Multi-Modal Route Planning

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Outline

Introduction

Routing Model and Algorithm

Multi-Criteria Shortest Paths
  Filtering Methods

Speed-up Techniques

Experimental Results

Summary

Future Work
Current route planning is mostly uni-modal (or very restricted)

We focus on multi-modal route planning, which allows (almost) all variations of pedestrians, trains, and cars.

Especially, we allow such connections:
Introduction

We want to answer the question:
For a given departure time, how can one get from A to B, example:

10:00

Freiburg

?

Karlsruhe
Introduction

We want to answer the question:

For a given departure time, how can one get from A to B, example:

Goal: (Quick) computation of concise & diverse set of paths
Introduction

- Example for set of paths which is **not concise**:
Model

Our combined model =
transit network + road networks + connections, example:
Algorithm

Algorithms to compute optimal paths:

- Multi-Criteria Dijkstra (source-to-all, for all networks, slow)
- Contraction Hierarchies (source-to-target, for road networks, very fast)
- Transfer Patterns (source-to-target, for transit networks, very fast)

Computing optimal paths on our combined model:

1. Taking the car/walking exclusively: Contraction Hierarchies
2. Remaining paths: Multi-Criteria Dijkstra
3. Result is union of 1. and 2.
Multi-Criteria Shortest Paths

Taking into account multiple optimality-criteria: Pareto Sets

**Pareto Set:** Set of tuples, each criterion corresponds to one component. If $t_1 \leq t_2$ with component-wise comparison, $t_1$ dominates $t_2$. Pareto Set consists of non-dominating tuples.
Multi-Criteria Shortest Paths

Taking into account multiple optimality-criteria: Pareto Sets

**Pareto Set:** Set of tuples, each criterion corresponds to one component. If $t_1 \leq t_2$ with component-wise comparison, $t_1$ *dominates* $t_2$. Pareto Set consists of non-dominating tuples.

Example with criteria (duration, transfer penalty):

$\{(6, 1), (10, 1), (26, 0)\}$

Breisgau S-Bahn  
Bus 11  
Walking
Multi-Criteria Shortest Paths / Filtering Methods

Recall goal: Concise & diverse sets of paths.

Which criteria to use?

1. duration and transfer penalty? Two paths
2. duration, transfer penalty and car duration? Dozens of paths

In case of 2., set of paths is diverse: Post-process to concise subset

Our first approach: **Discretise** car duration

1. For example, in steps of 10 minutes
2. From many similar paths, only one is kept
3. But: Reveals that some Pareto optimal paths are undesirable

Example for 3.:
Filtering Methods: Types and Thresholds

Our second approach: Determine **types** of paths, using relative durations (much, little, zero):

1. Use the car exclusively.
2. Much transit, much walking, no car.
3. Much transit, little walking, little car.

Use **thresholds** for *much* & *little* (values in minutes):

- little(walking) := 10
- little(car) := 0 if pure car duration < 20, max(10, 25% pure car duration) otherwise
- much(*) := ∞

Filter: Firstly by thresholds, secondly by using relative durations.

We call this **Types aNd Thresholds (TNT)**
Filtering Methods: Types and Thresholds

Example: Remaining paths after filtering with TNT:

<table>
<thead>
<tr>
<th>duration</th>
<th>transfer penalty</th>
<th>car duration</th>
<th>path summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>0:23:00</td>
<td>1</td>
<td>0:23:00</td>
<td>🚗</td>
</tr>
<tr>
<td>1:12:00</td>
<td>3</td>
<td>0:10:00</td>
<td>⚹️</td>
</tr>
<tr>
<td>1:47:00</td>
<td>2</td>
<td>0:10:00</td>
<td>⚹️</td>
</tr>
<tr>
<td>2:05:00</td>
<td>2</td>
<td>0</td>
<td>⚹️</td>
</tr>
<tr>
<td>2:35:00</td>
<td>1</td>
<td>0</td>
<td>⚹️</td>
</tr>
<tr>
<td>4:46:00</td>
<td>0</td>
<td>0</td>
<td>⚹️</td>
</tr>
</tbody>
</table>
Speed-up Techniques

Query times are infeasible, speed-up techniques required:

1. Flattening the transit graph: Keep one representative per line, assume it departs always (heuristic)
2. For discretisation: Perform it during query computation (heuristic)
3. For TNT: Discard paths not belonging to any type (optimality-preserving)
4. For TNT: Use implicit walking duration (heuristic)
Experimental Results

<table>
<thead>
<tr>
<th></th>
<th>Austin</th>
<th>Dallas</th>
<th>Toronto</th>
<th>New York</th>
</tr>
</thead>
<tbody>
<tr>
<td>#Stations</td>
<td>3K</td>
<td>11K</td>
<td>11K</td>
<td>16K</td>
</tr>
</tbody>
</table>

Figure: Summary of evaluated datasets.

- Flattening the transit graph: Does not significantly reduce query times (factor 2-3)
- Discretisation: Query times in order of minutes, heuristic reduces it to tens of seconds. Number of filtered paths around 8-10. Recall of heuristic around 90%
## Experimental Results: TNT

<table>
<thead>
<tr>
<th>Data</th>
<th>Algorithm</th>
<th>Duration (seconds) avg/50/90/99</th>
<th>#Paths avg/50/90/99</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austin</td>
<td>Basic-p</td>
<td>2.7/0.8/7.6/14.9</td>
<td>4/4/6/8</td>
</tr>
<tr>
<td></td>
<td>Heuristic-p</td>
<td>0.5/0.3/1.2/2.4</td>
<td>4/4/6/8</td>
</tr>
<tr>
<td>New York</td>
<td>Basic-p</td>
<td>308.0/260.0/628.0/1450.0</td>
<td>5/5/8/9</td>
</tr>
<tr>
<td></td>
<td>Heuristic-p</td>
<td>54.1/25.8/81.0/298.0</td>
<td>5/5/7/9</td>
</tr>
</tbody>
</table>

**Figure**: Experimental results for TNT.

- Results for Dallas & Toronto between the ones of Austin & New York
- Missed optimal paths often not found approximately
- Heuristic close to optimal (For roughly 90% of the queries recall is 100%, in the worst case 70%)
Experimental Results: TNT

Figure: #Optimal paths and their distribution for New York.
Goal was to (quickly) compute diverse & concise sets of paths

Pareto Sets fulfil diversity, but optimal paths become too numerous

We explored filtering methods: Discretisation and TNT

Discretisation leads to more concise sets, but undesired paths remained

TNT leads to concise sets

Computation durations for discretisation and TNT without heuristics impracticable

For TNT with heuristics in order of seconds, but for larger datasets still too high for practical use
Future Work

- Quality improvements still possible
- Running times need to be reduced to allow practical usage, for example with smarter pruning of labels
- Explore alternative graph models
- Take into account turn restrictions and traffic lights for more realistic modelling
- Support more criteria
- Investigate reliability and robustness of paths (how good are the alternatives if a transfer is missed)