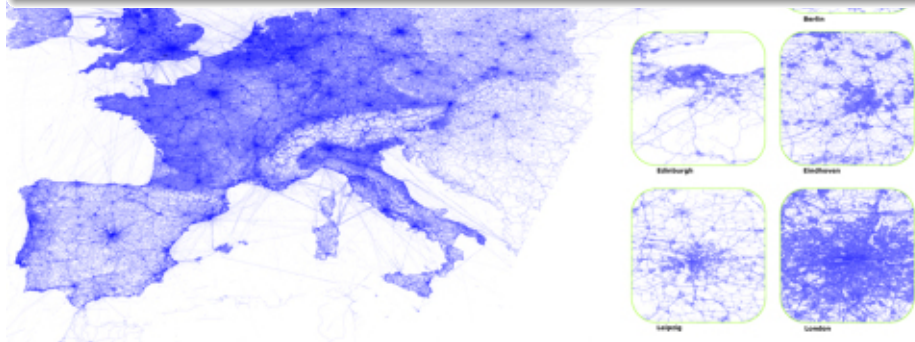
- 70 Million contributing users



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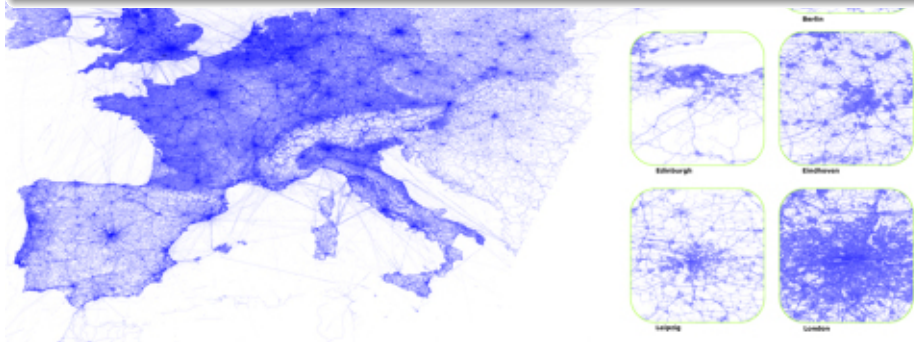
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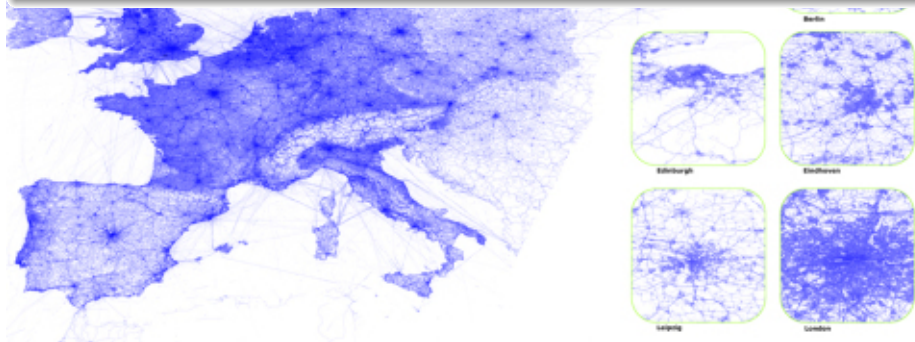
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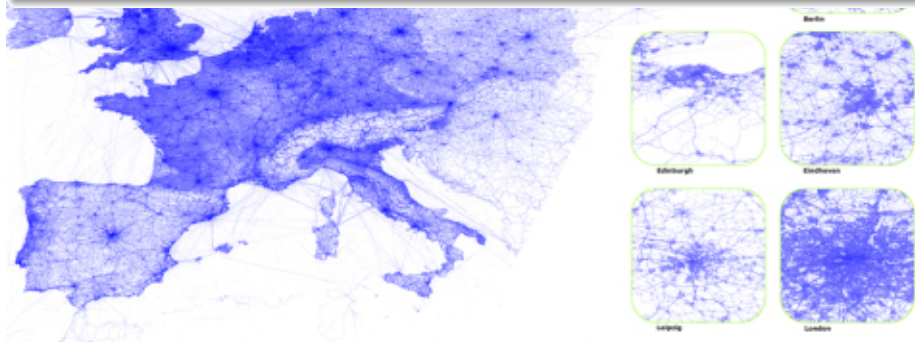
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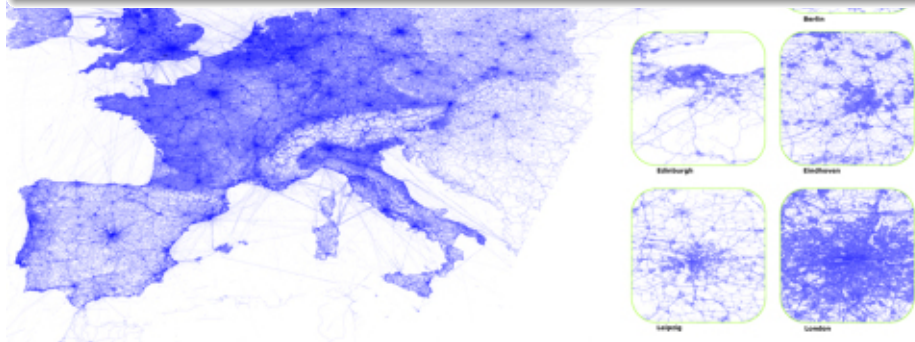
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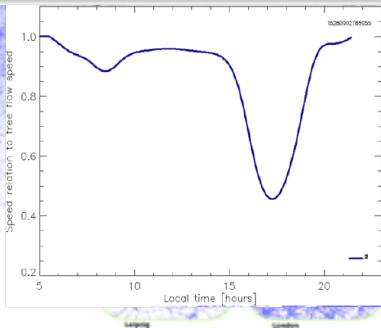
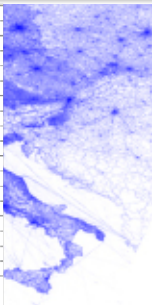
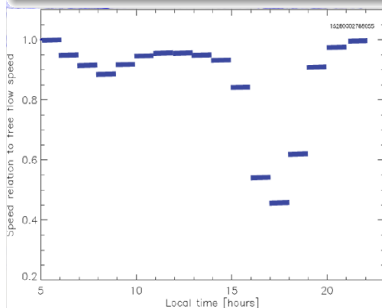
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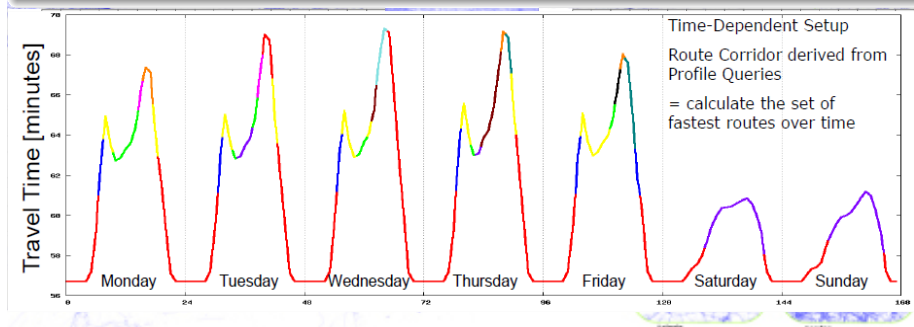
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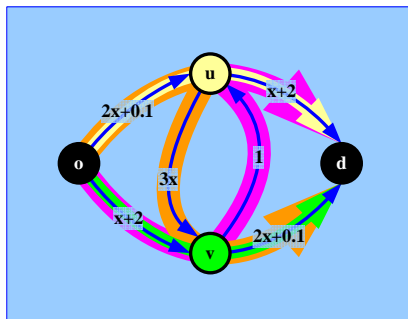
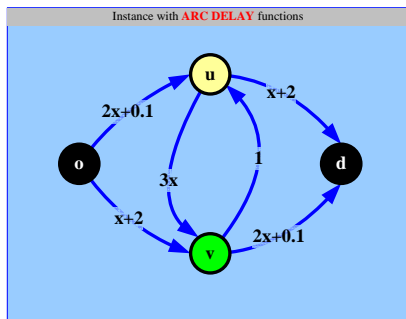


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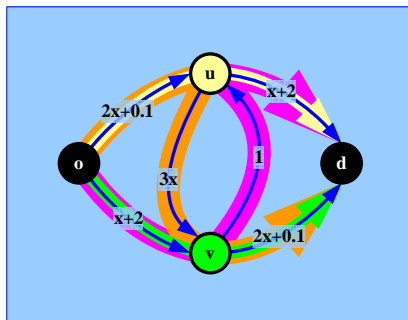
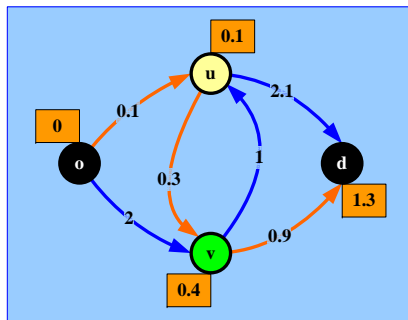
Main Issue: time-dependence

Time-Dependent Shortest Paths



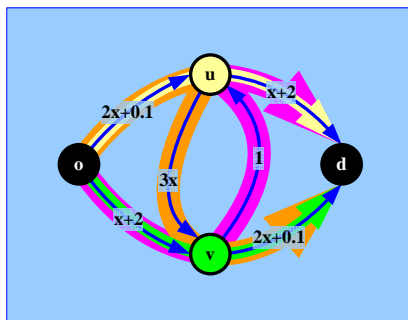
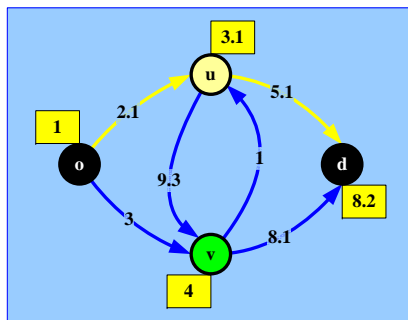
Q1 How would you commute **as fast as possible** from o to d , for a given departure time (from o)?

Time-Dependent Shortest Paths



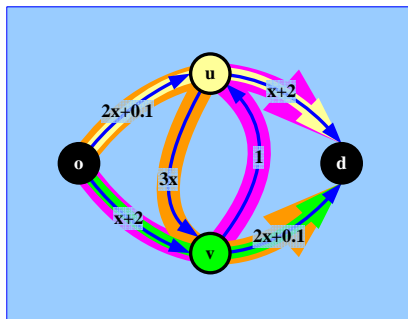
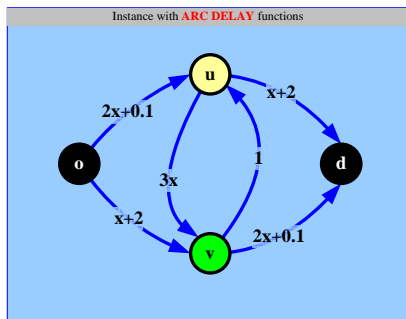
Q1 How would you commute **as fast as possible** from o to d , for a given departure time (from o)? Eg: $t_o = 0$

Time-Dependent Shortest Paths



Q1 How would you commute **as fast as possible** from o to d , for a given departure time (from o)? Eg: $t_o = 1$

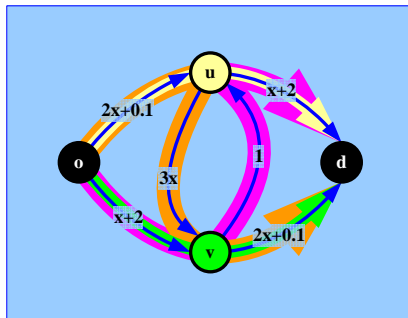
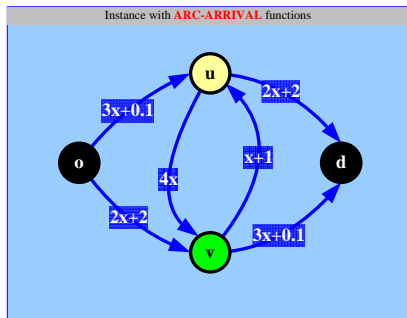
Time-Dependent Shortest Paths



Q1 How would you commute **as fast as possible** from o to d , for a given departure time (from o)?

Q2 What if you are **not sure** about the departure time?

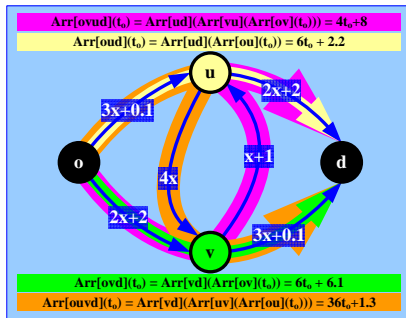
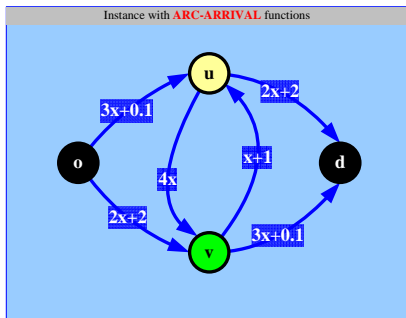
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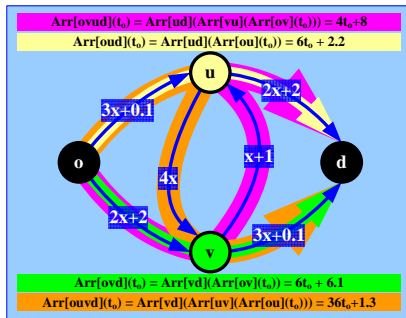
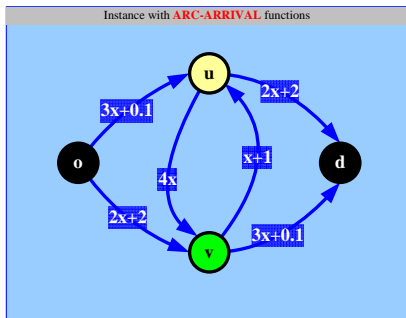
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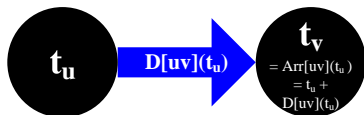
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A shortest od -path = $\begin{cases} \text{orange path, if } t_0 \in [0, 0.03] \\ \text{yellow path, if } t_0 \in [0.03, 2.9] \\ \text{purple path, if } t_0 \in [2.9, +\infty) \end{cases}$

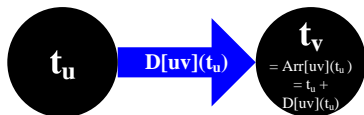
Time-Dependent Shortest Paths

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- **Arc arrival** function $Arr[uv](t)$



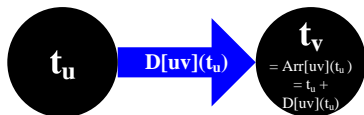
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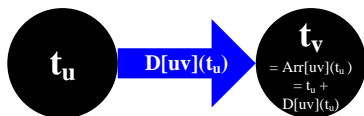
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Goals

- 1 For departure-time t_o from o , determine $t_d = Arr[o, d](t_o)$
- 2 Provide a **succinct representation** of $Arr[o, d]$ (or $D[o, d]$)

FIFO vs non-FIFO Arc Delays

- **FIFO Arc-Delays:** slopes of arc-delay functions ≥ -1
≡ non-decreasing arc-arrival functions

FIFO vs non-FIFO Arc Delays

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 \equiv non-decreasing arc-arrival functions

- **Non-FIFO Arc-Delays**
 - ▶ **Forbidden waiting:** \nexists subpath optimality; NP-hard [Orda-Rom (1990)]
 - ▶ **Unrestricted waiting:** \equiv FIFO (arbitrary waiting) [Dreyfus (1969)]

Complexity of Time-Dependent Shortest Path

FIFO, piecewise-linear arc-delay functions; K : total # number of breakpoints

- Given od -pair and departure time t_o from o : **time-dependent Dijkstra** [Dreyfus (1969), Orda-Rom (1990)]

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 - ▶ Open till recently ...

Complexity of Time-Dependent Shortest Path

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- Given od -pair and departure time t_o from o : **time-dependent Dijkstra** [Dreyfus (1969), Orda-Rom (1990)]
- Time-dependent shortest path **heuristics**: only empirical evidence [e.g., Delling & Wagner 2009; Batz et al, 2009]
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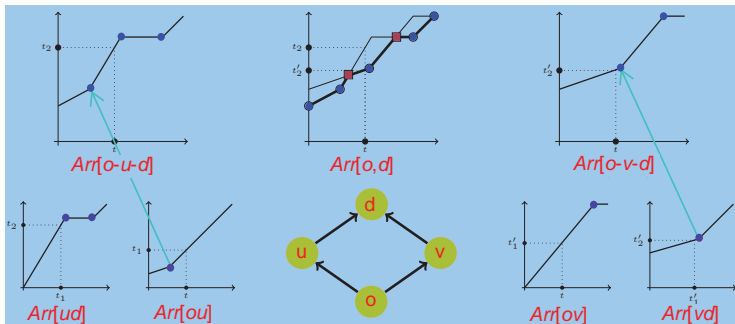
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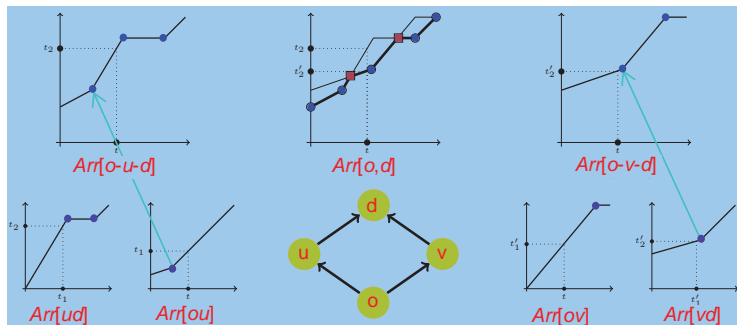
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- **Minimization Breakpoint (MB):** Departure-time b_x from origin o such that $Arr[o, x]$ changes slope due to **min** operator at x

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- **Question 2:** can we do better ?
 - ▶ **subquadratic** space & **sublinear** query time
 - ▶ \exists **smooth tradeoff** among space / query time / stretch ?

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- 4 Answer arbitrary queries (o, d, t_o) using two **query algorithms** (FCA/RQA) that return $O(1) / (1 + \sigma)$ -approximate distance values

Assumptions

Q Static & undirected world → **time-dependent** & **directed** world ?

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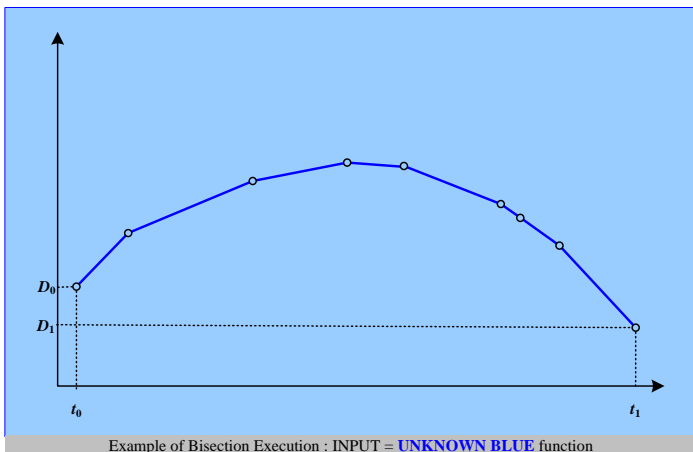
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Experimental Analysis

Data Set	Type (source)	n	m	Λ_{\max}	ζ
Berlin	real-world (TomTom)	480 K	1135 K	0.185	1.54
W. Europe	benchmark (PTV)	18010 K	42188 K	6.186	1.18

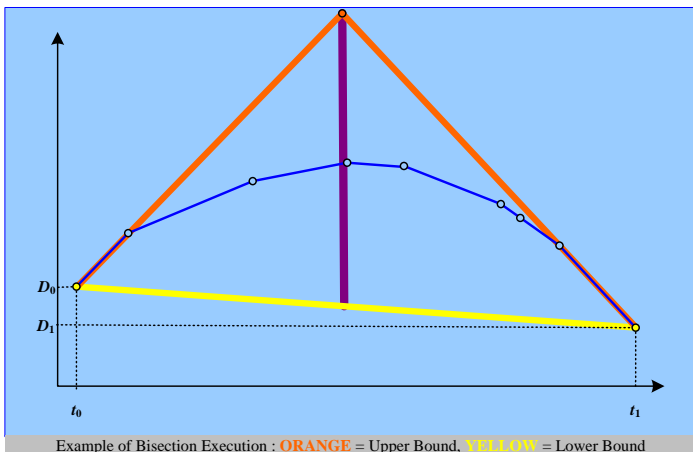
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sample simultaneously all distance values from \circ , at mid-points of time intervals, until required approximation guarantee is achieved \forall **destinations**



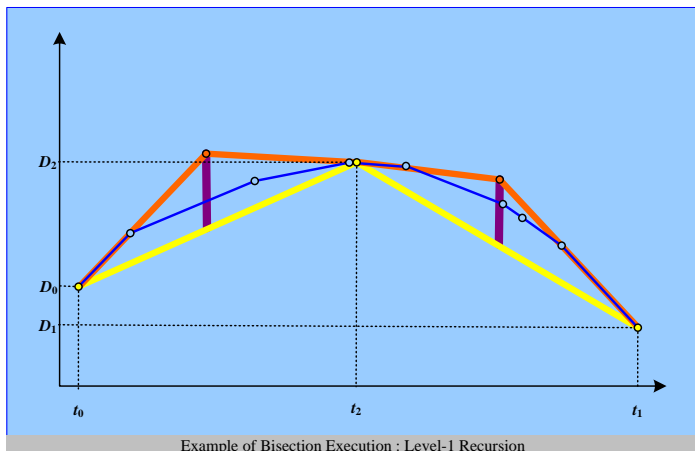
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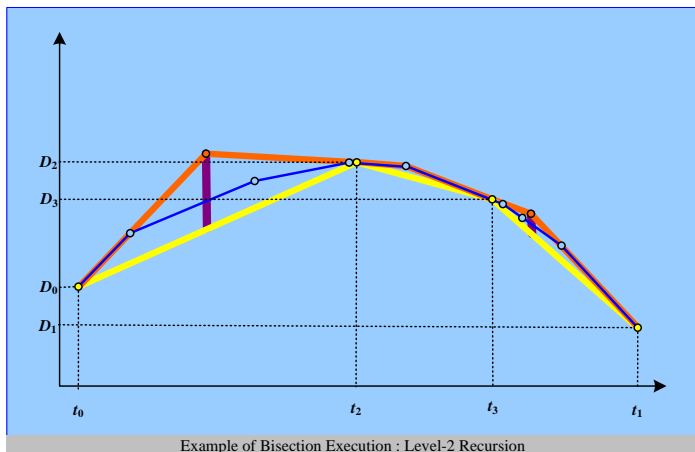
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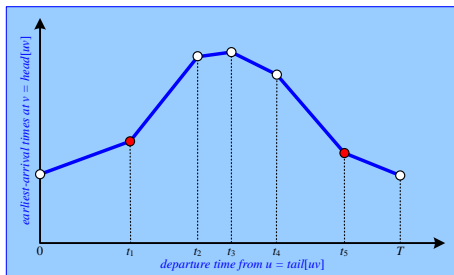
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Approximating Distance Functions via **Bisection**

For **continuous**, **pwl** arc-delays

- 1 Run **Reverse TD-Dijkstra** to project each **concavity-spoiling PB** to a primitive image (PI) of origin o
- 2 For each pair of **consecutive PIs** at o , run **Bisection** for the corresponding departure-times interval
- 3 Return the **concatenation** of approximate distance summaries



Landmark Selection and Preprocessing

K^* : total # number of concavity-spoiling breakpoints; $K^* < K$

- **Landmark selection:** $\forall v \in V, \Pr[v \in L] = \rho \in (0, 1)$
[correctness is independent of the landmark selection]
- **Preprocessing:** $\forall \ell \in L$, compute $(1 + \varepsilon)$ -approximate distance functions $\Delta[\ell, v]$ to all $v \in V$

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- Space – asymptotically optimal

$$O\left((K^* + 1) \cdot |L| \cdot n \cdot \frac{1}{\varepsilon} \cdot \max_{(\ell, v) \in L \times V} \left\{ \log \left(\frac{D_{\max}[\ell, v](0, T)}{D_{\min}[\ell, v](0, T)} \right) \right\}\right)$$

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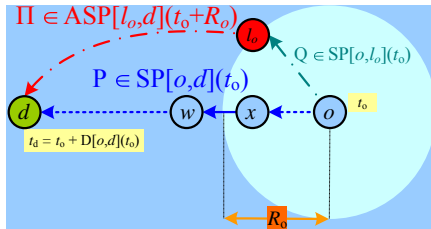
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- Time (in number of TDSP-Probes)

$$O\left((K^* + 1) \cdot |L| \cdot \max_{(\ell, v)} \left\{ \log \left(\frac{T \cdot (\Lambda_{\max} + 1)}{\varepsilon D_{\min}[\ell, v](0, T)} \right) \right\} \cdot \frac{1}{\varepsilon} \max_{(\ell, v)} \left\{ \log \left(\frac{D_{\max}[\ell, v](0, T)}{D_{\min}[\ell, v](0, T)} \right) \right\}\right)$$

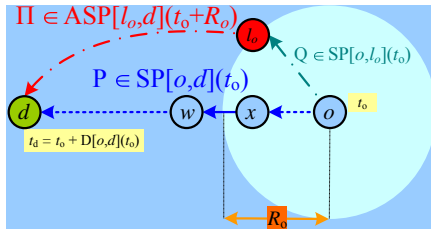
FCA: A constant-approximation query algorithm



Forward Constant Approximation

1. Grow TD-Dijkstra ball $B(o, t_o)$ until closest landmark l_o or d is settled
2. **return** $sol_o = D[o, l_o](t_o) + \Delta[l_o, d](t_o + D[o, l_o](t_o))$

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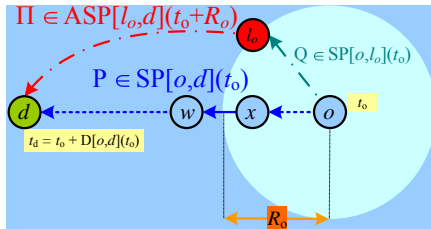


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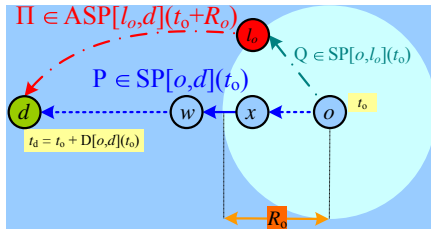
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- Query-time: $O\left(\frac{1}{\rho} \cdot \ln\left(\frac{1}{\rho}\right) \log \log(K_{\max})\right)$

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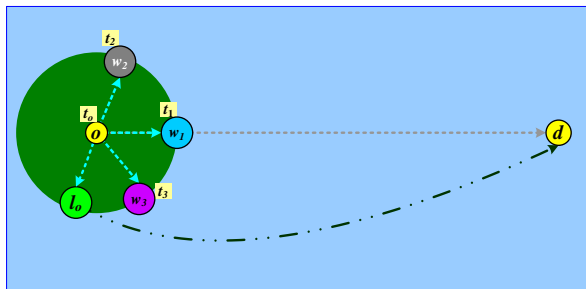
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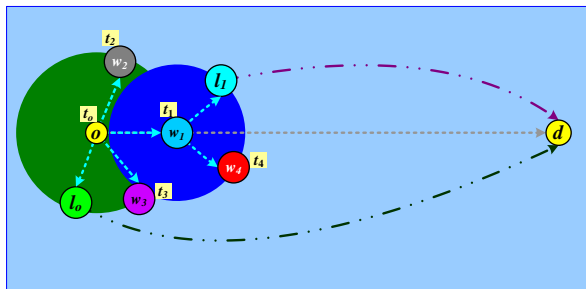


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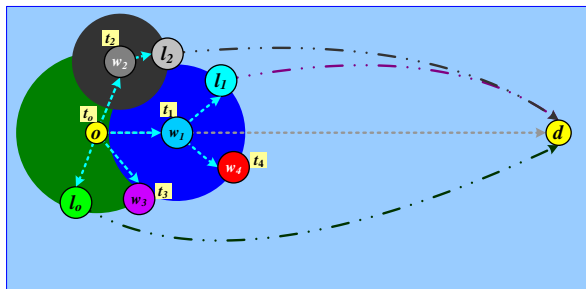


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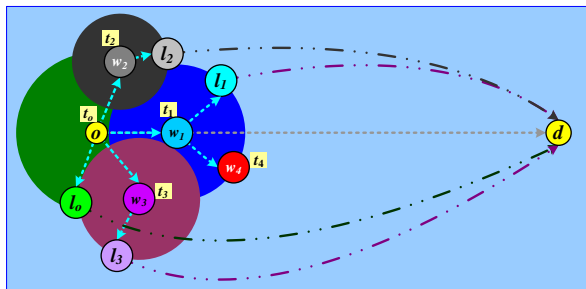


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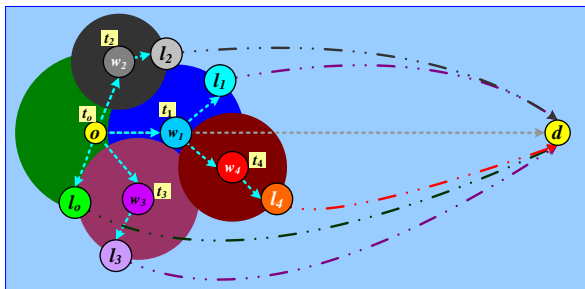


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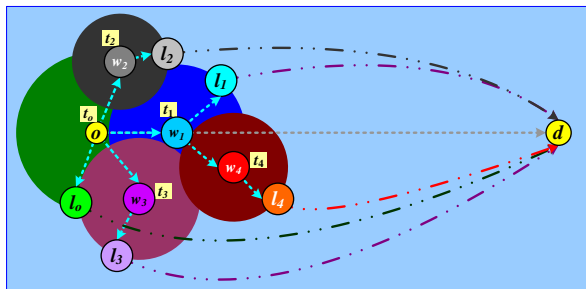


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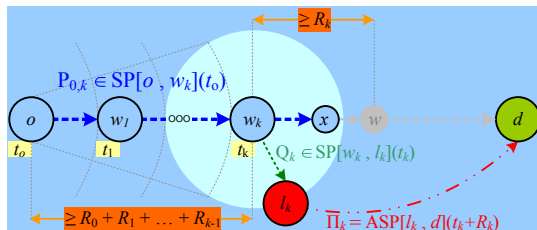
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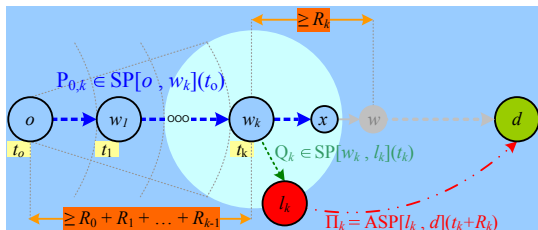


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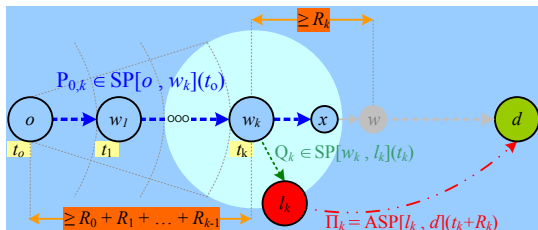


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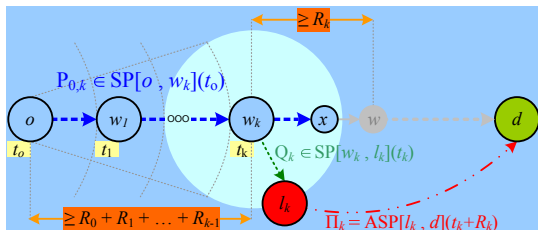
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$$\forall \beta > 1, \forall \lambda \in (0, 1), \lambda \cdot OPT + (1 - \lambda) \cdot \beta \cdot OPT < \beta \cdot OPT$$

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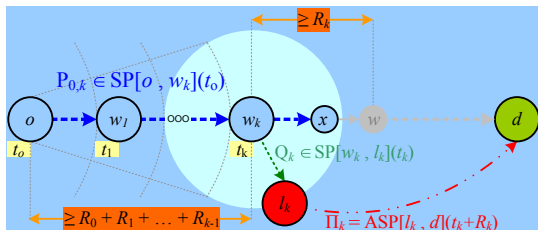


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$$\forall \beta > 1, \forall \lambda \in (0, 1), \lambda \cdot OPT + (1 - \lambda) \cdot \beta \cdot OPT < \beta \cdot OPT$$

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RQA: Boosting the Approximation Guarantee



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- 4 $R = O(1)$ suffices to ensure guarantee close to $1 + \varepsilon$

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Summary of Complexity Bounds

Preprocessed	Preproc. Space	Preproc. Time	Query Time
All-To-All	$O((K^* + 1)n^2)$	$O\left(\begin{array}{l} n^2 \log(n) \\ \cdot \log \log(K_{\max}) \\ \cdot (K^* + 1) \end{array}\right)$	$O(\log \log(K^*))$
Nothing	$O(n + m + K)$	$O(1)$	$O\left(\frac{n \log(n) \cdot}{\log \log(K_{\max})}\right)$
Landmarks-To-All [This work]	$O(\rho n^2 (K^* + 1))$	$O\left(\begin{array}{l} \rho n^2 \log(n) \\ \cdot \log \log(K_{\max}) \\ \cdot (K^* + 1) \end{array}\right)$	$O\left(\begin{array}{l} \left(\frac{1}{\rho}\right)^{R+1} \cdot \log\left(\frac{1}{\rho}\right) \\ \cdot \log \log(K_{\max}) \end{array}\right)$

- $m = O(n)$; K_{\max} : max number of breakpoints in an arc-delay function
- K^* : total # number of concavity-spoiling breakpoints
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Summary of Complexity Bounds

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All-To-All	$\tilde{O}(n^2)$	$\tilde{O}(n^2 \log(n))$	$O(\log \log \log(n))$
Nothing	$O(n + m + K)$	$O(1)$	$O(n \log(n))$
Landmarks-To-All [This work]	$\tilde{O}(n^{2-\alpha})$	$\tilde{O}(n^{2-\alpha})$	$\tilde{O}(n^{(R+1)\alpha})$

- $m = O(n)$; K_{\max} : max number of breakpoints in an arc-delay function ($K_{\max} \in O(1)$)
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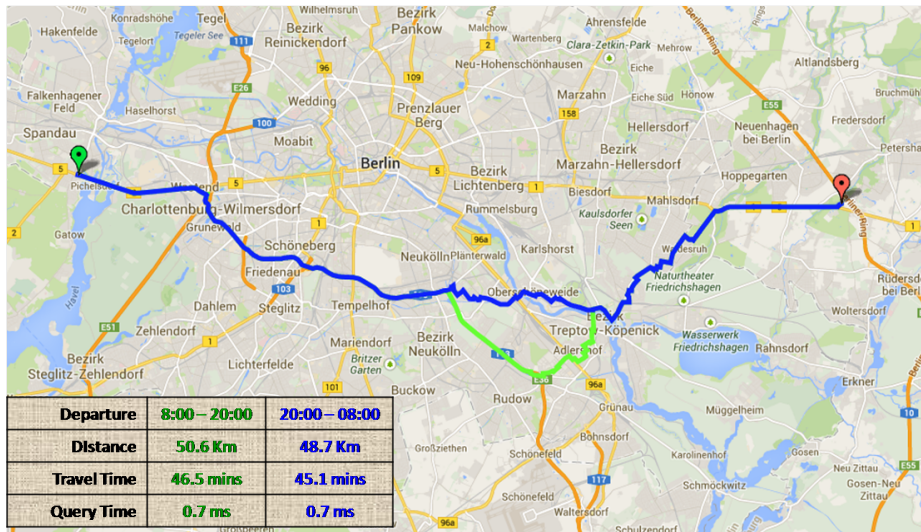
Distance Oracle: Practical Issues

- Berlin data set: $n = 480000$, $m = 1135000$
- Time resolution: 10.3 msec

Landmarks		FCA		RQA		TD-Dijkstra (ms)
Method	Number	ms	σ (%)	ms	σ (%)	
METIS	1061	0.381	2.201	2.349	0.483	77.424
METIS	2063	0.152	1.115	0.700	0.314	77.424
Random	1000	0.195	1.634	1.692	0.575	77.424
Random	2000	0.107	1.065	0.771	0.445	77.424
KAHIP	1053	0.362	2.165	2.015	0.382	77.424
KAHIP	2015	0.148	1.405	0.655	0.298	77.424

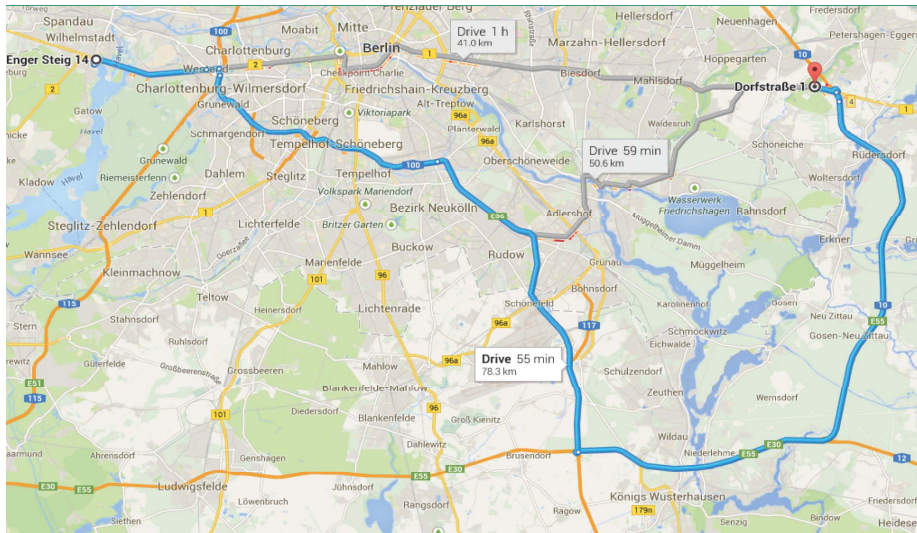
- Speedup (over TDD) > 723
- Query time of previous time-dependent heuristics $\in [1, 1.5]$ ms

Distance Oracle: Practical Issues



Distance Oracle: Practical Issues

Google Maps, Tuesday 15:45



Conclusions & Open Issues

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- Quite efficient in practice
- **Open:** can we avoid dependence on K^* ?

Outline

- 1 Robust Line Planning
- 2 Time-Dependent Route Planning
- 3 Summary**

Summary

- Transportation networks give rise to large-scale optimization problems
- Novel algorithms can have a great impact in their efficient and effective solution

Thank you for your attention



Questions

Τέλος Ενότητας



Σημείωμα Ιστορικού Εκδόσεων Έργου

Το παρόν έργο αποτελεί την έκδοση 1.0.

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<https://eclass.upatras.gr/courses/MATH959/>

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- που δεν περιλαμβάνει οικονομική συναλλαγή ως προϋπόθεση για τη χρήση ή πρόσβαση στο έργο
- που δεν προσπορίζει στο διανομέα του έργου και αδειοδόχο έμμεσο οικονομικό όφελος (π.χ. διαφημίσεις) από την προβολή του έργου σε διαδικτυακό τόπο

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Το Έργο αυτό κάνει χρήση των ακόλουθων έργων:

Διαφάνεια 5, 6, 114-121:

<http://www.finanzen.net/nachricht/TomTom-Users-Capture-the-Road-Network-3-000-Times-1485950>

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Οποιαδήποτε αναπαραγωγή ή διασκευή του υλικού θα πρέπει να συμπεριλαμβάνει:

- το Σημείωμα Αναφοράς
- το Σημείωμα Αδειοδότησης
- τη δήλωση Διατήρησης Σημειωμάτων
- το Σημείωμα Χρήσης Έργων Τρίτων (εφόσον υπάρχει) μαζί με τους συνοδευόμενους υπερσυνδέσμους.