

"" A city's physical structures, once established, may remain in place for more than 150 years ""

# **Cities' Fingerprints: A Complex Network Approach**

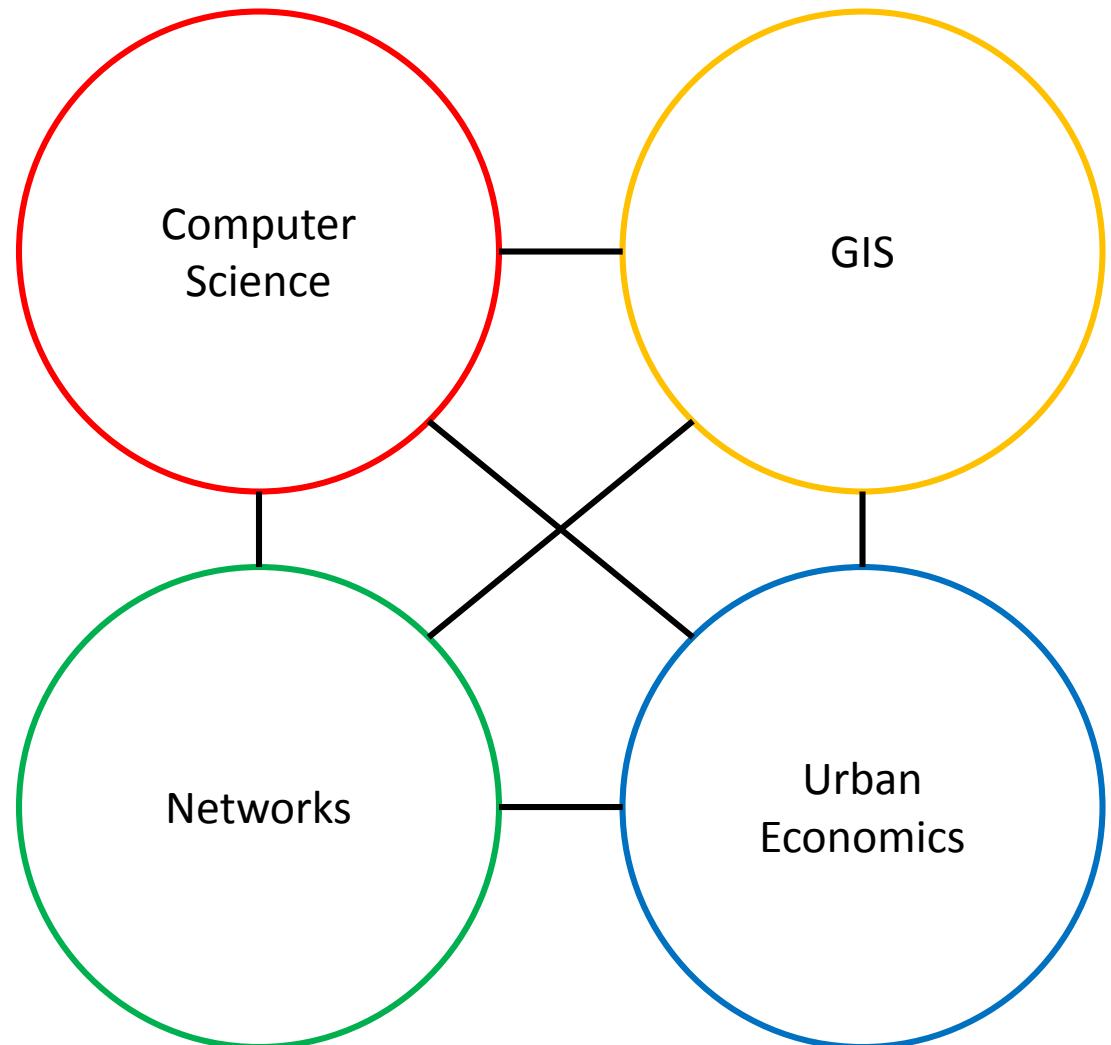
Andres PDLR

# Outline

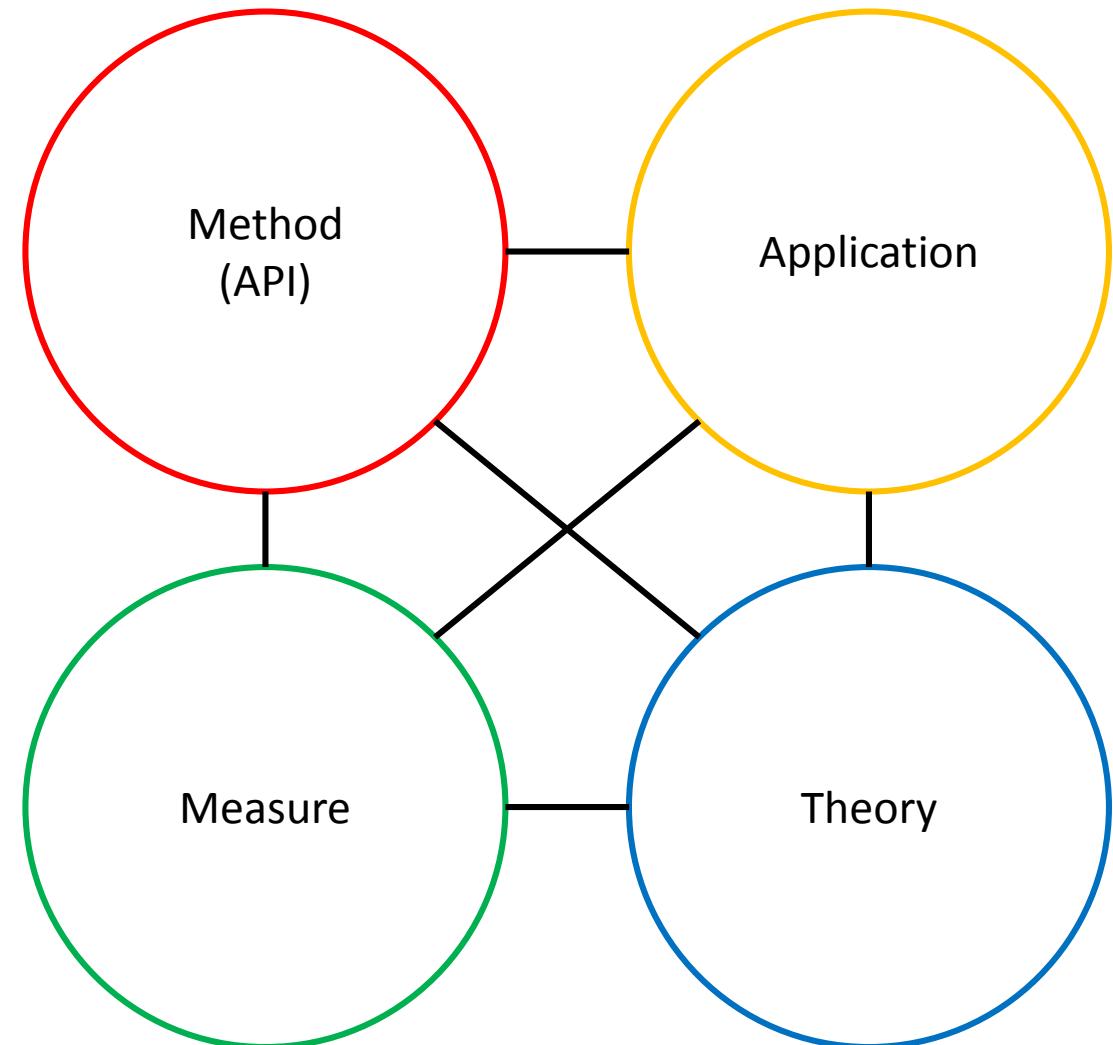
- The Problem
- The Contribution of this Paper
- Relation to the Literature
- Methods
  - Algorithm I
  - Algorithm II
- Simulations
- Main Results
- Conclusions

# Motivation

This paper was inspired by:



This paper attempts to develop:



# Problem

# The problem:

1. How the street network and street patterns are correlated with measurements of mobility and commute
2. Is there a simple way to reduce the complexity contained in the street network that captures mobility patterns
3. Is there a way to measure the constraints that streets infrastructure inflict to the agents in a city
4. How to extend the intersection between network theory and urban analysis without loosing the spatial component of the street net

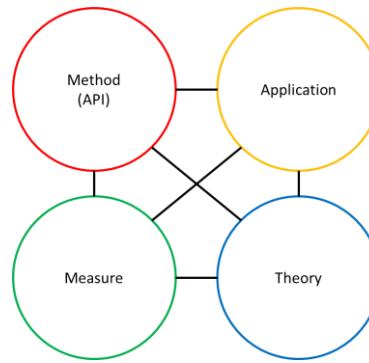
# Urban Morphology in Literature

- “Economic geography today is often considered to be less about the ‘space of places’, where the success of places is attributed to characteristics of locations, and more about the ‘the space of flows’ where places derive their success from their position in networks” ACNA\_2006
- There is an increasing effort to build “nomothetic studies concerned with the formulation of generalizations about the forces behind the spatial aspects of urban growth” TDMUM\_1972
- Urban morphology and morphogenesis, activity and residence location choice, urban sprawl and the evolution of urban networks, are just a few of the important processes that have been discussed for a long time but that we now hope to understand quantitatively TSP\_2014
- “These works, although based on empirical observations, contain much subjectivity and our goal is to eliminate this subjective part to reach a non-ambiguous, scientific classification of these patterns. TSP\_2014

# Urban Morphology Implications

- Policy design
  - Hydrology
  - Facilities management
  - Transportation engineering
  - Business and service planning
- Economic Analysis and Urban Economics
  - Business locations
  - City competitiveness
  - Regional development

# What to expect from this paper



- The use of computational tools to analyze urban morphology
  - GIS and Python
- A development of a potential measure to:
  - Evaluate complexity in street networks
  - Classify of cities
  - Develop theoretical measures of mobility
  - Analyze policy design in transportation and infrastructure
- Evidence of spatial concentration in cities fingerprint's:
  - Age of neighborhoods
  - Entropy of city planning
- A piece of theory on how cities' fingerprints relate with the street network

# Computational Tools



[https://github.com/andrespdlr/cities\\_fingerprints](https://github.com/andrespdlr/cities_fingerprints)

# Algorithm I

(an application)

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## • A typology of street patterns

Rémi Louf, Marc Barthélémy

Published 8 October 2014. DOI: 10.1098/rsif.2014.0924

Article Figures & Data Info & Metrics eLetters

PDF

### Abstract

We propose a quantitative method to classify cities according to their street pattern. We use the conditional probability distribution of shape factor of blocks with a given area and define what could constitute the 'fingerprint' of a city. Using a simple hierarchical clustering method, these fingerprints can then serve as a basis for a typology of cities. We apply this method to a set of 131 cities in the world, and at an intermediate level of the dendrogram, we observe four large families of cities characterized by different abundances of blocks of a certain area and shape. At a lower level of the classification, we find that most European cities and American cities in our sample fall in their own sub-category, highlighting quantitatively the differences between the typical layouts of cities in both regions. We also show with the example of New York and its different boroughs, that the fingerprint of a city can be seen as the sum of the ones characterizing the different neighbourhoods inside a city. This method provides a quantitative comparison of urban street patterns, which could be helpful for a better understanding of the causes and mechanisms behind their distinct shapes.



# Classification method

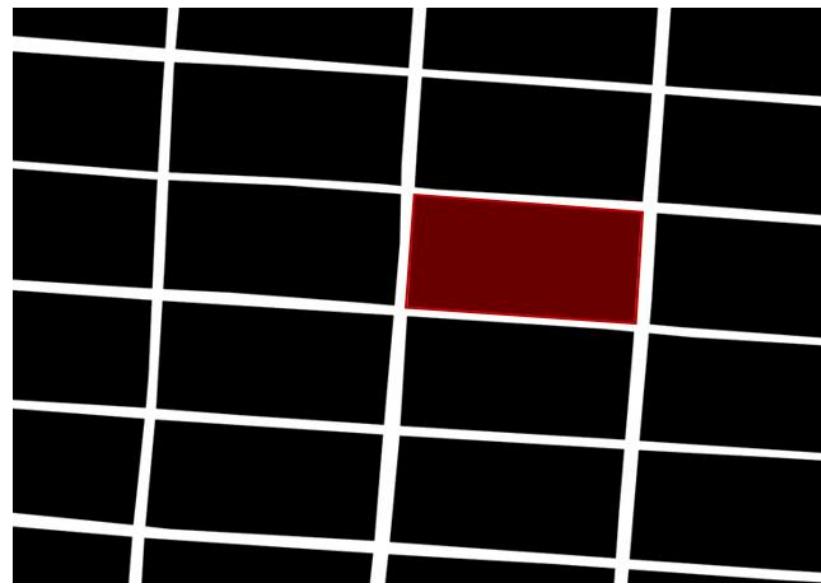
$A$  = Area of the block

$A_c$  = Area of the circumscribed circle  $C$

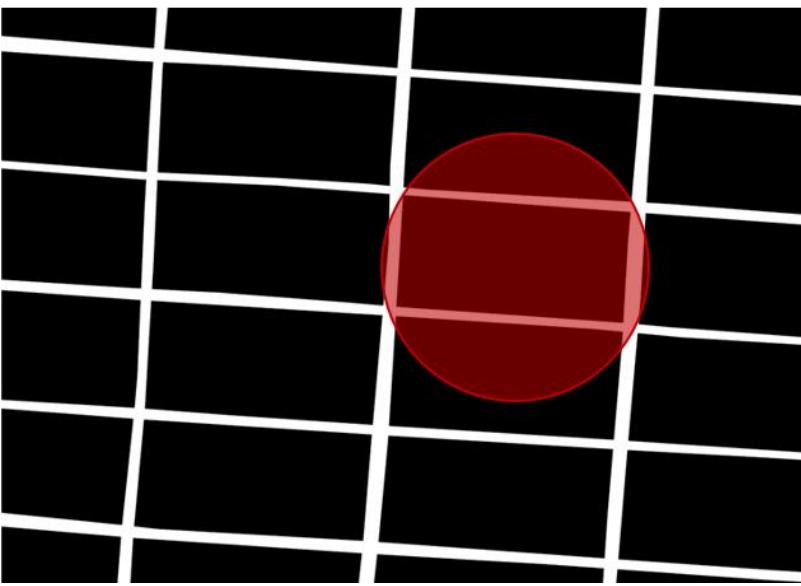
$\Phi$  =  $A/A_c$

$P(\Phi)$  = Distribution

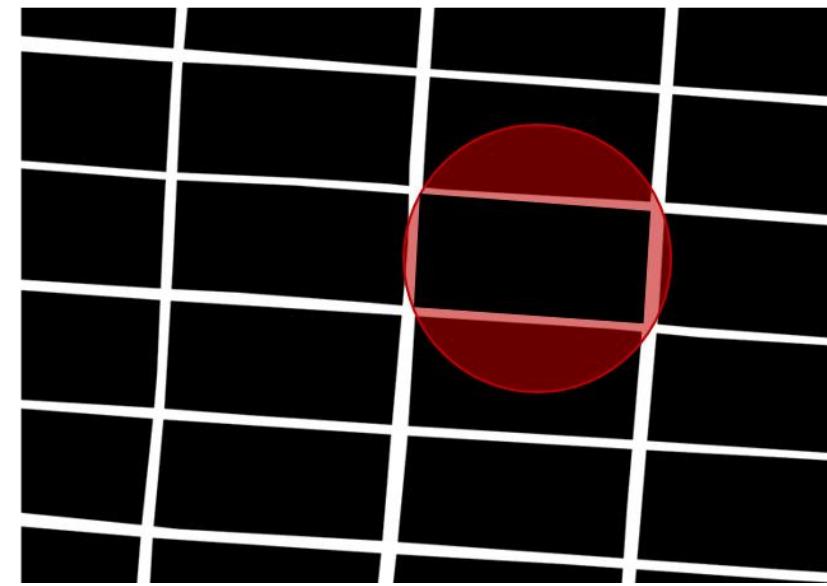
1 | A

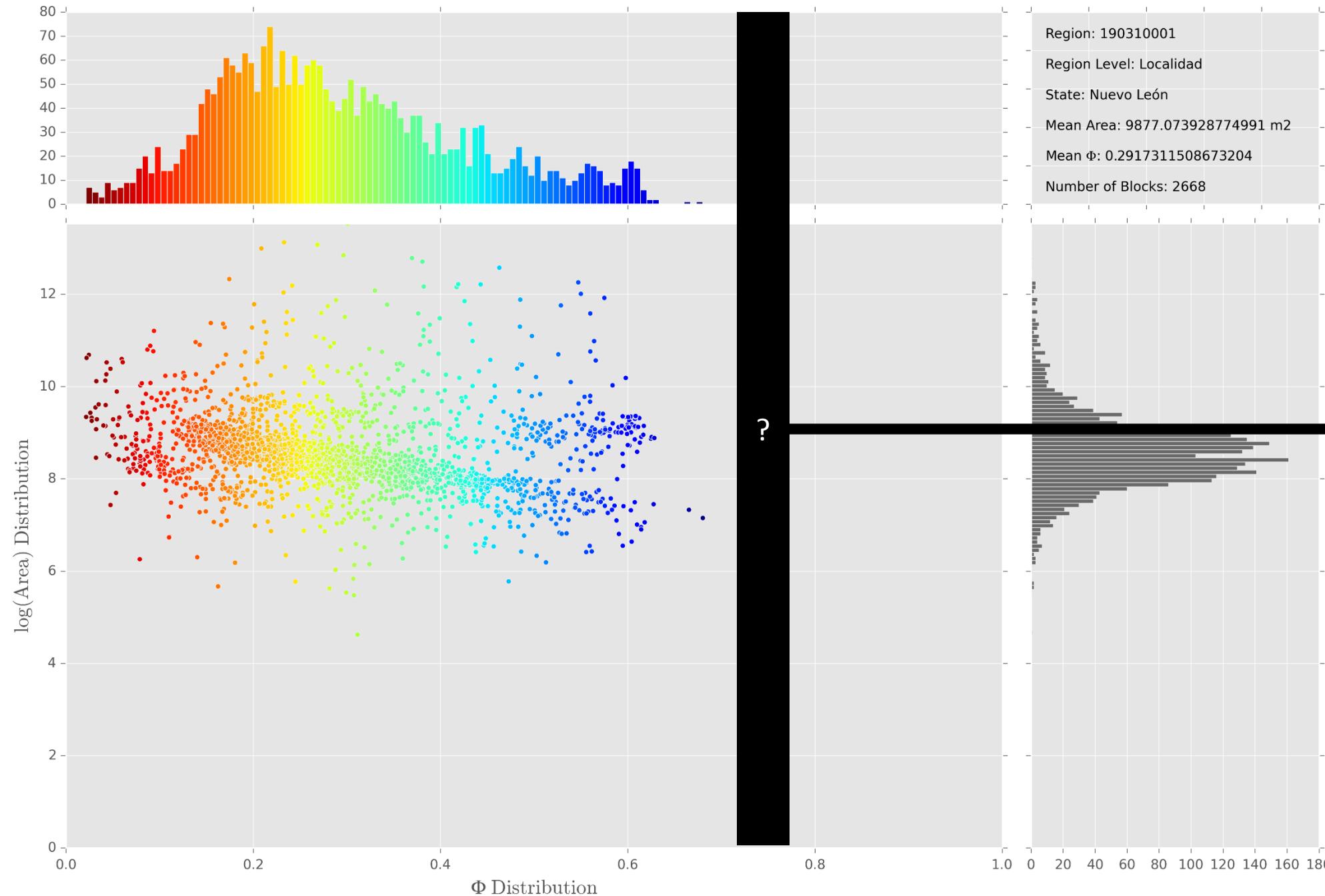


2 | AC



3 |  $\Phi$





Circularity  
Squareness

**an extension**

- Is there evidence of spatial concentration in  $\Phi$ ?
- Moran's I
  - Measures spatial autocorrelation
  - Evaluates if spatial patterns are clustered, dispersed or randomly distributed.
- The fact that  $\Phi$  is not randomly distributed implies certain patterns in urban planning and infrastructure design over time.

The Moran's  $I$  statistic for spatial autocorrelation is given as:

$$I = \frac{n \sum_{i=1}^n \sum_{j=1}^n w_{i,j} z_i z_j}{S_0 \sum_{i=1}^n z_i^2} \quad (1)$$

where  $z_i$  is the deviation of an attribute for feature  $i$  from its mean ( $x_i - \bar{X}$ ),  $w_{i,j}$  is the spatial weight between feature  $i$  and  $j$ ,  $n$  is equal to the total number of features, and  $S_0$  is the aggregate of all the spatial weights:

$$S_0 = \sum_{i=1}^n \sum_{j=1}^n w_{i,j} \quad (2)$$

The  $z_I$ -score for the statistic is computed as:

$$z_I = \frac{I - E[I]}{\sqrt{V[I]}} \quad (3)$$

where:

$$E[I] = -1/(n - 1) \quad (4)$$

$$V[I] = E[I^2] - E[I]^2 \quad (5)$$

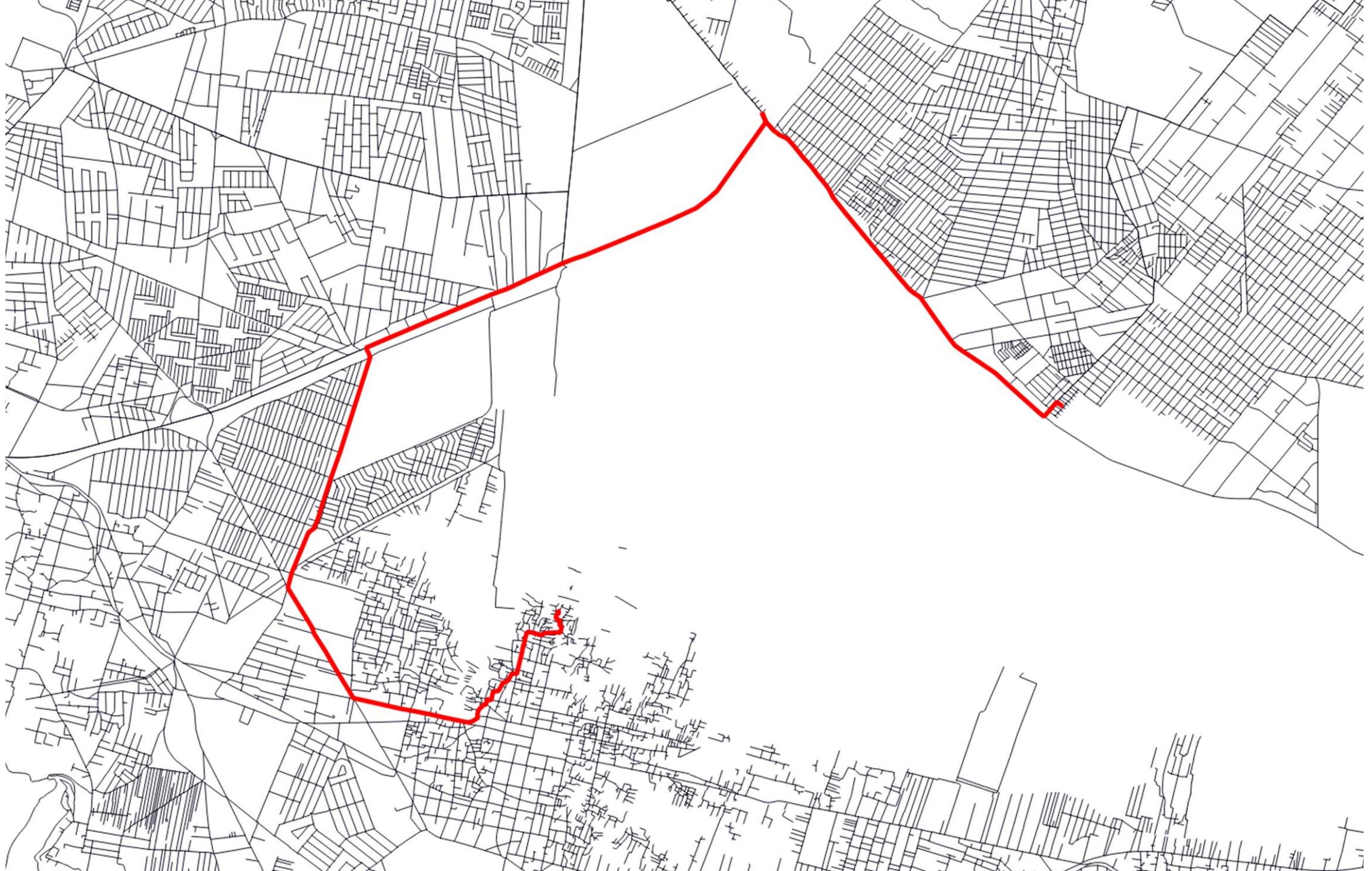
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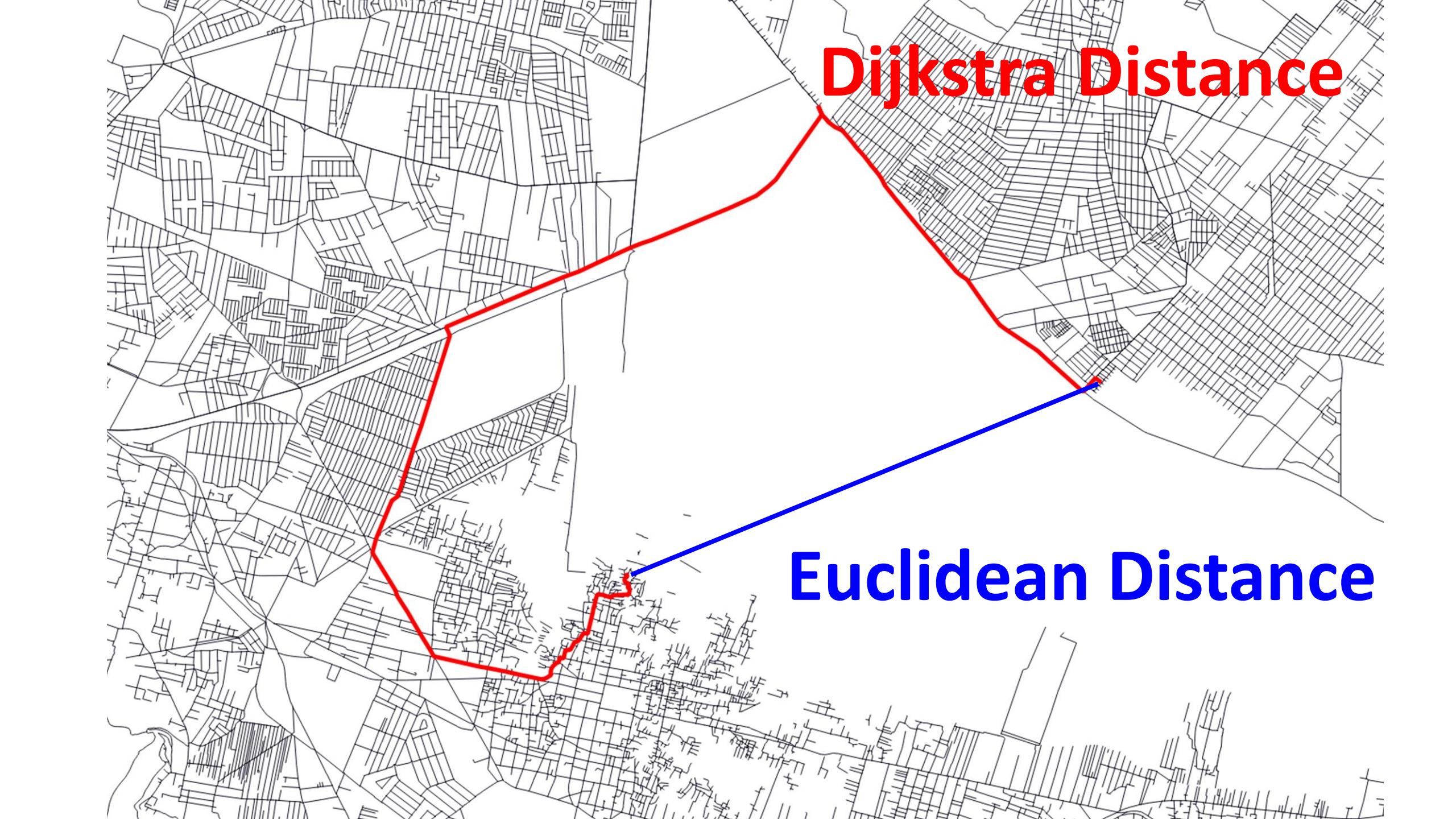
# **Algorithm II**

**(a development)**

**MSRN\_2006** “The connection and arrangement of a road network is usually abstracted in network analysis as a directed planar graph  $G = \{V, E\}$ , where  $V$  is a collection of nodes (vertices) connected by directional links (edges)  $E$  (links are directional when a link from node  $R$  to node  $S$  is distinct from a link from  $S$  to  $R$ ). Physically, a two-way road consists of two adjacent and opposite one-directional links.”





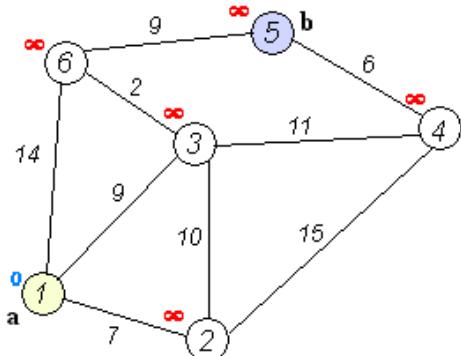


**Dijkstra Distance**

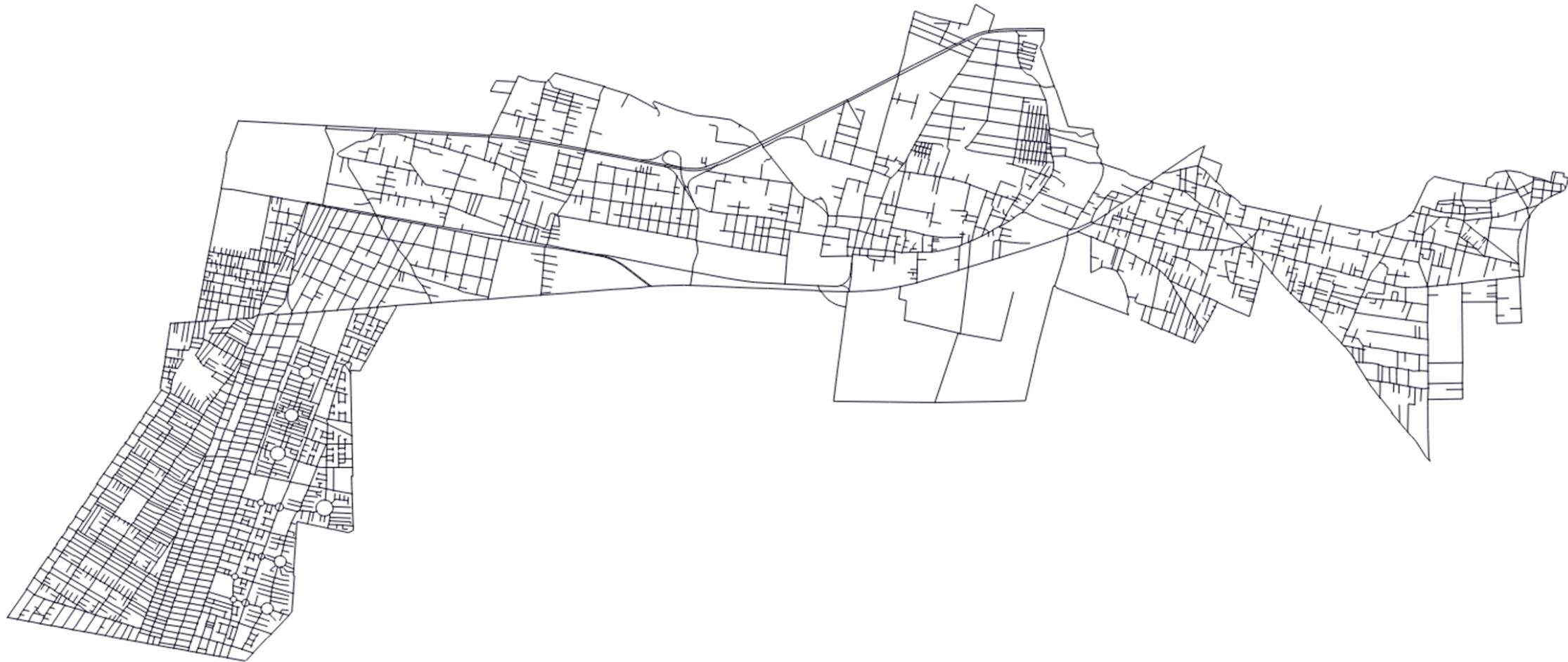
**Euclidean Distance**

**Algorithm II = OLS estimation of:**

**Dijkstra =  $\beta^*$  Euclidean**



Shortest Path Algorithm  
Image source: Wikipedia





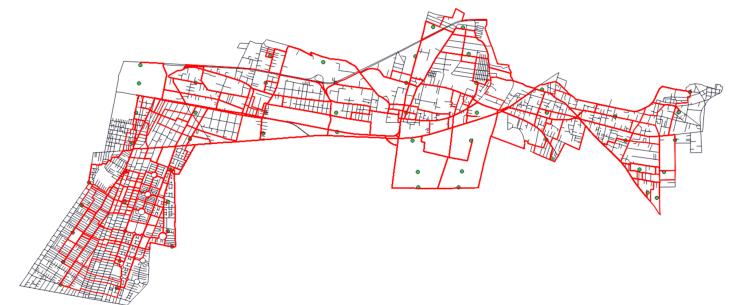




$$C(n,r) = n! / ( r! (n - r)! )$$

$$C(100,2) = 100! / ( 2! (100 - 2)! ) = 4,950$$

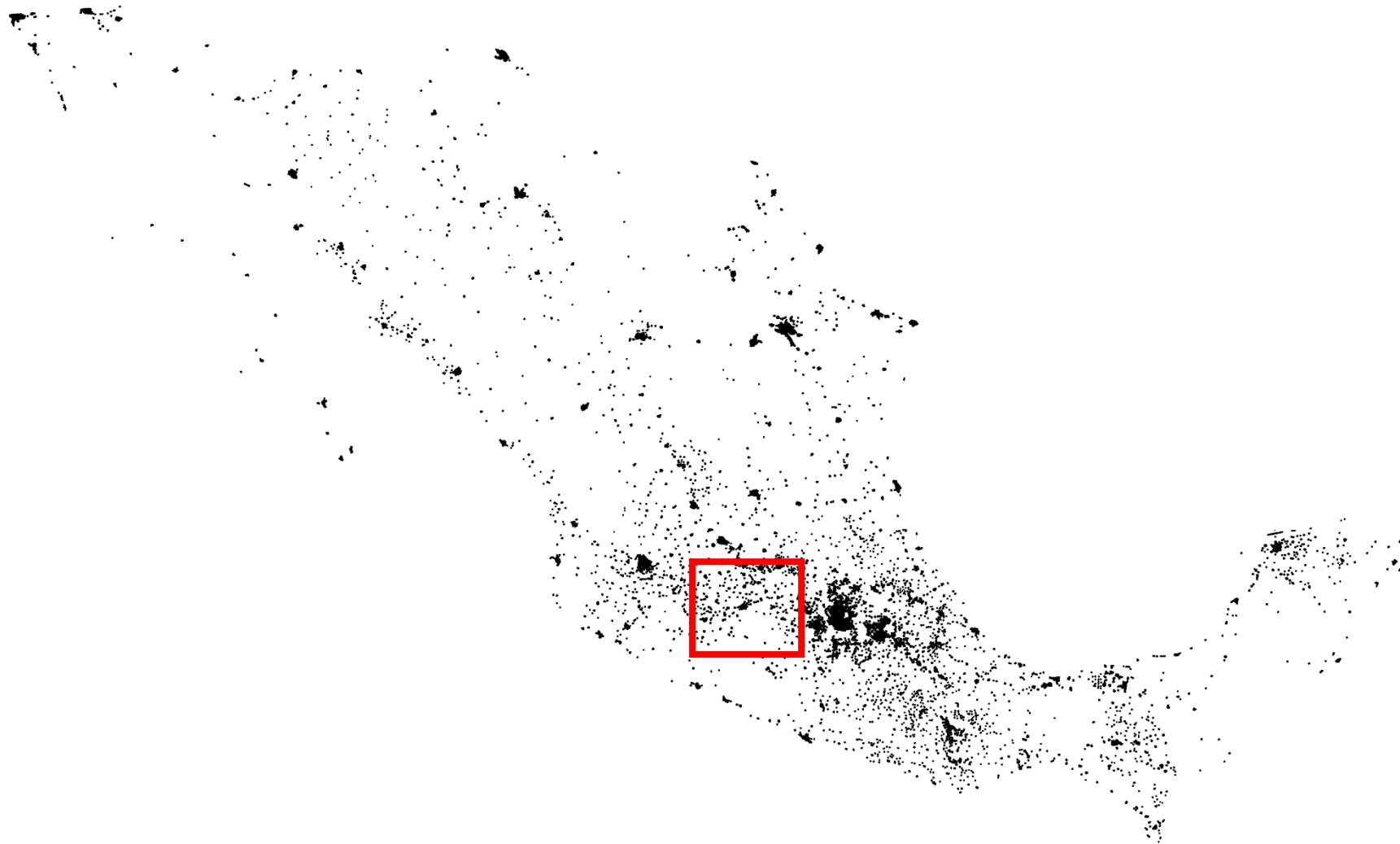
$$C(57,2) = 1,596 \text{ distances}$$



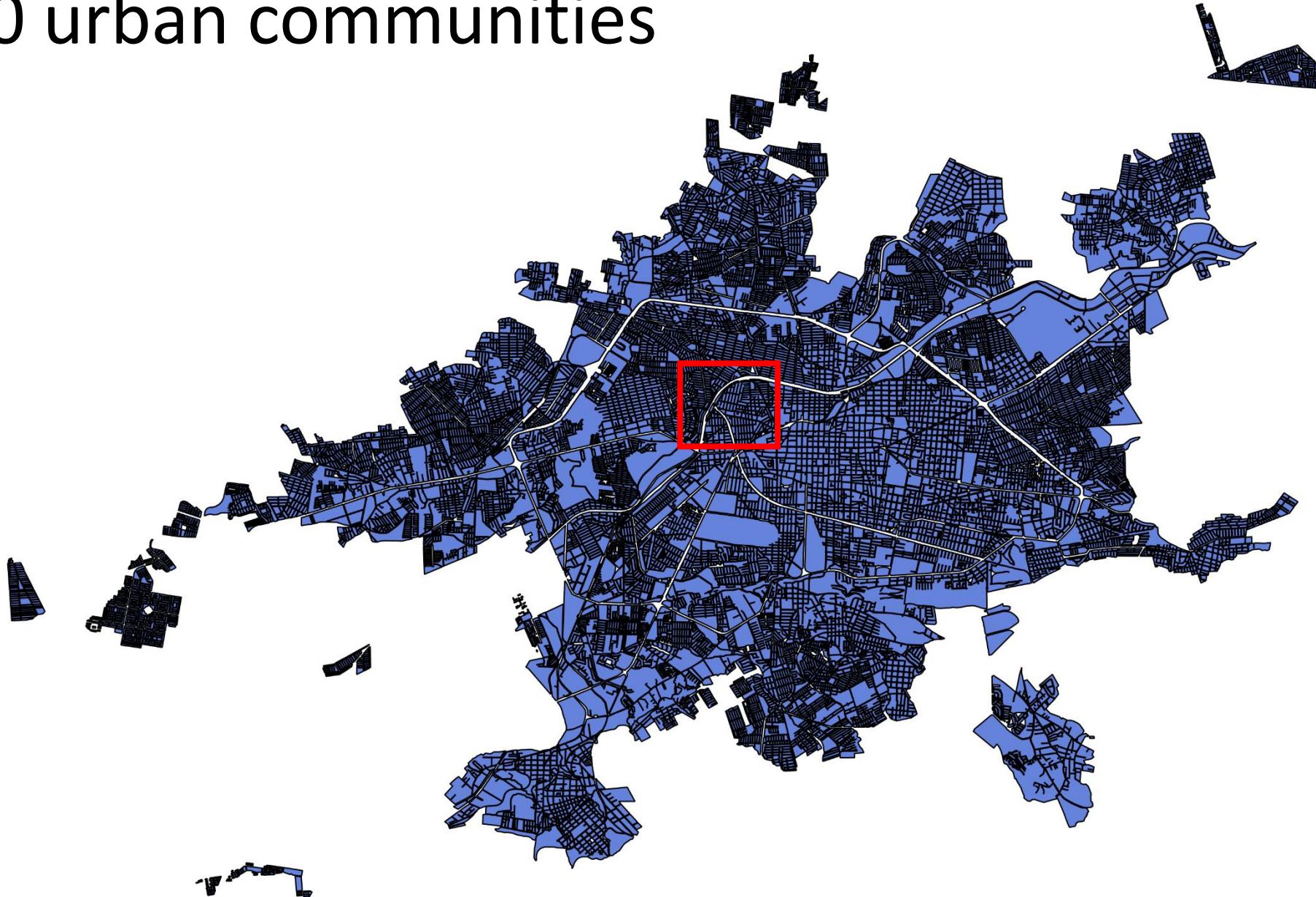
# Simulations

# Algorithm I

# 1,456,596 urban blocks



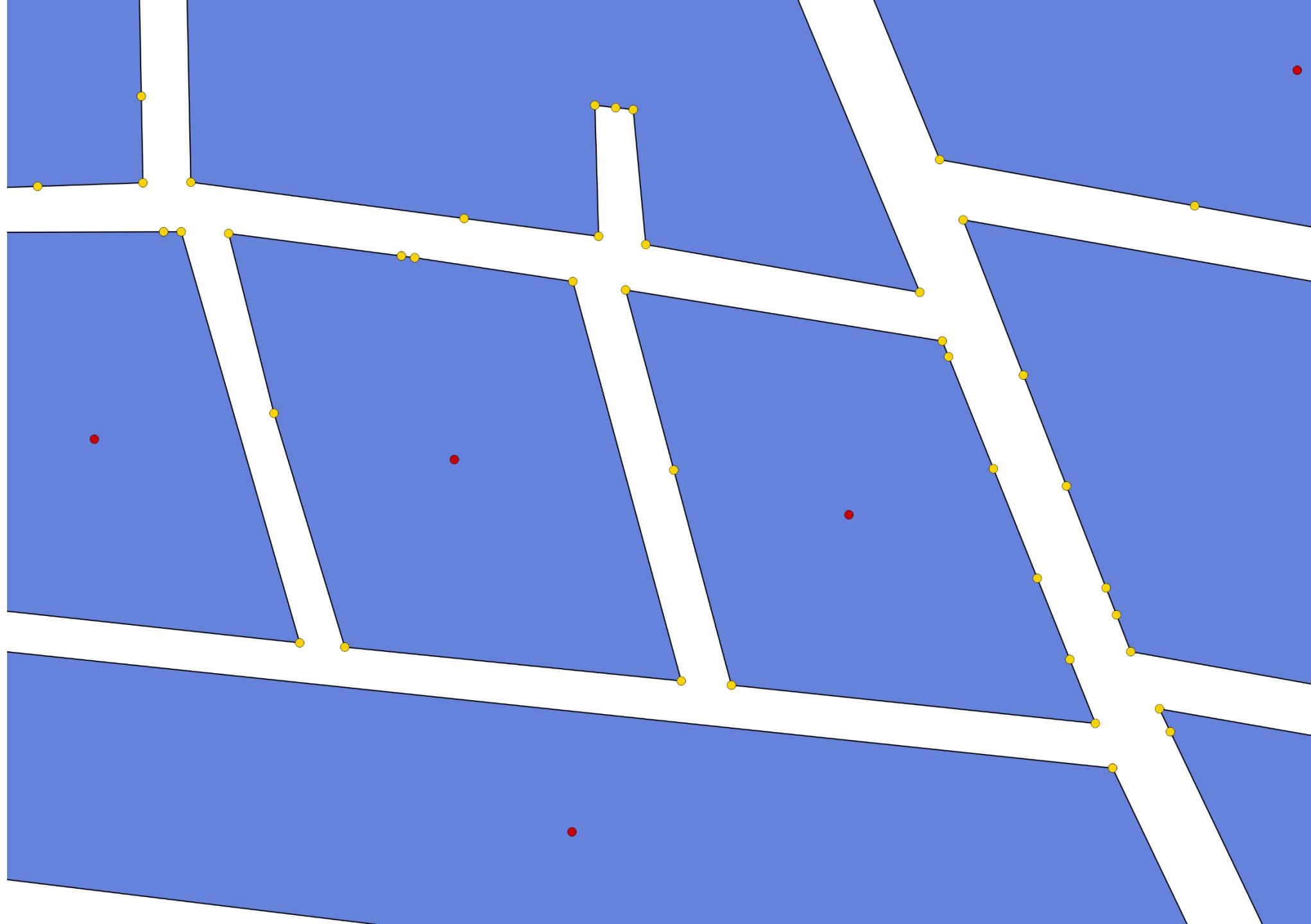
+ 4,500 urban communities

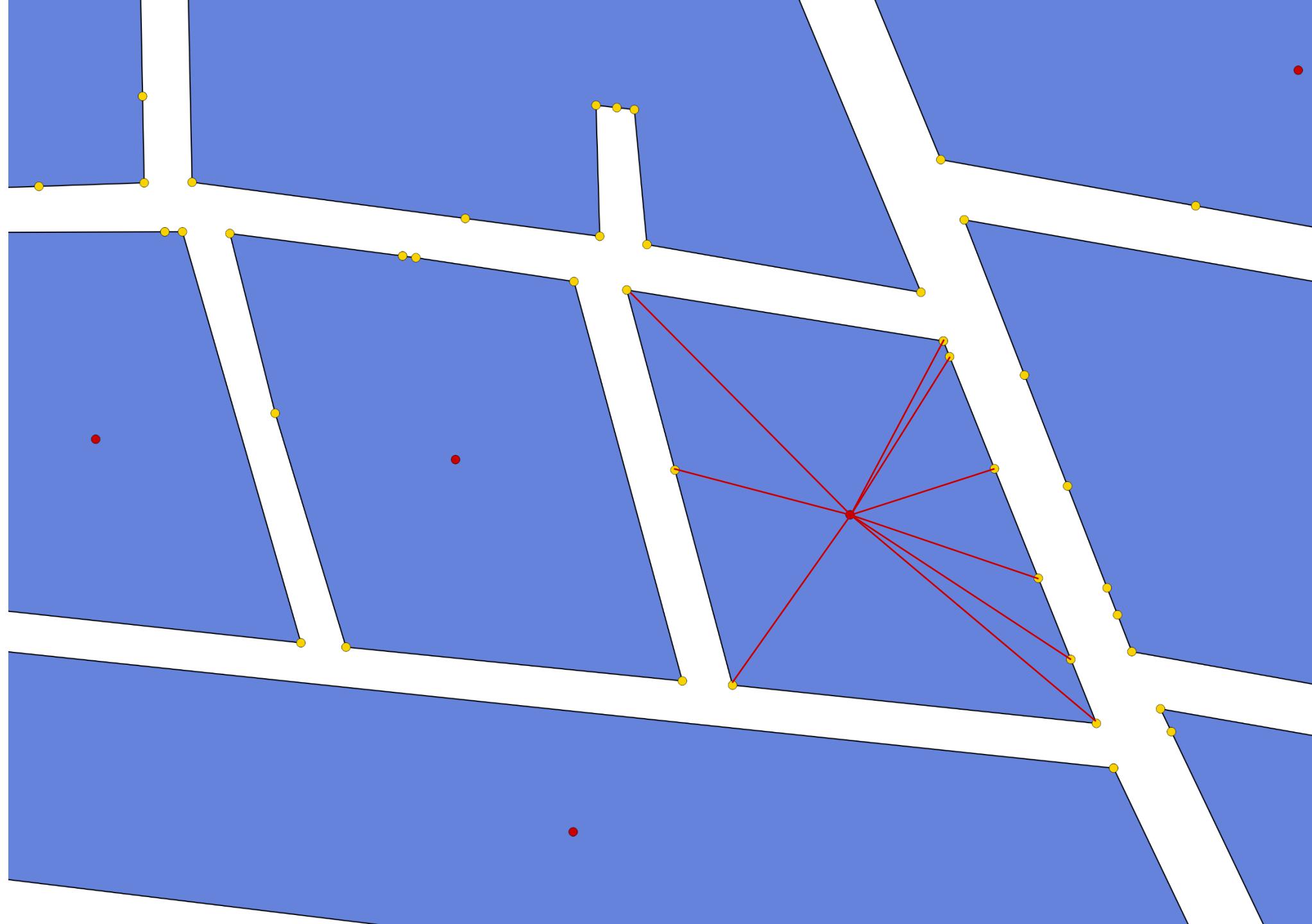


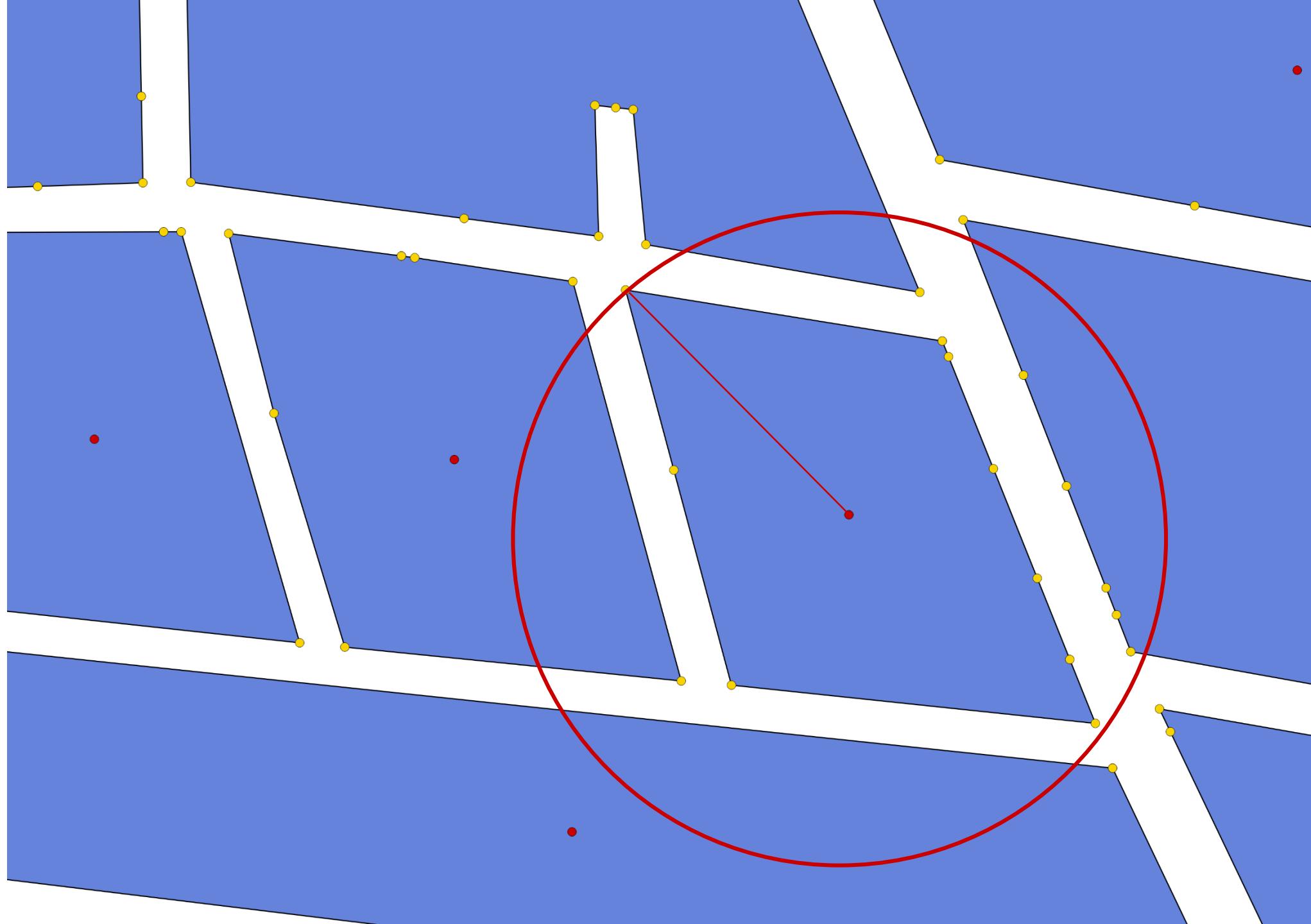


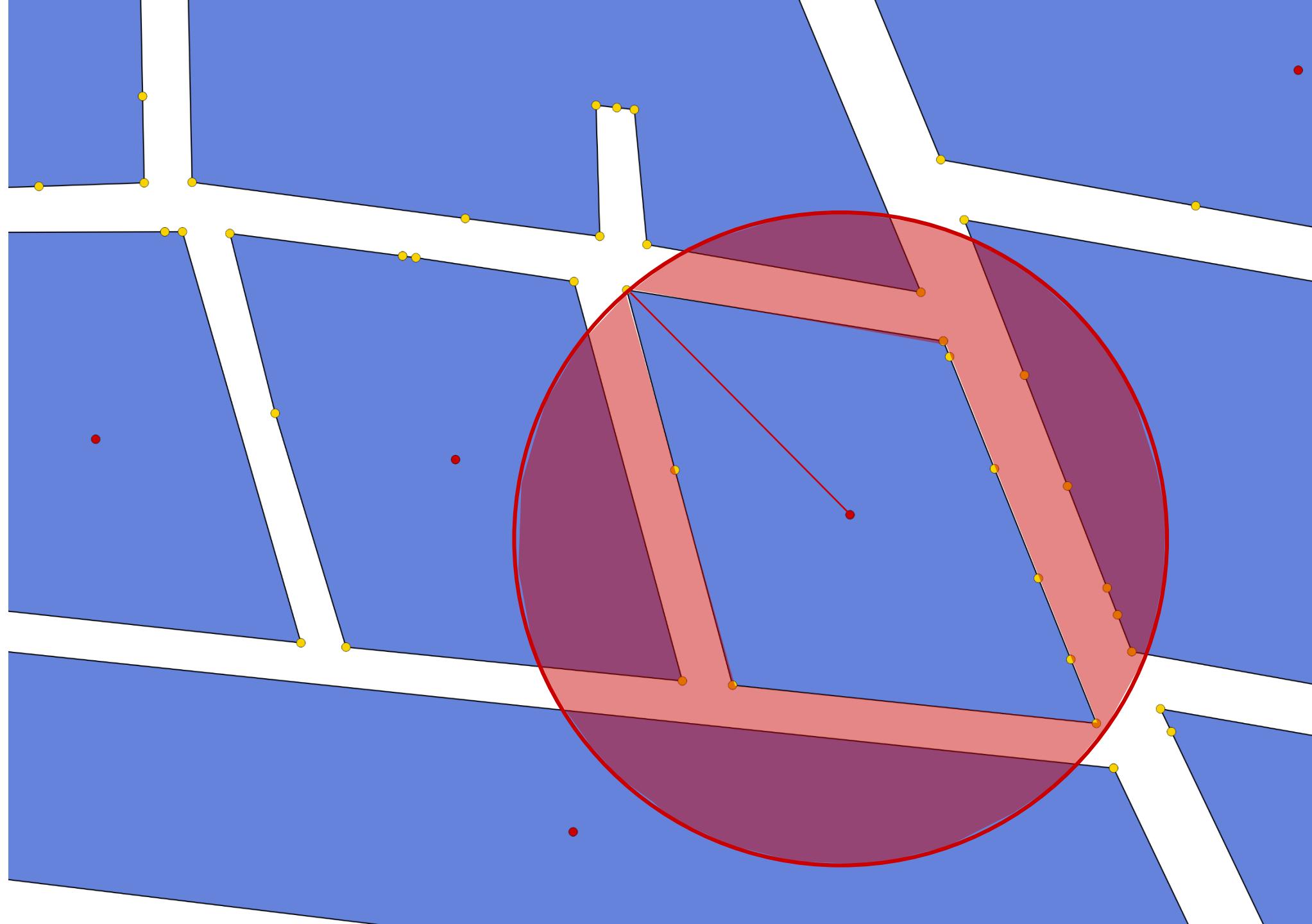


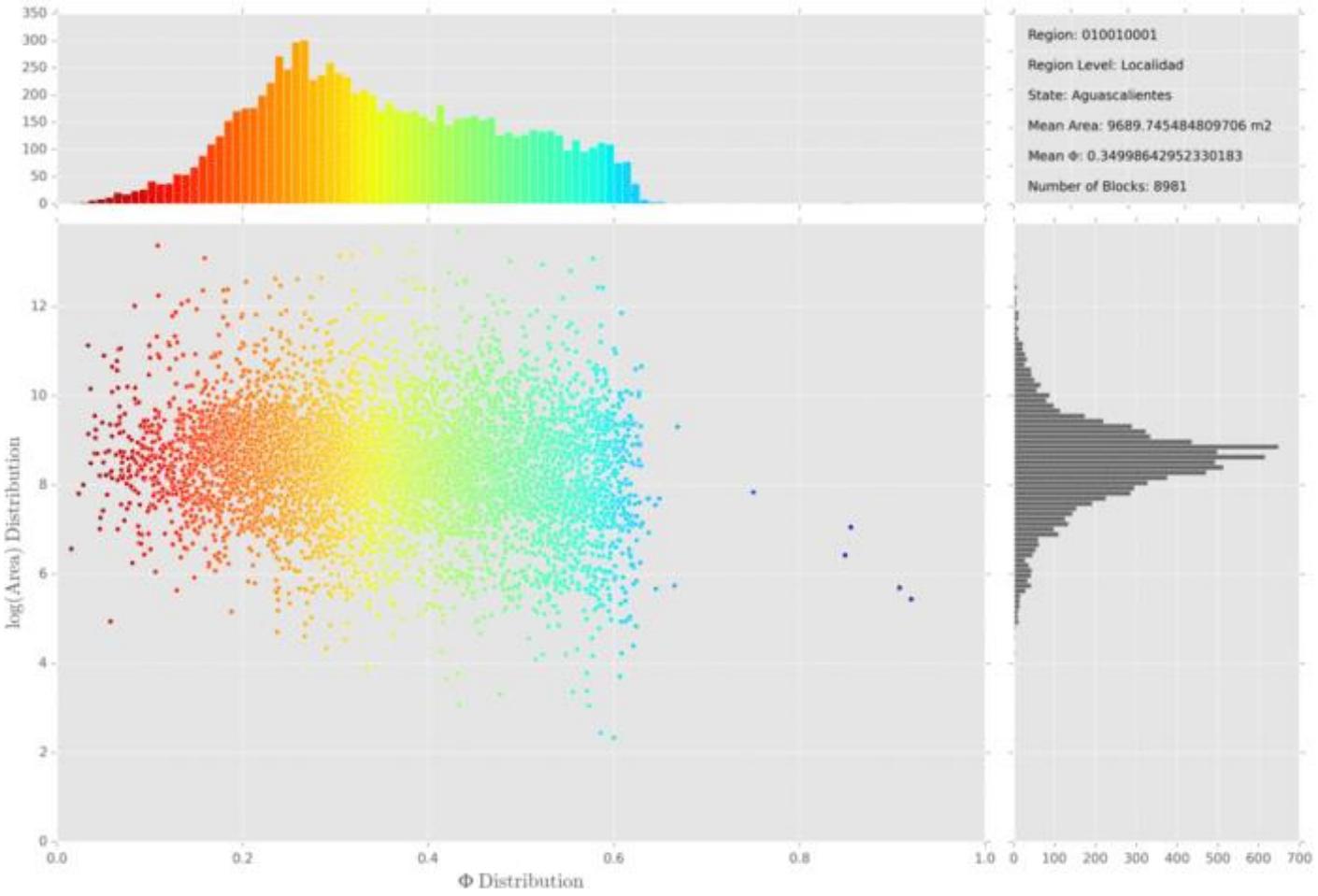




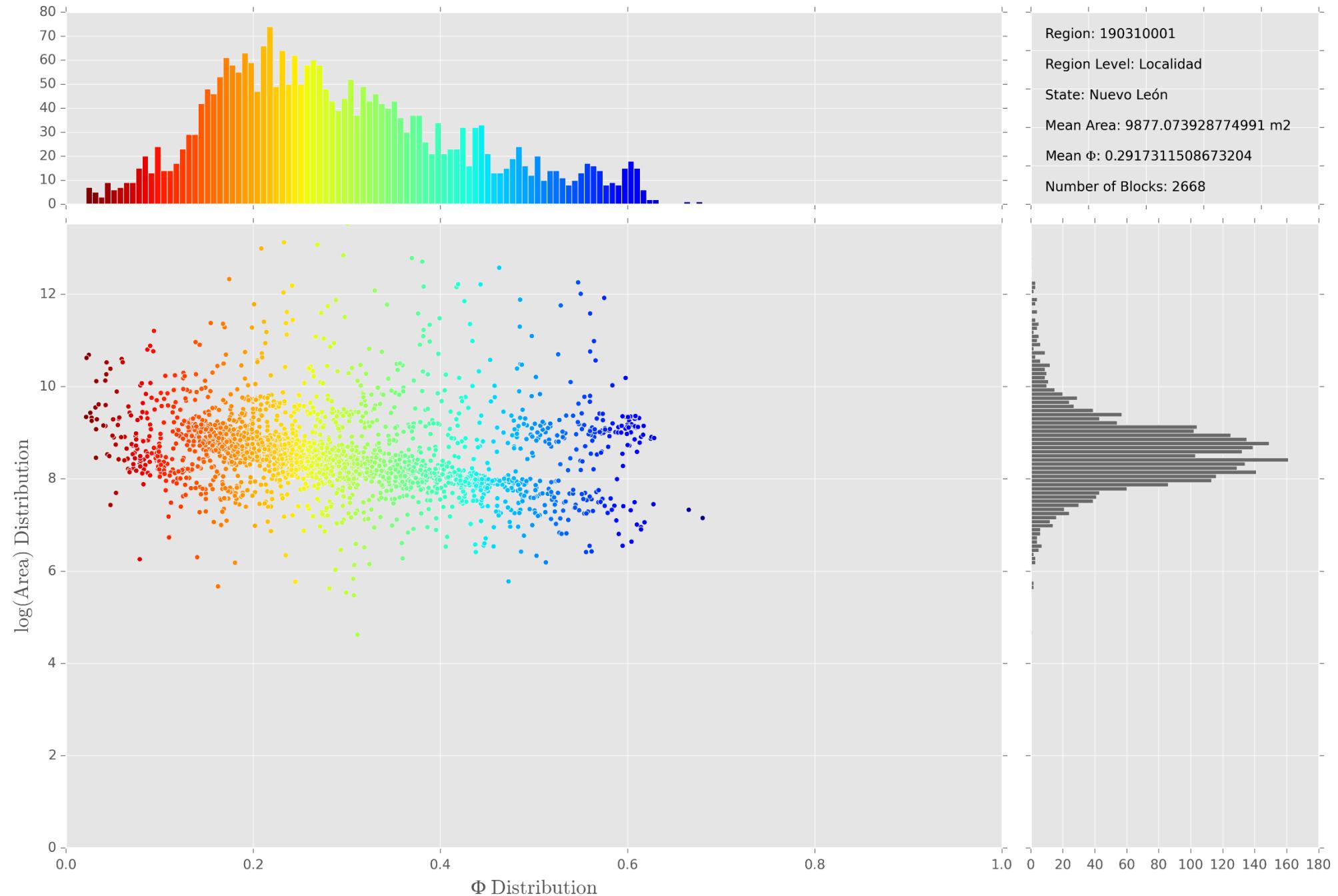




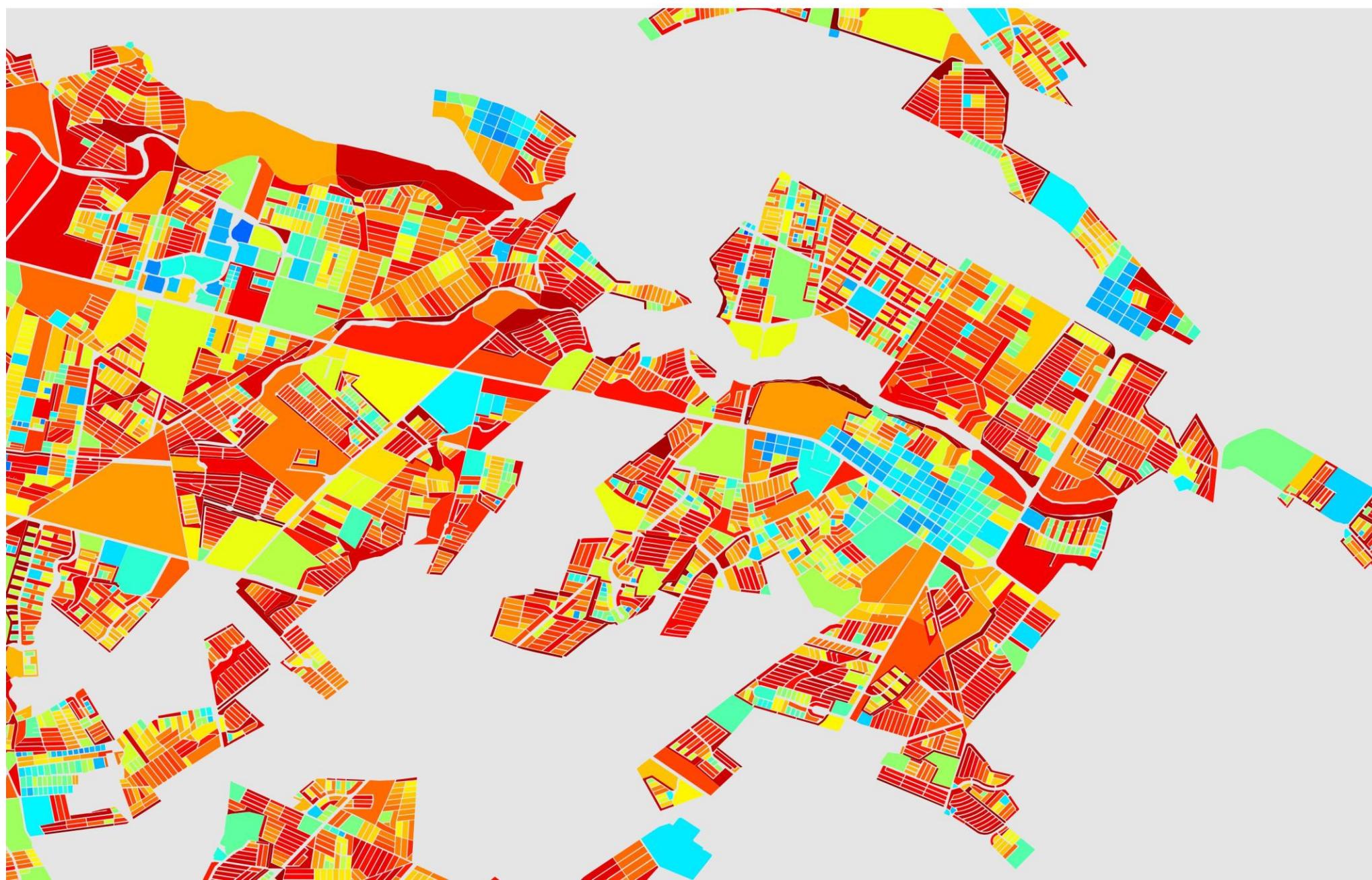




Examples		
	$\Phi$	$\beta$
5 Lowest	190310001	150020015
	190060001	080210001
	150250001	300390001
	150580001	201840001
	190210001	211560001
5 Highest	320100001	141010001
	090150001	090150001
	301180001	150130001
	310500001	270040001
	260420001	140670001



Region: 190310001 Juárez

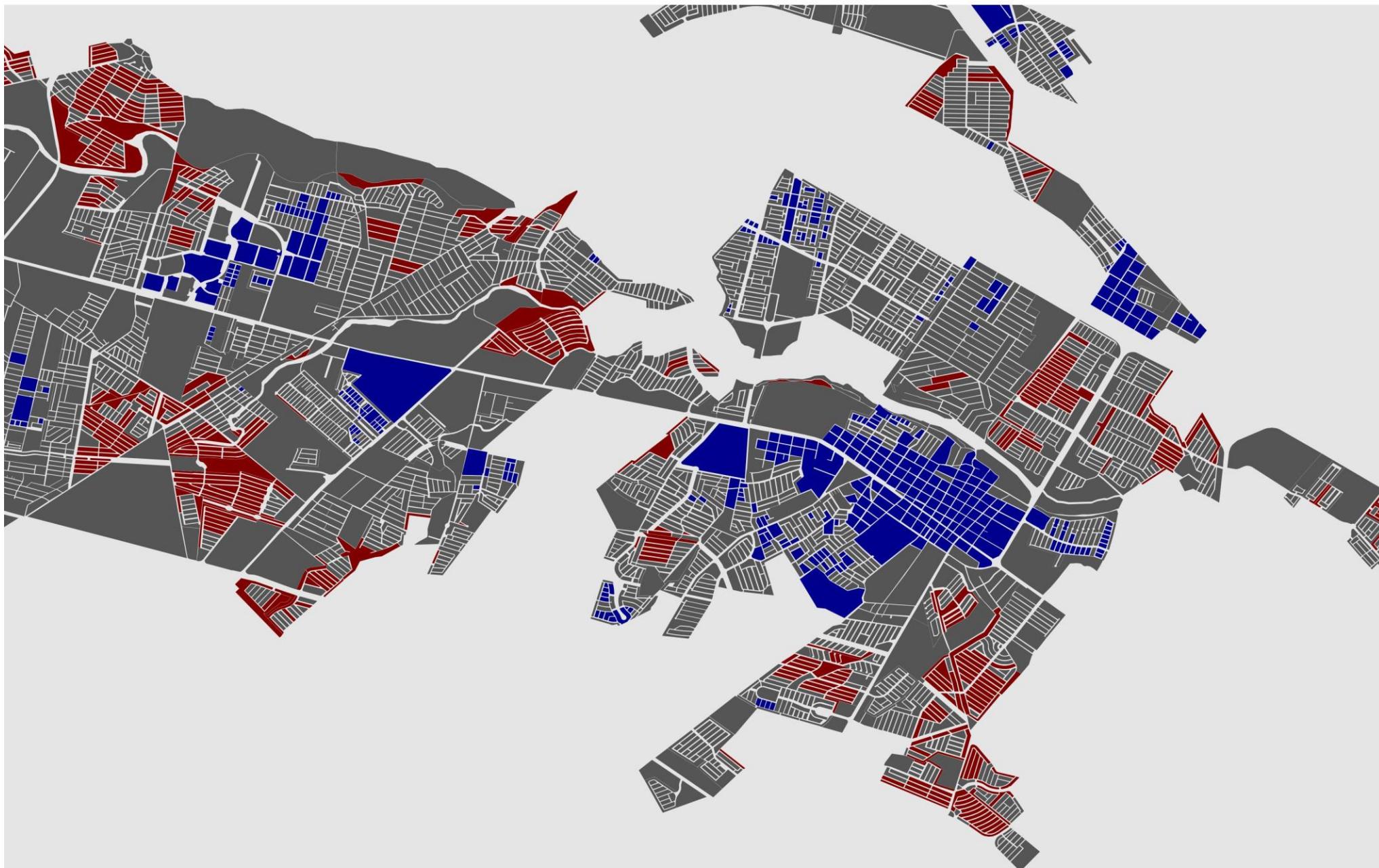


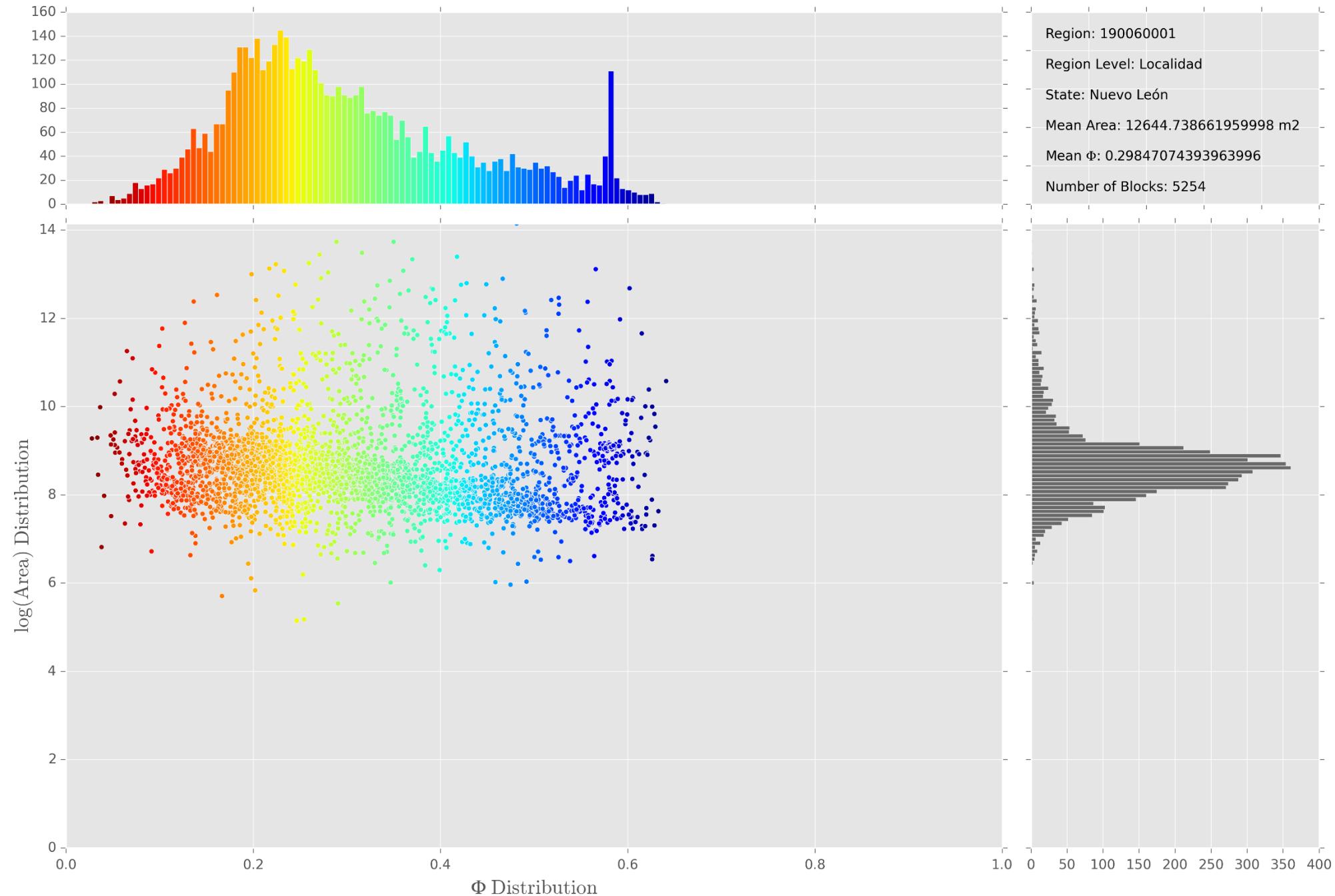
Region: 190310001 Juárez

Spatial Concentration of  $\Phi$  (Moran's I)

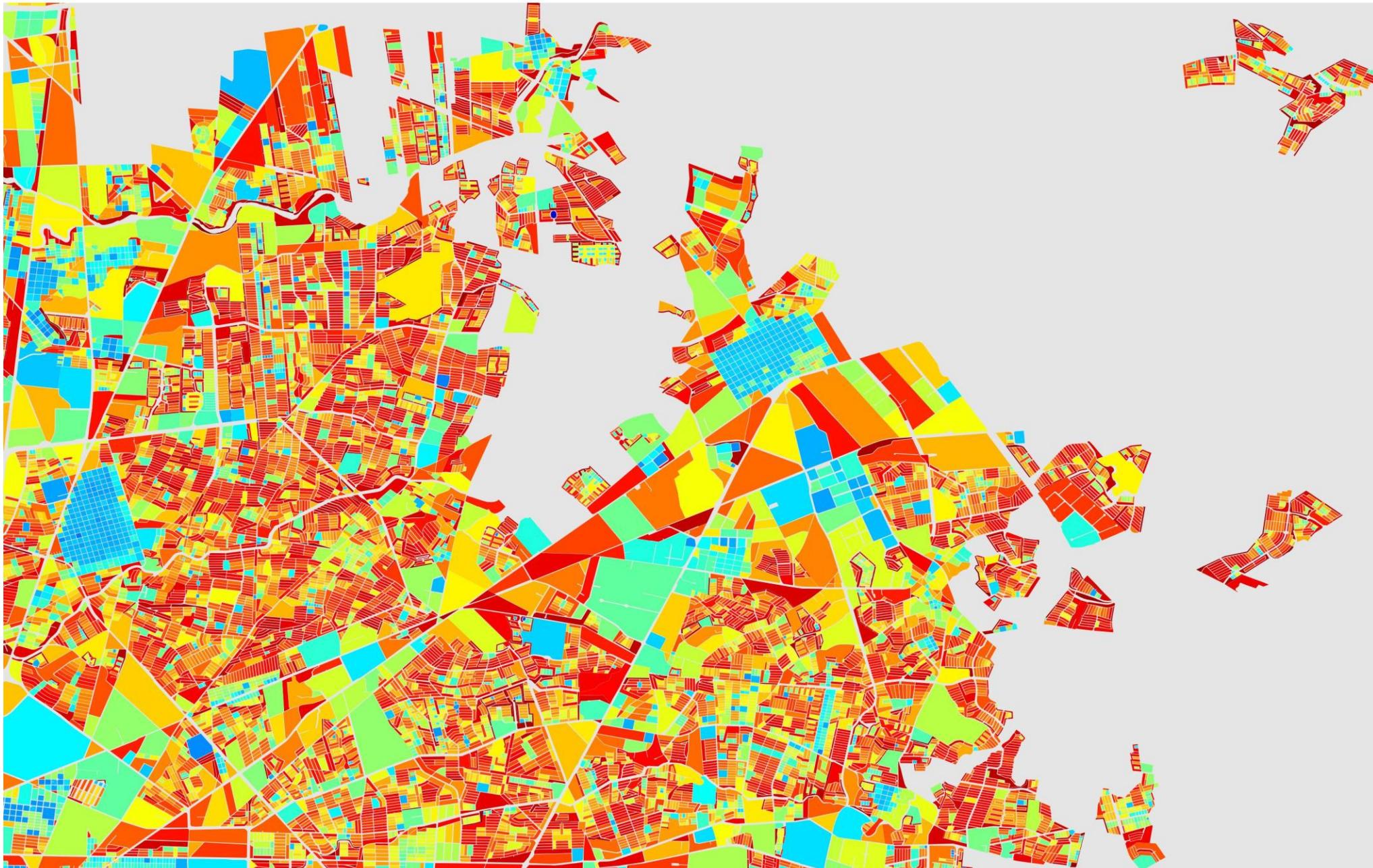
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Region: 190060001 Apodaca

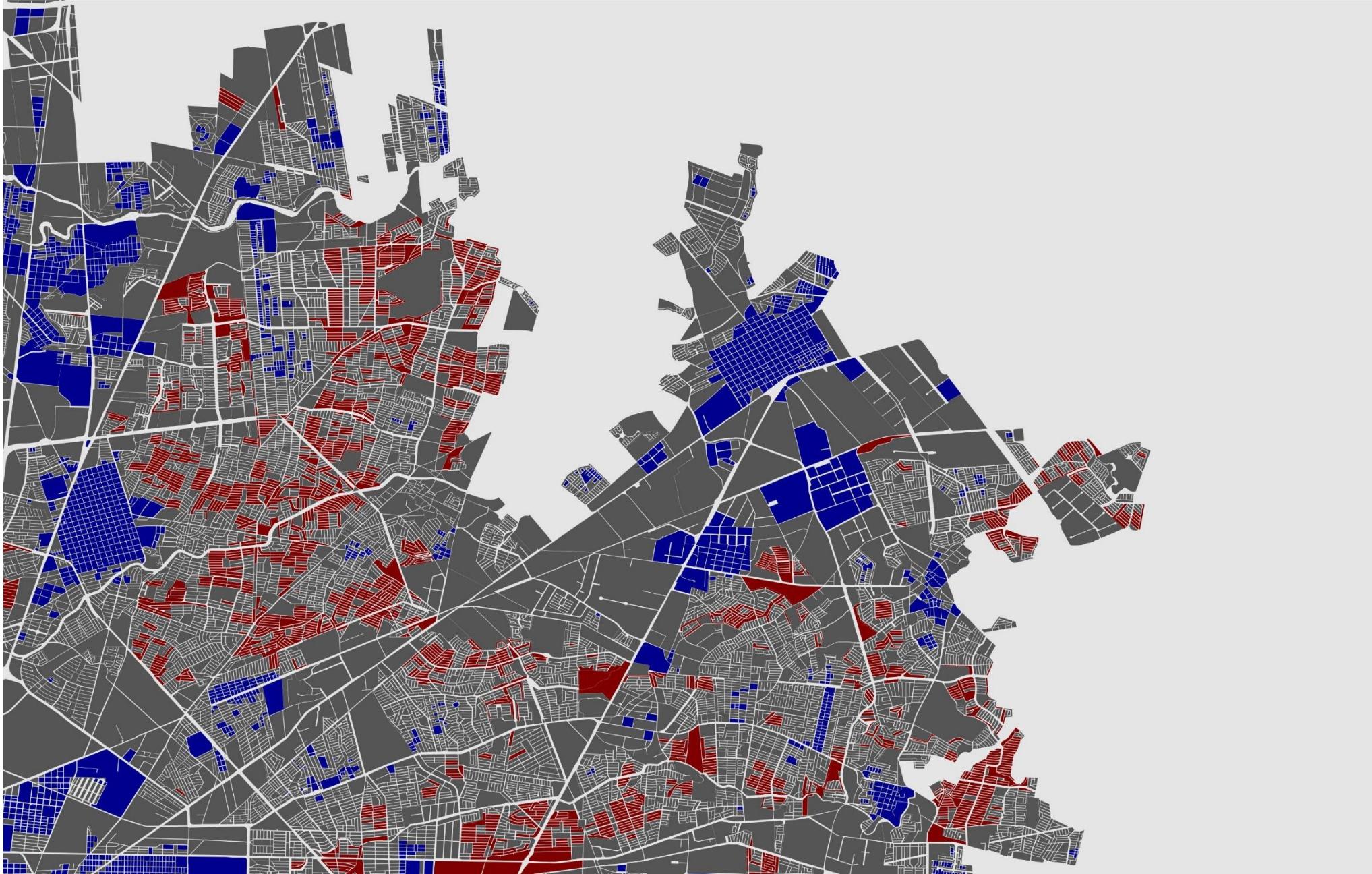


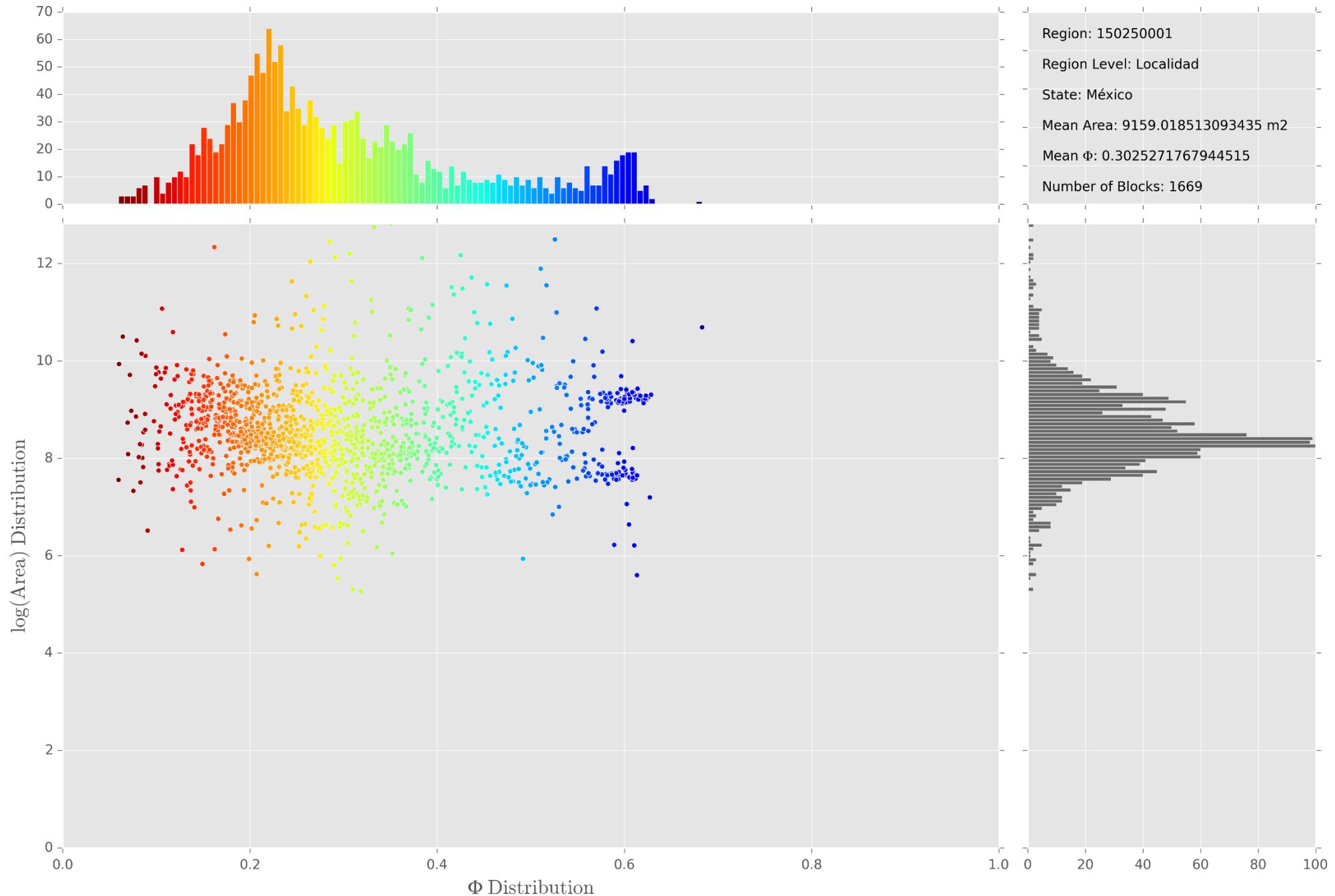
Region: 190060001 Apodaca

Spatial Concentration of  $\Phi$  (Moran's I)

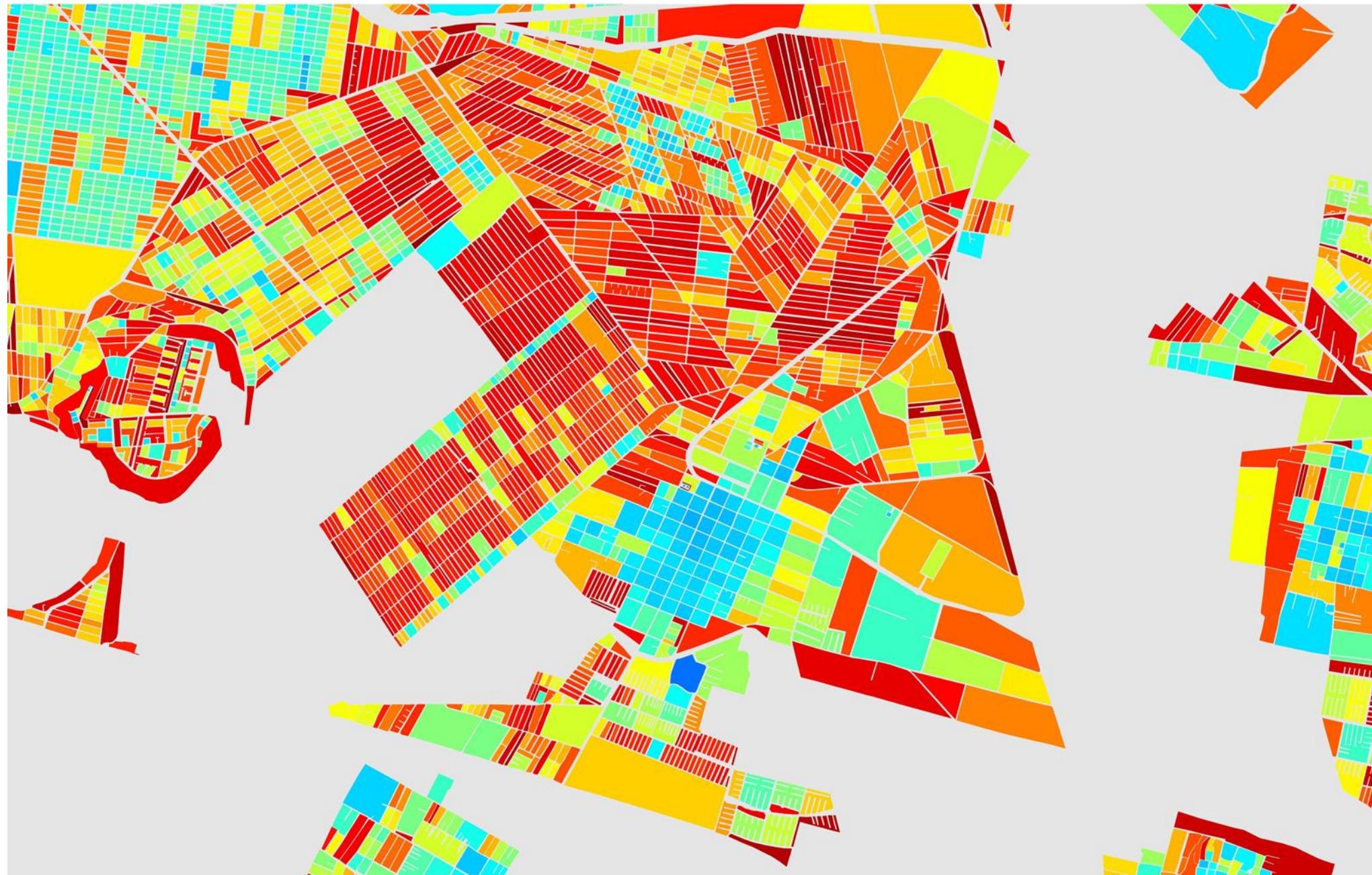
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Region: 150250001 Chalco

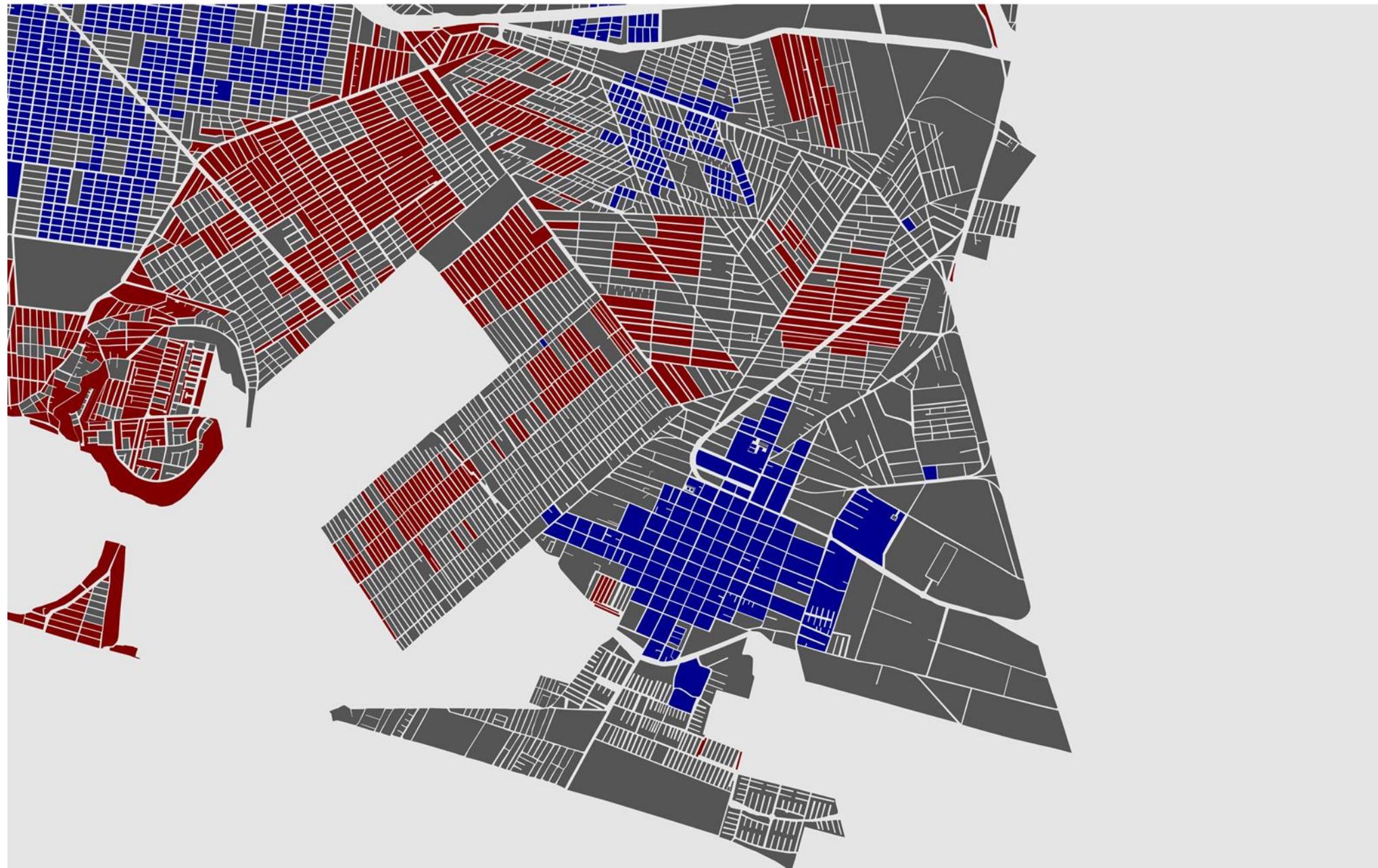


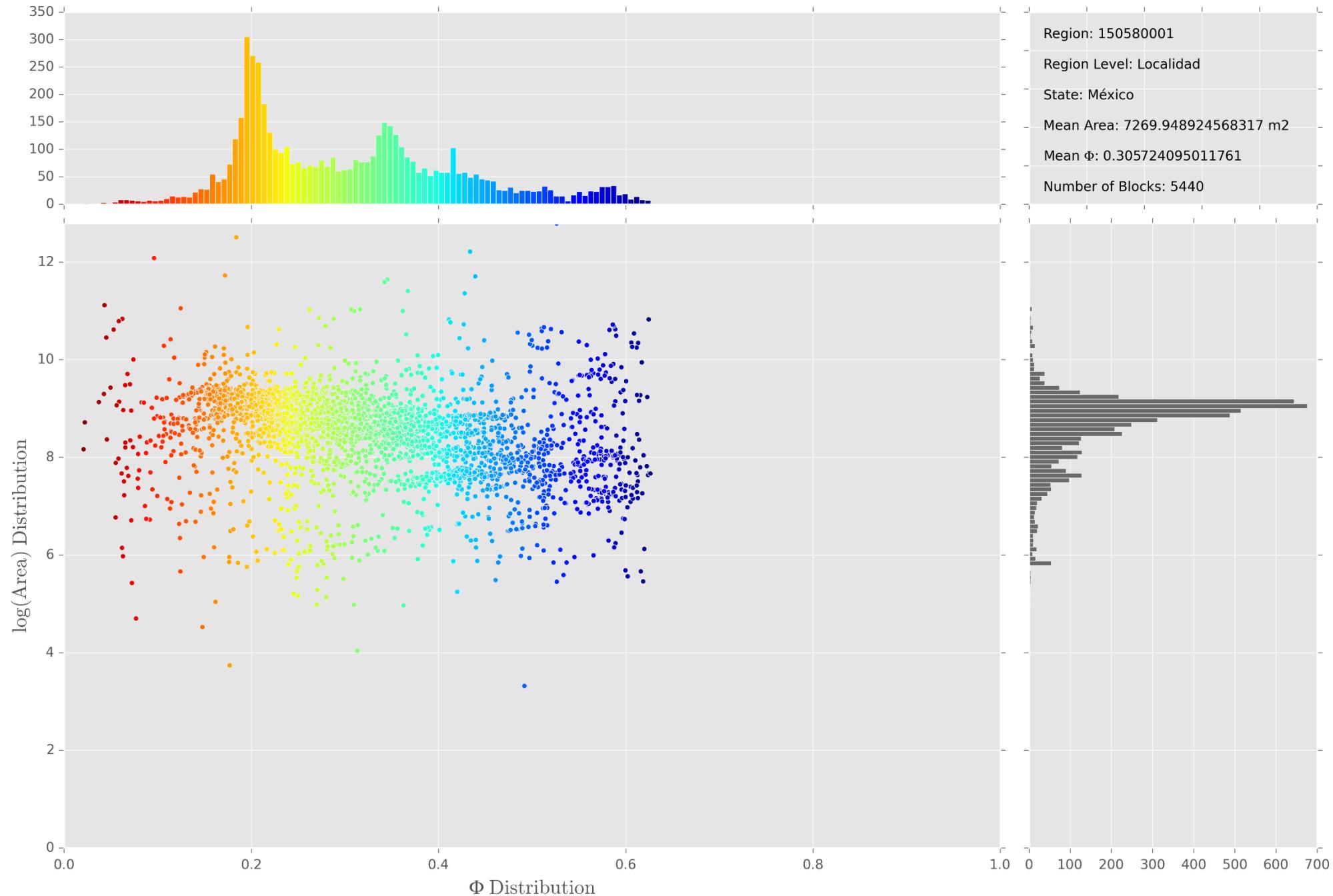
Region: 150250001 Chalco

Spatial Concentration of  $\Phi$  (Moran's I)

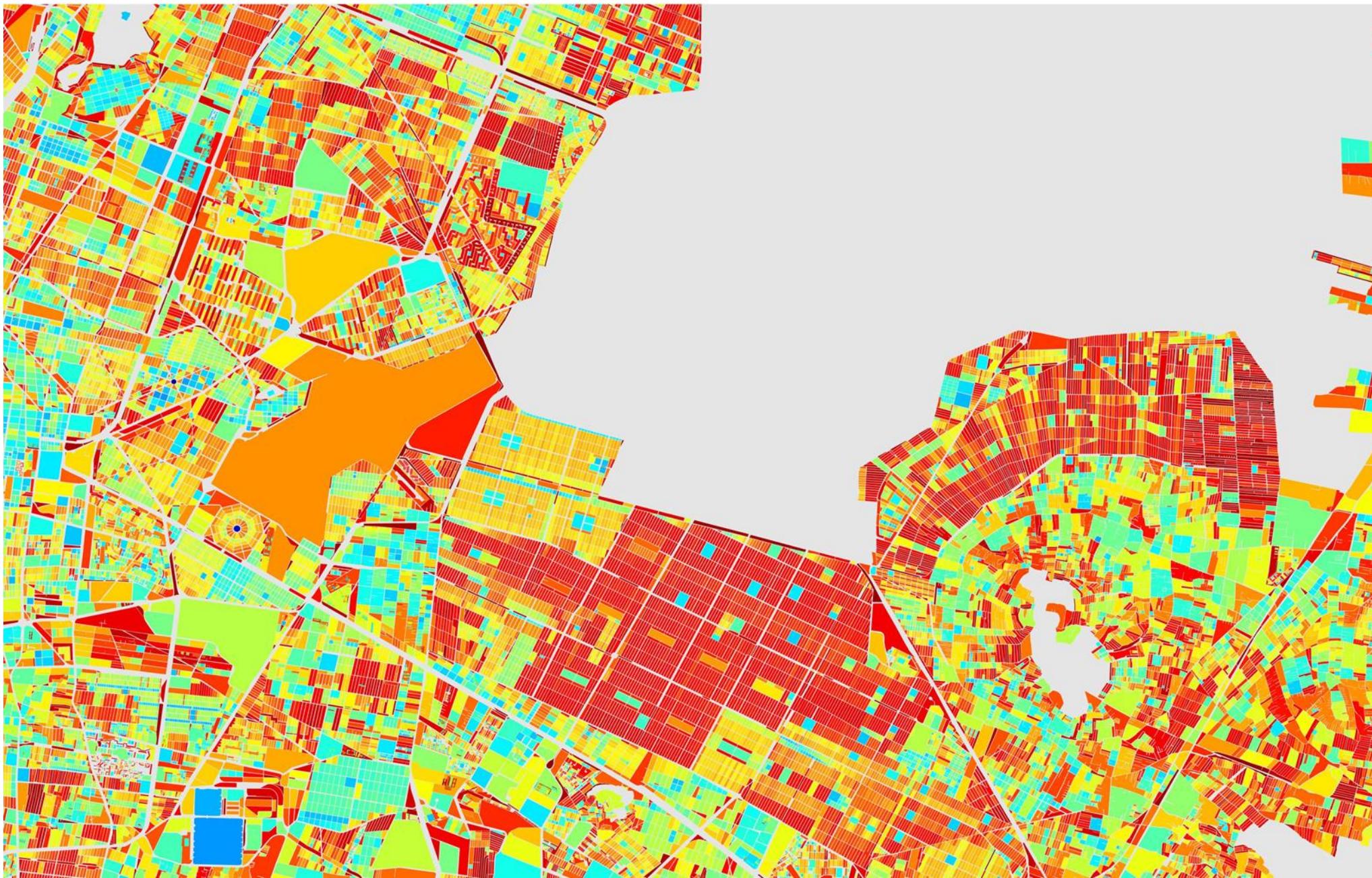
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Region: 150580001 Nezahualcóyotl

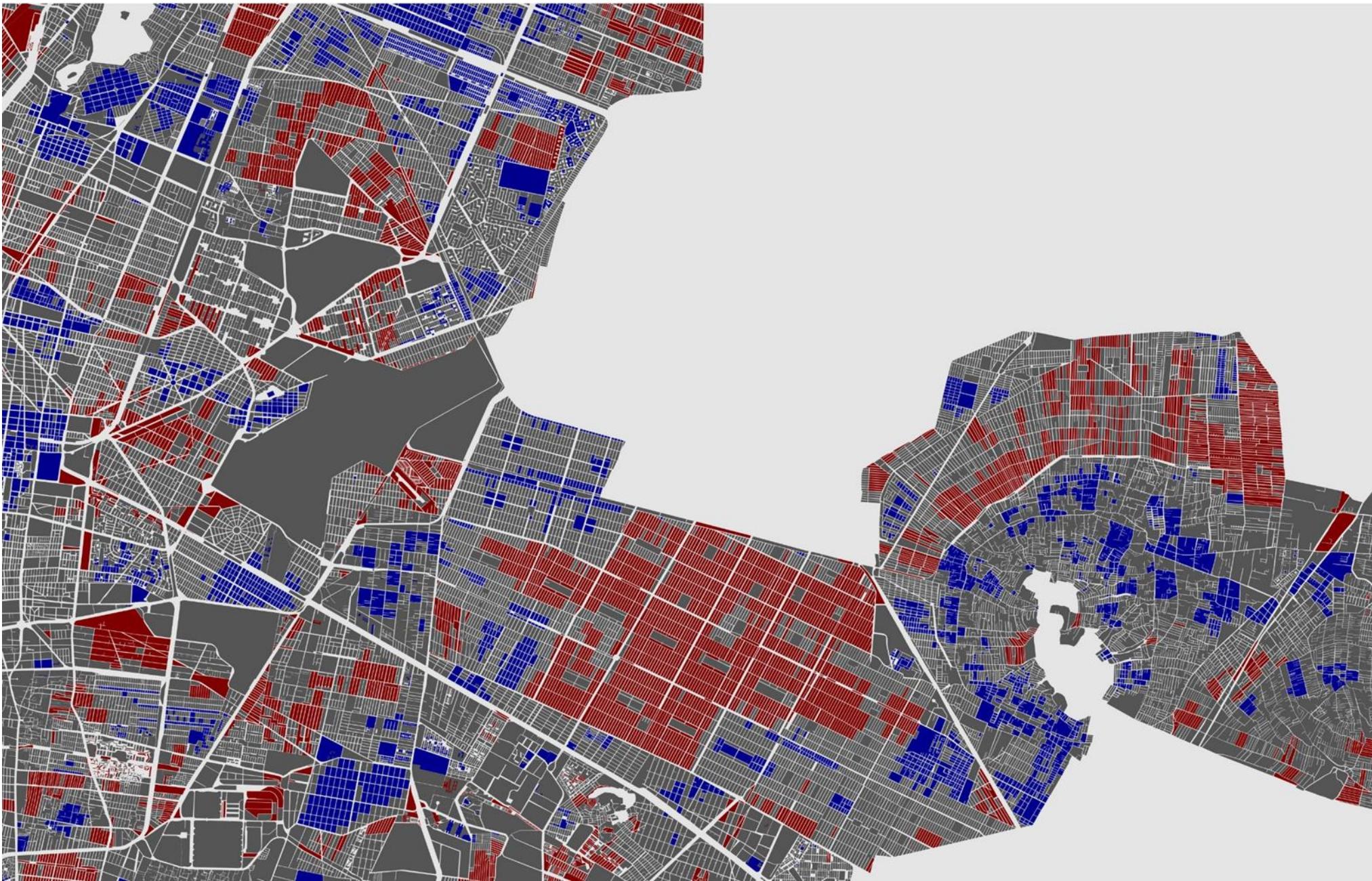


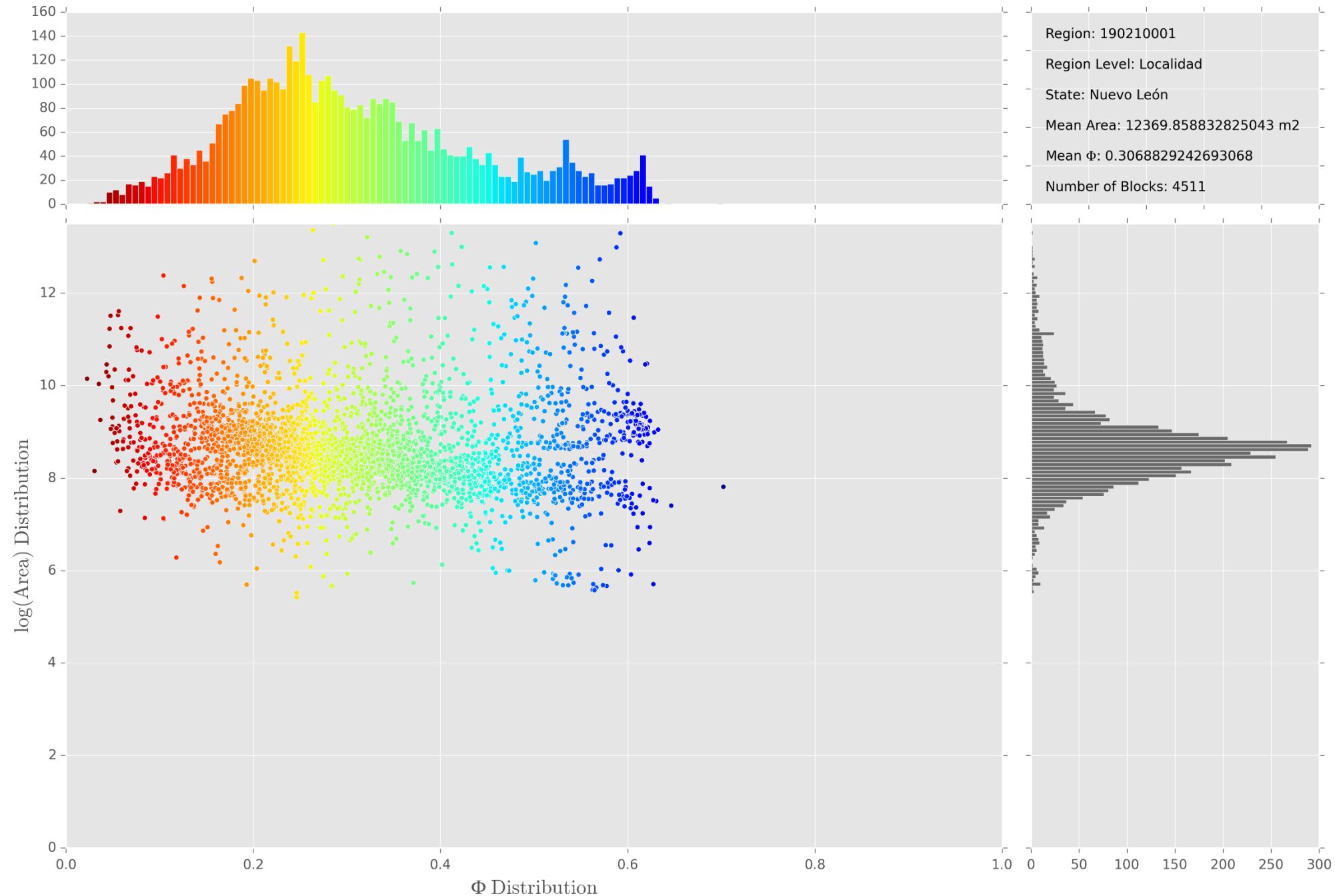
Region: 150580001 Nezahualcóyotl

Spatial Concentration of  $\Phi$  (Moran's I)

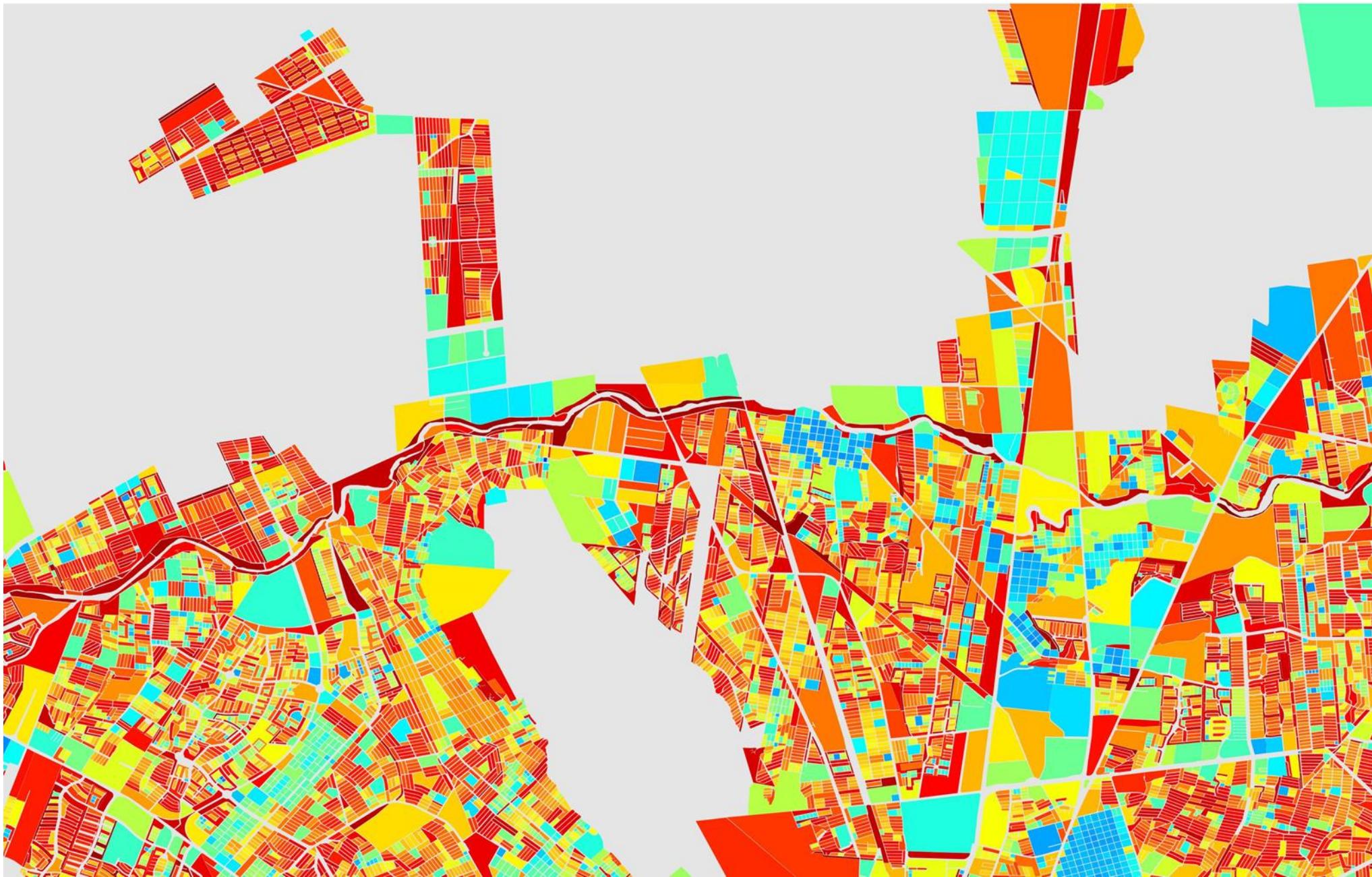
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Region: 190210001 Gral. Escobedo

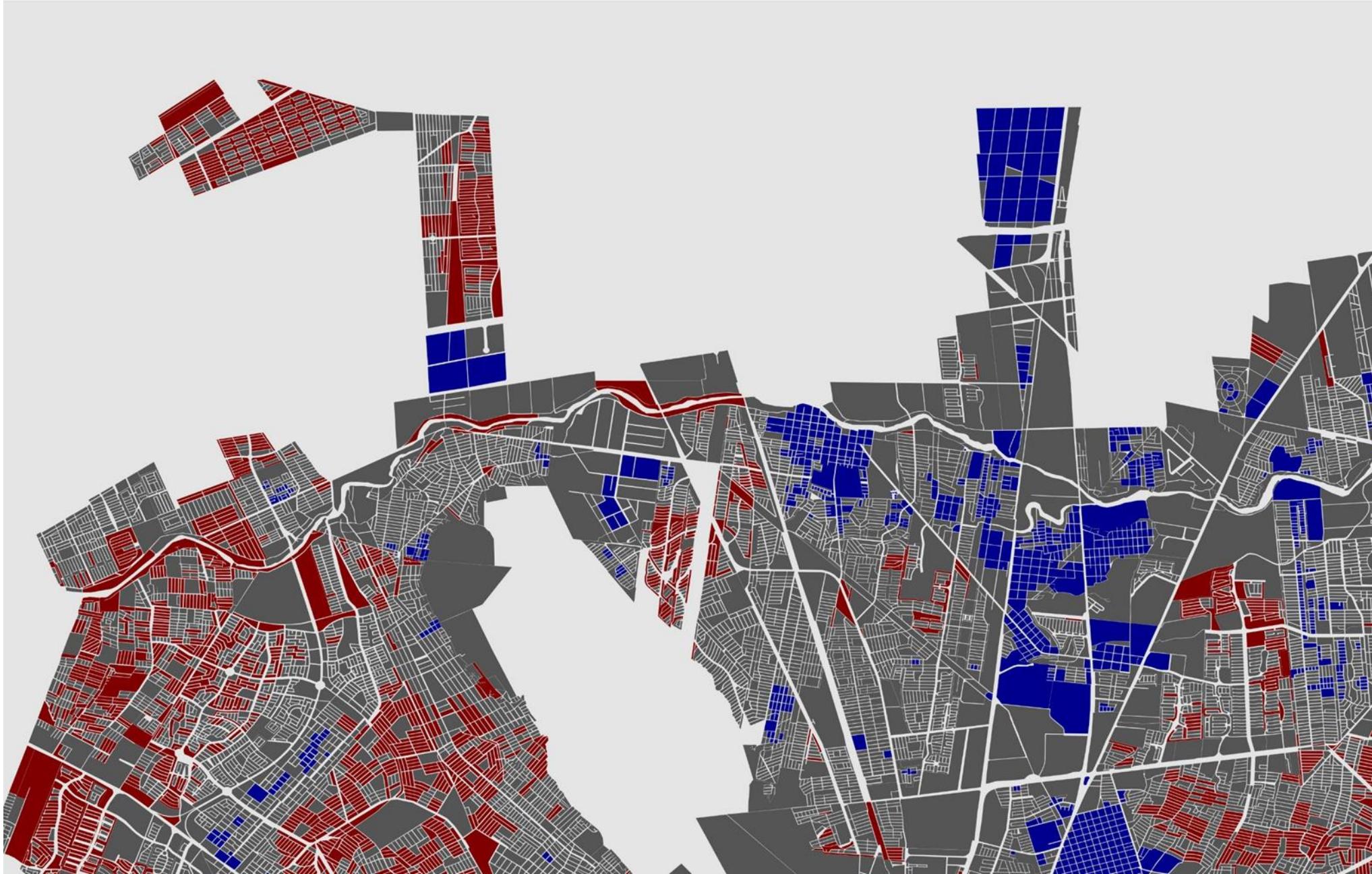


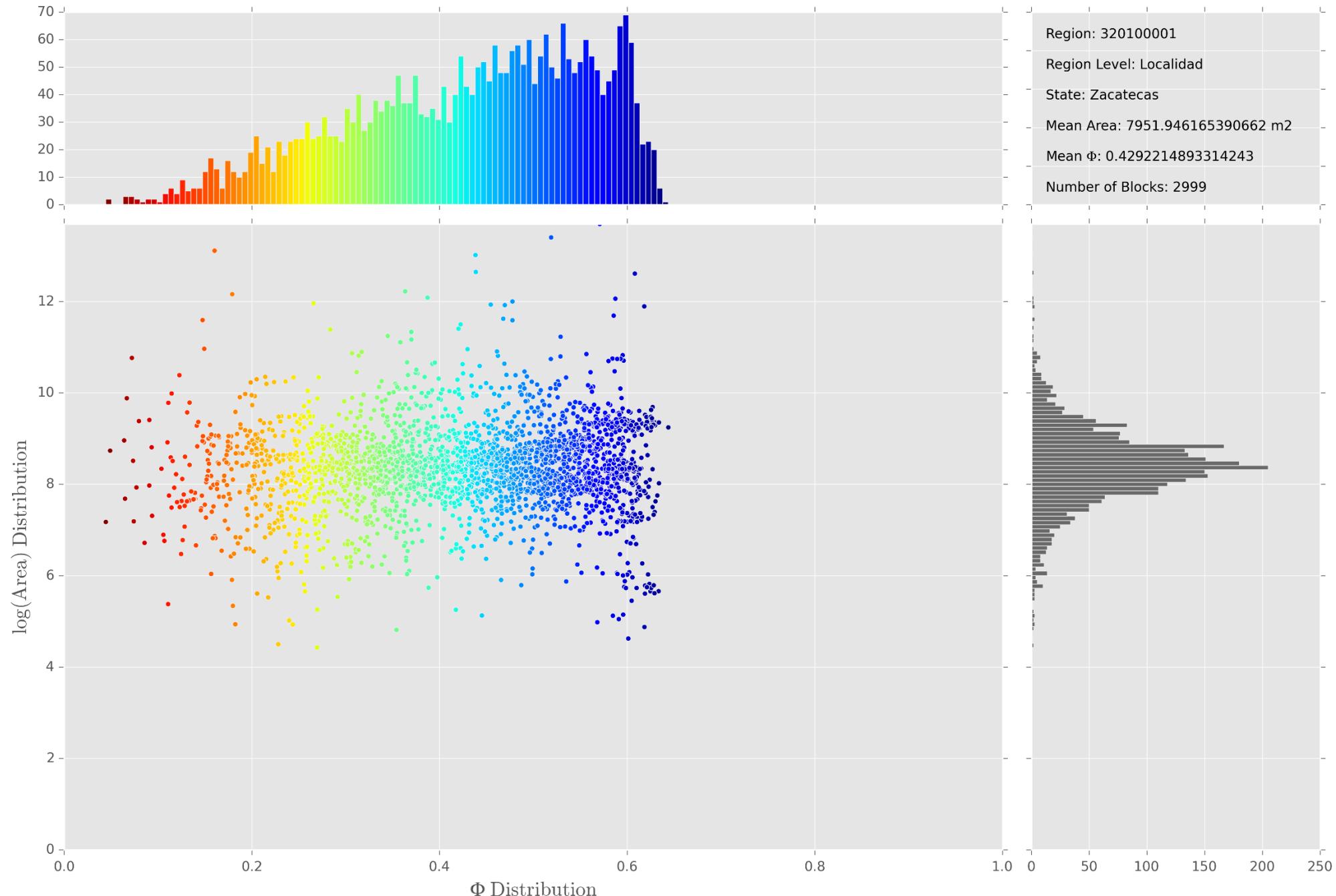
Region: 190210001 Gral. Escobedo

Spatial Concentration of  $\Phi$  (Moran's I)

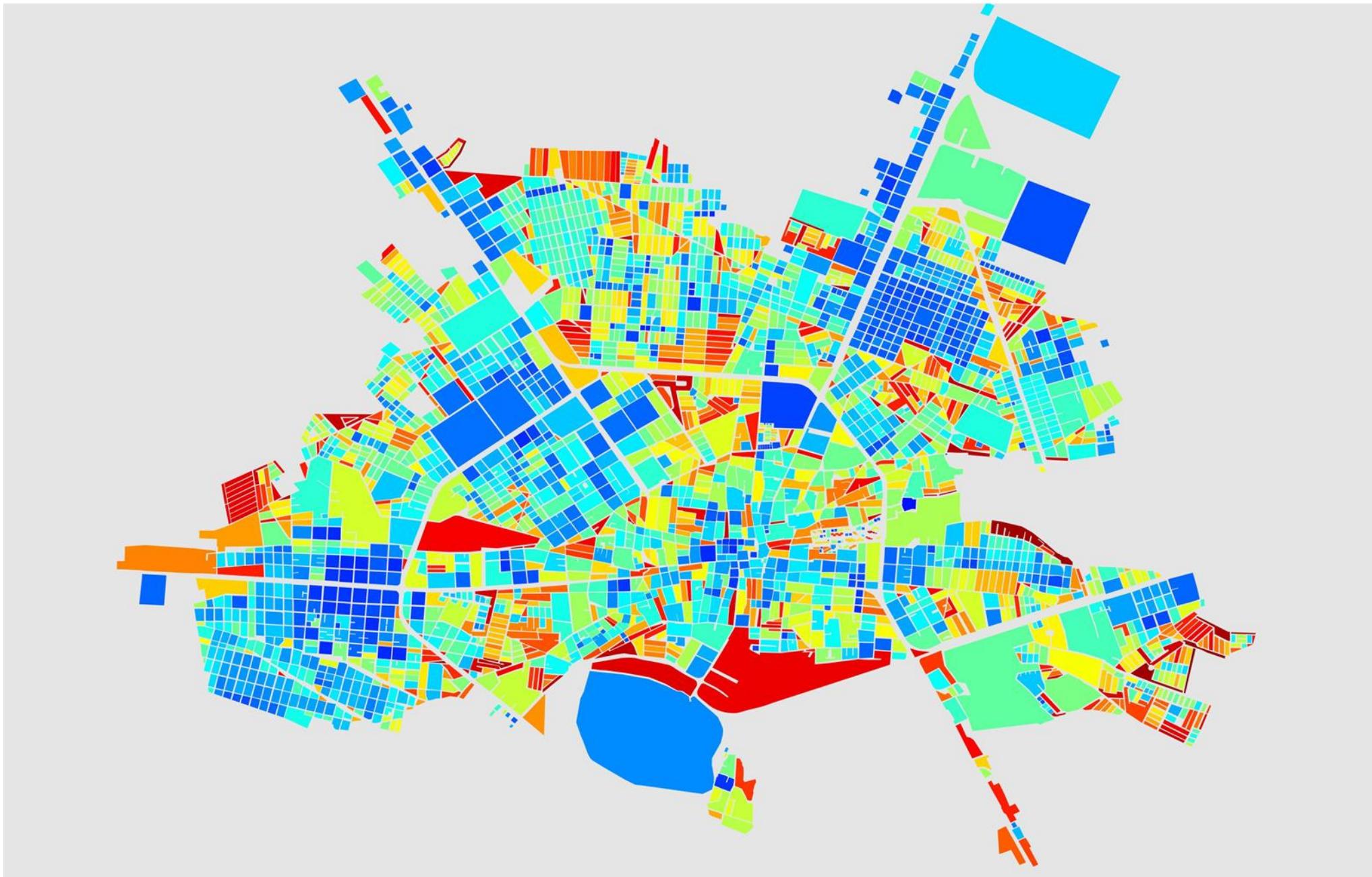
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Region: 320100001 Fresnillo

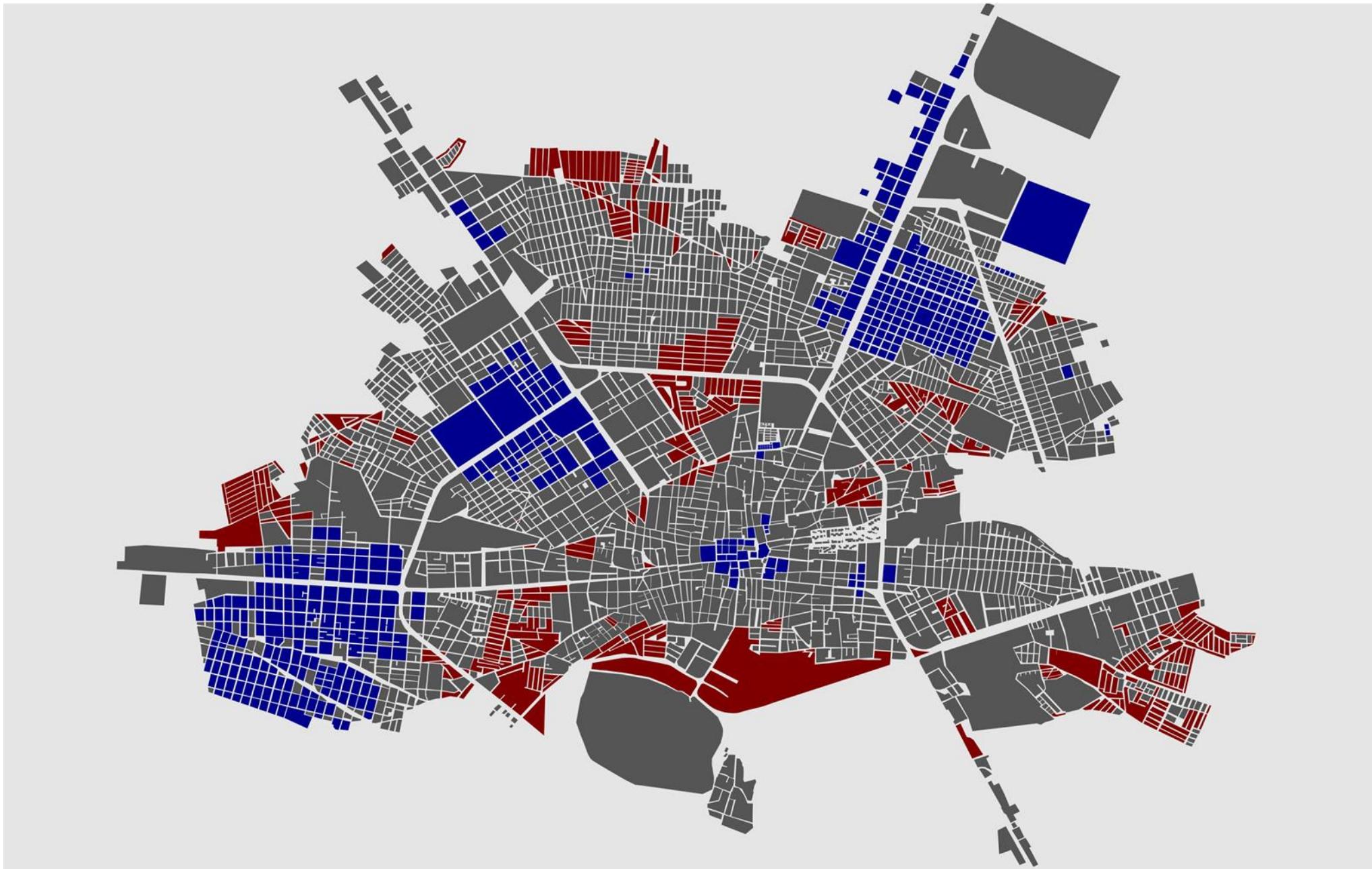


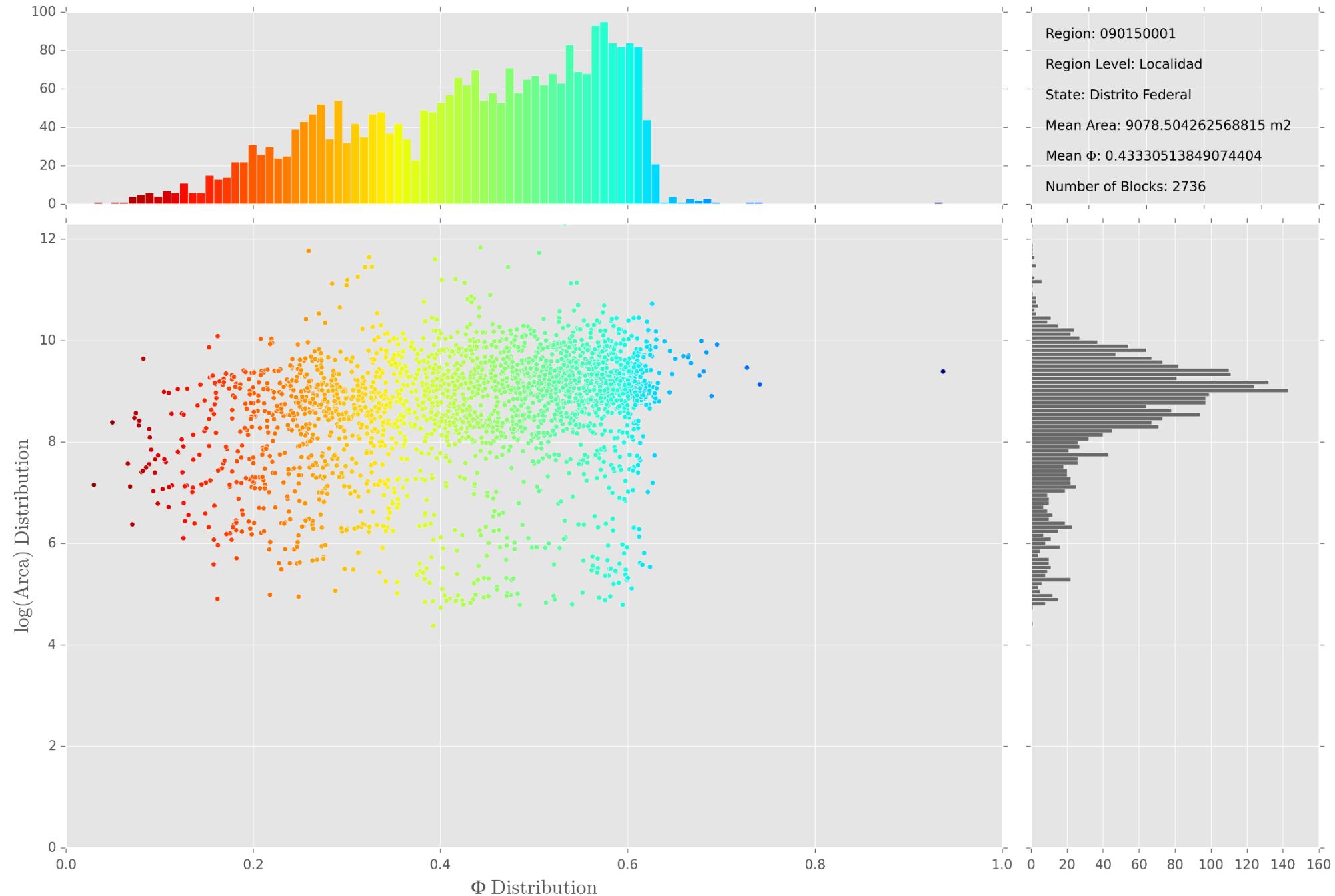
Region: 320100001 Fresnillo

Spatial Concentration of  $\Phi$  (Moran's I)

HH

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Region: 090150001 Cuauhtémoc

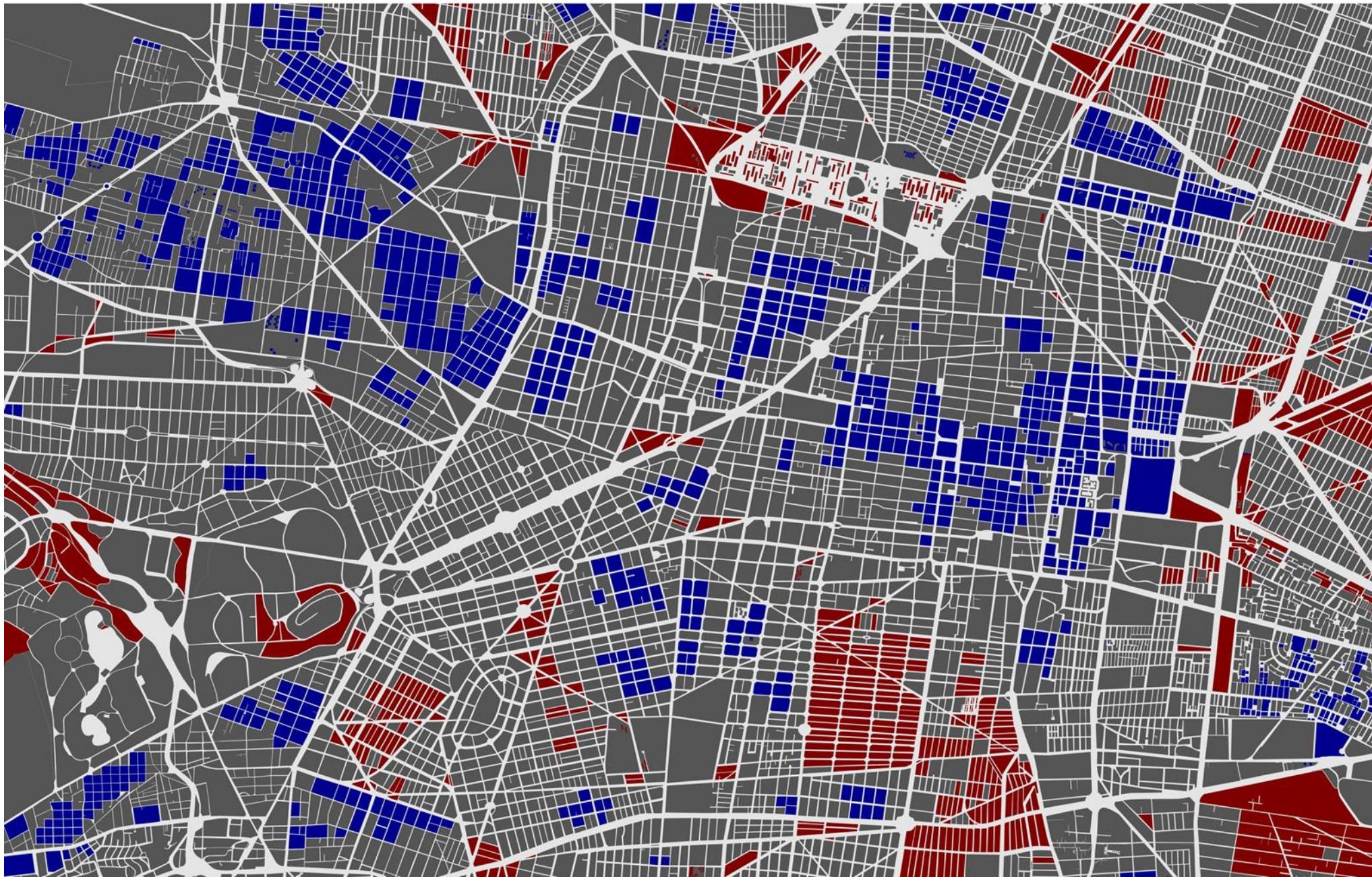


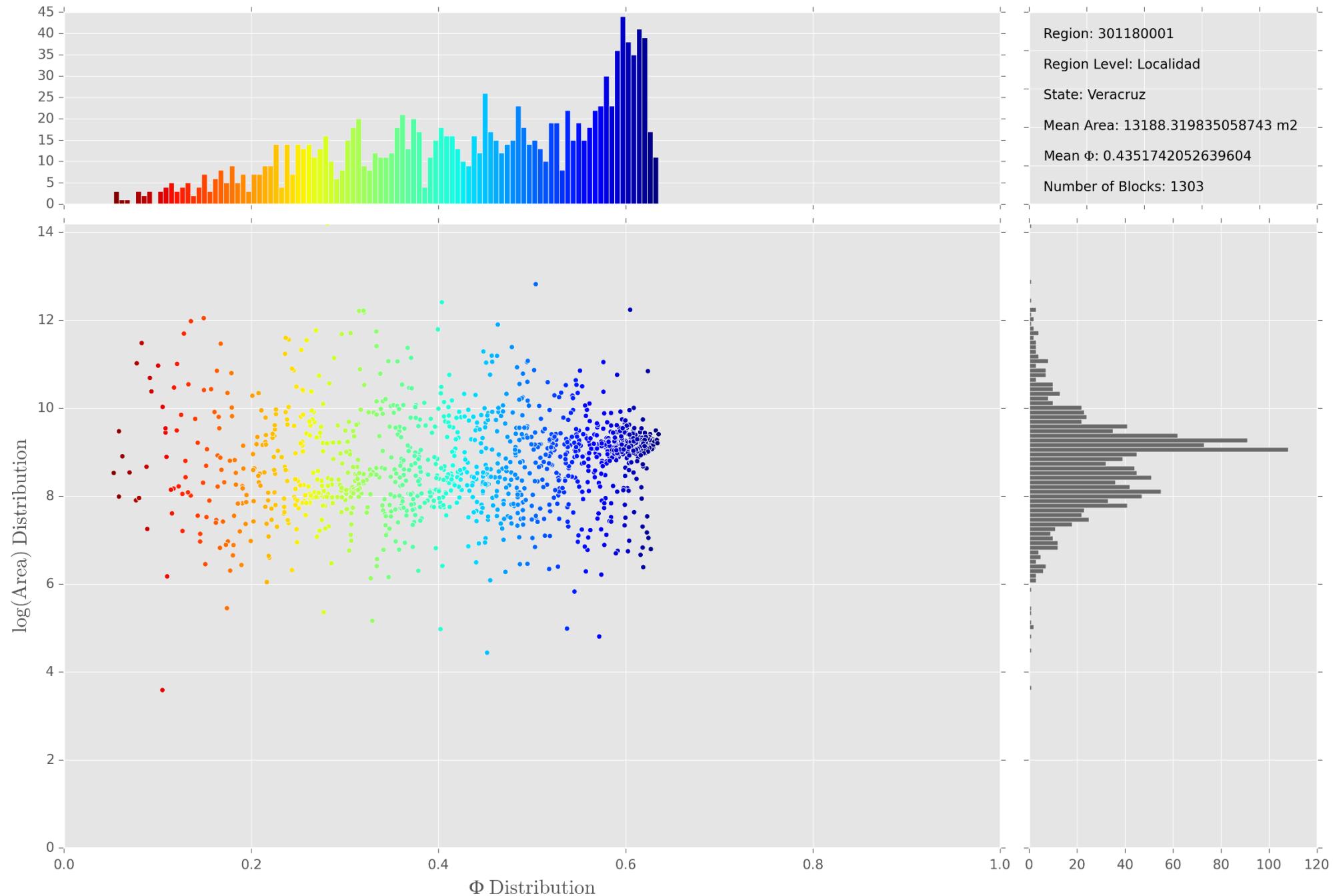
Region: 090150001 Cuauhtémoc

Spatial Concentration of  $\Phi$  (Moran's I)

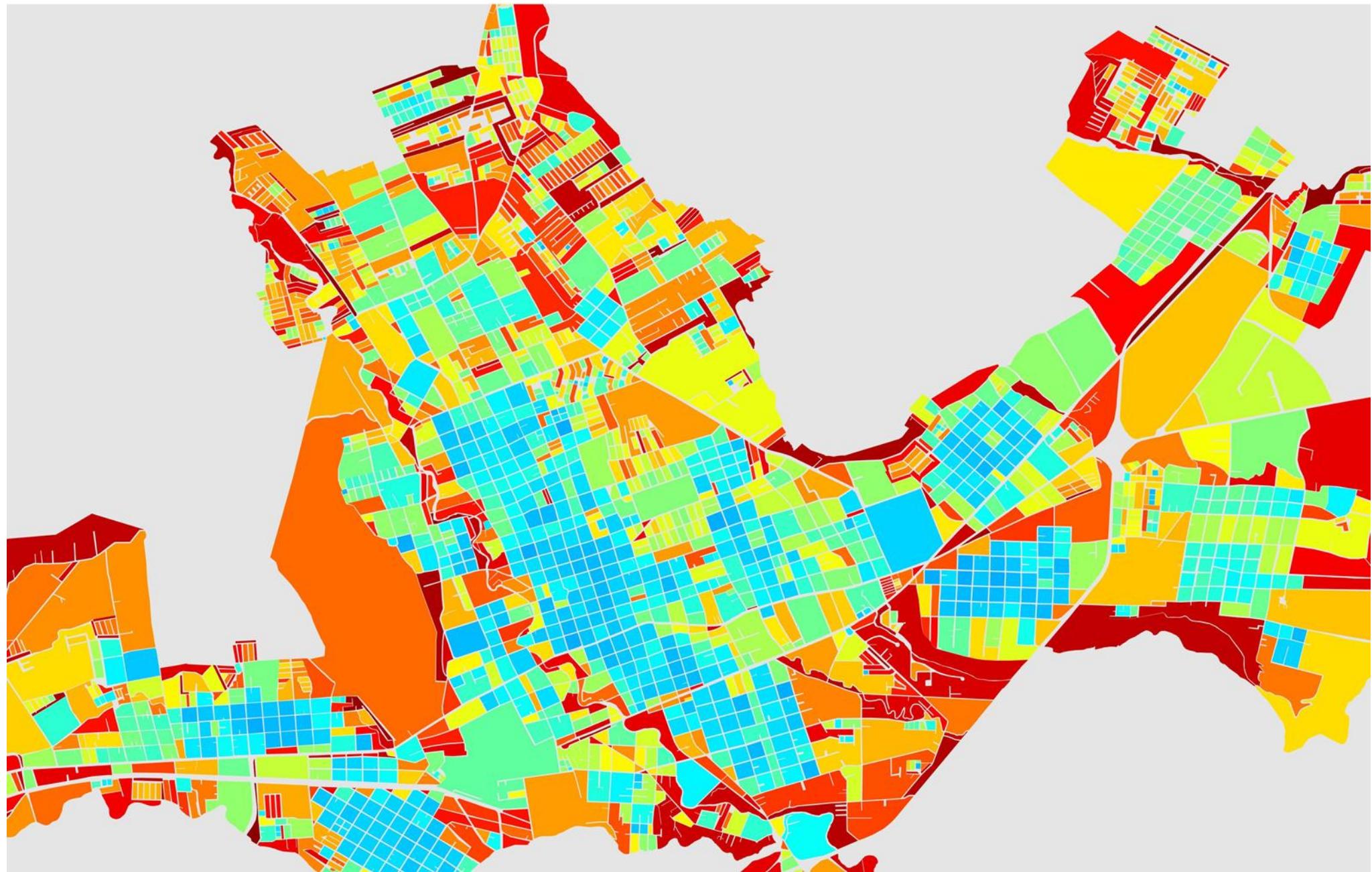
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Region: 301180001 Orizaba

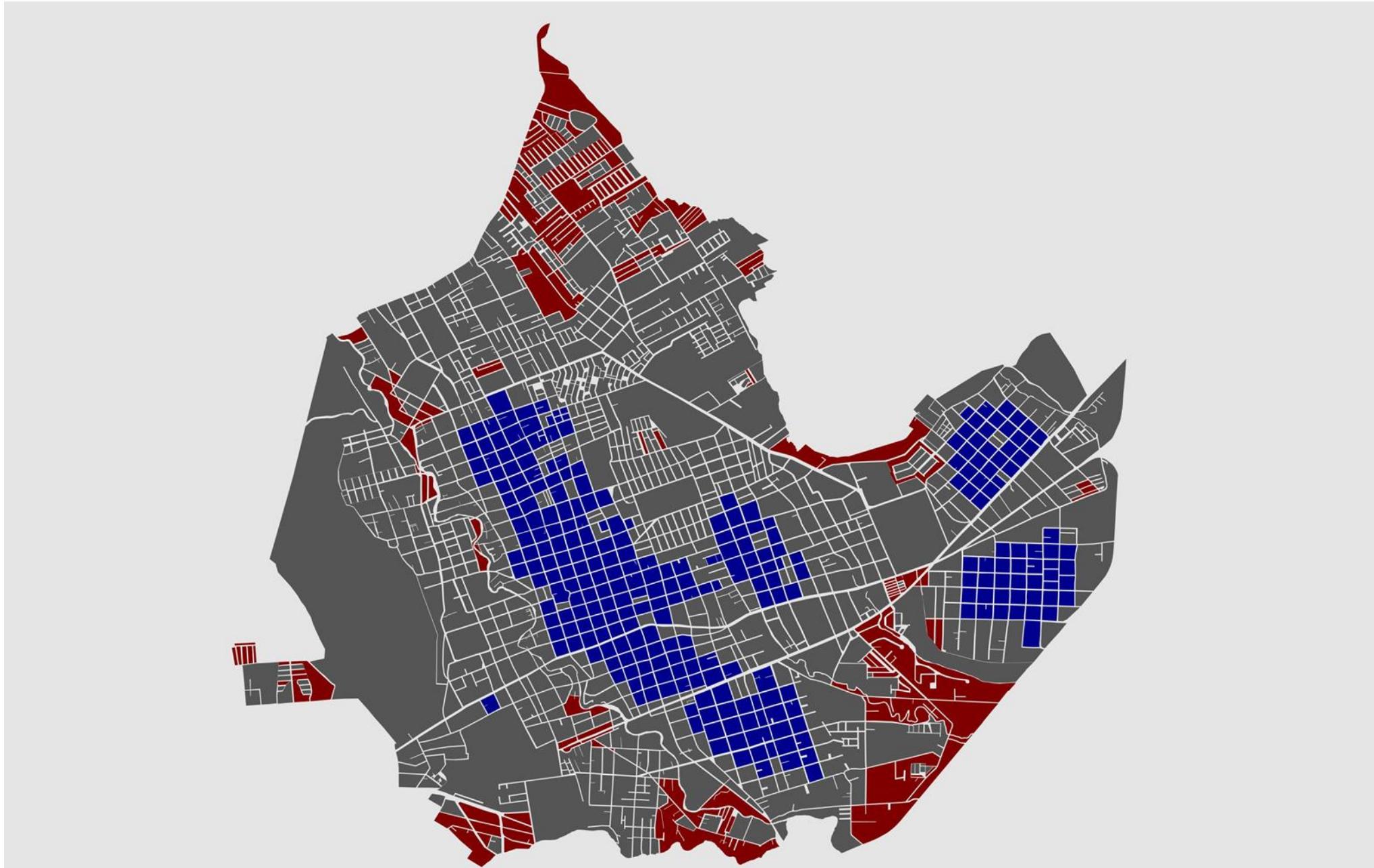


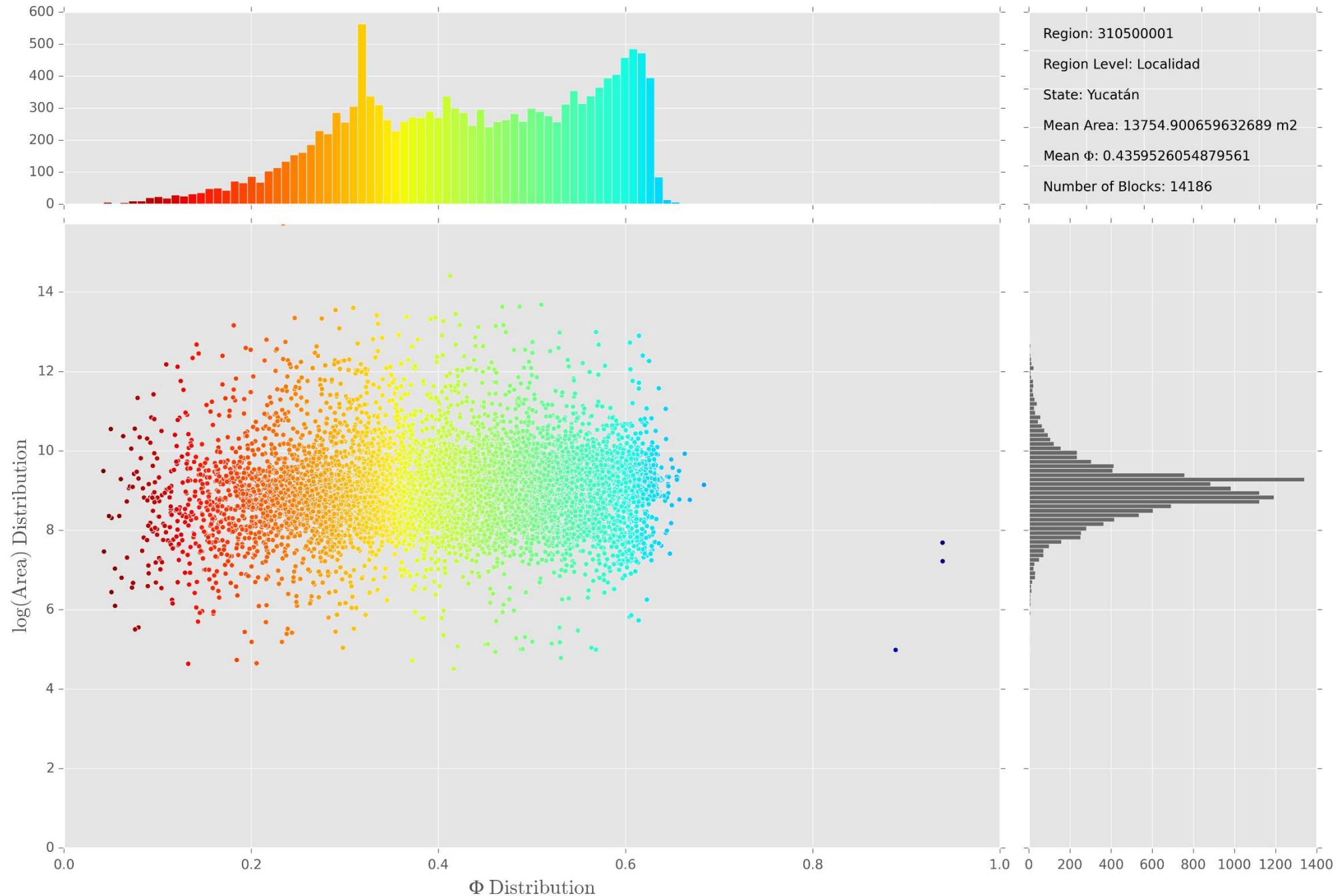
Region: 301180001 Orizaba

Spatial Concentration of  $\Phi$  (Moran's I)

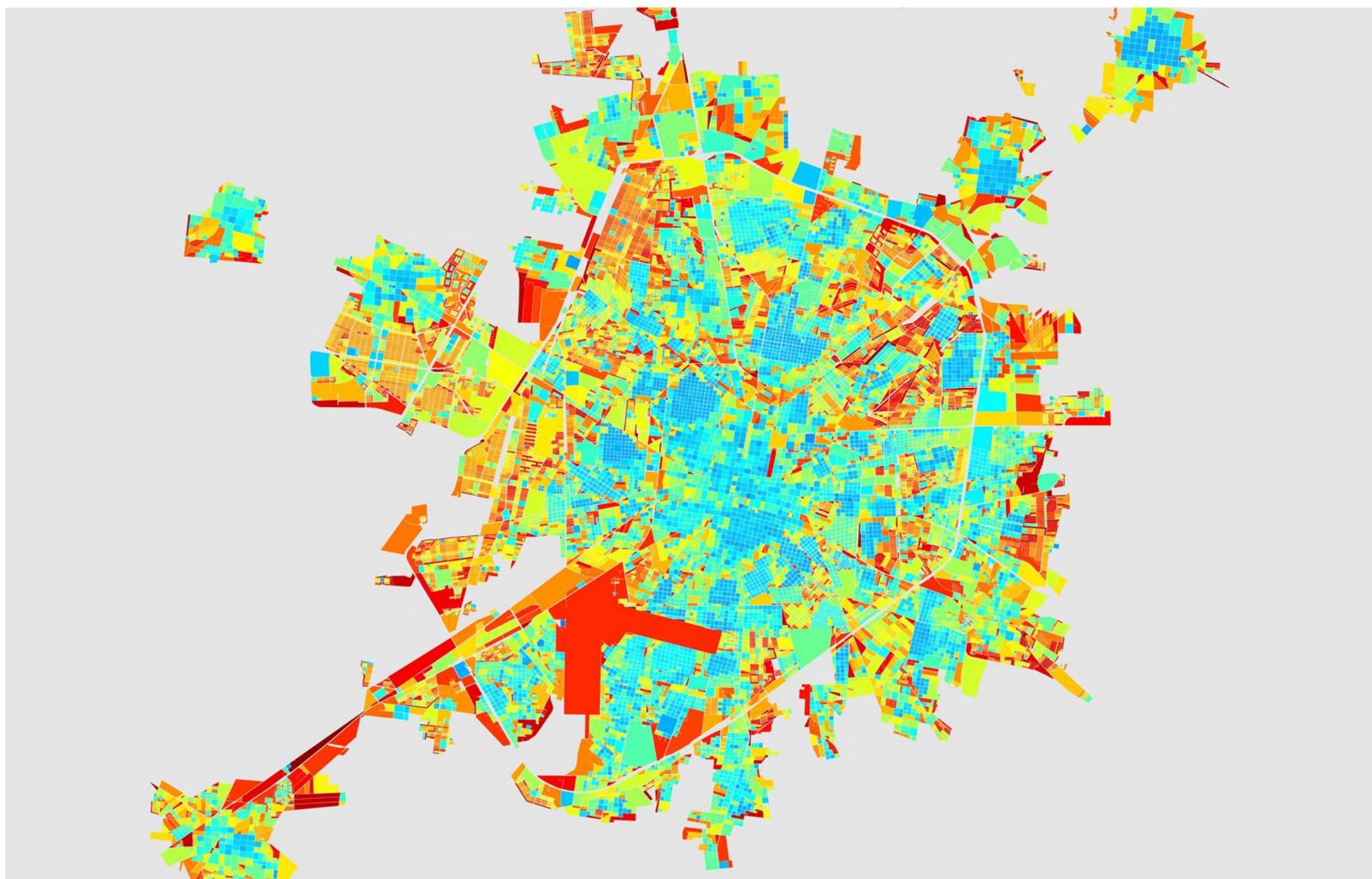
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Region: 310500001 Mérida

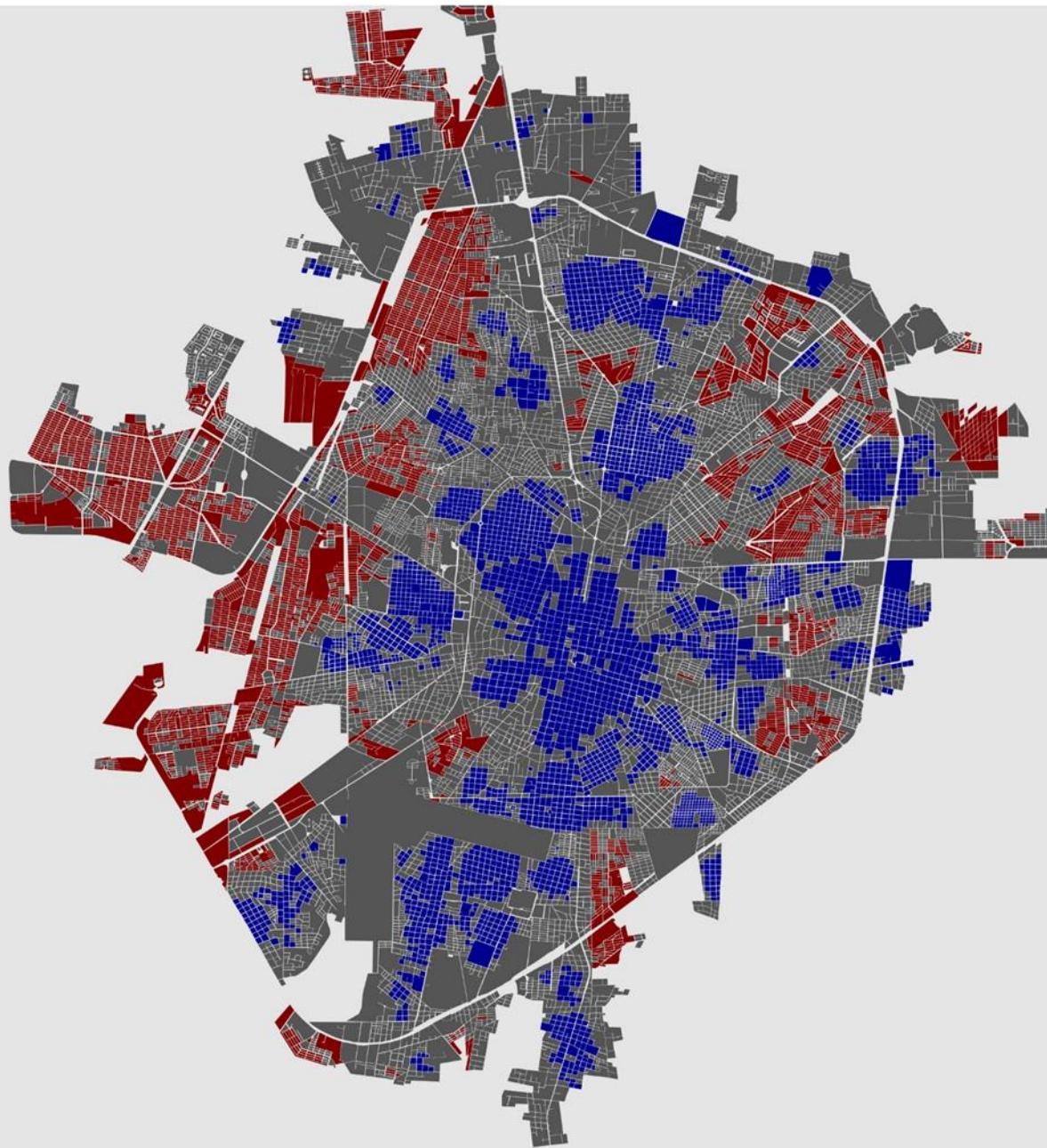


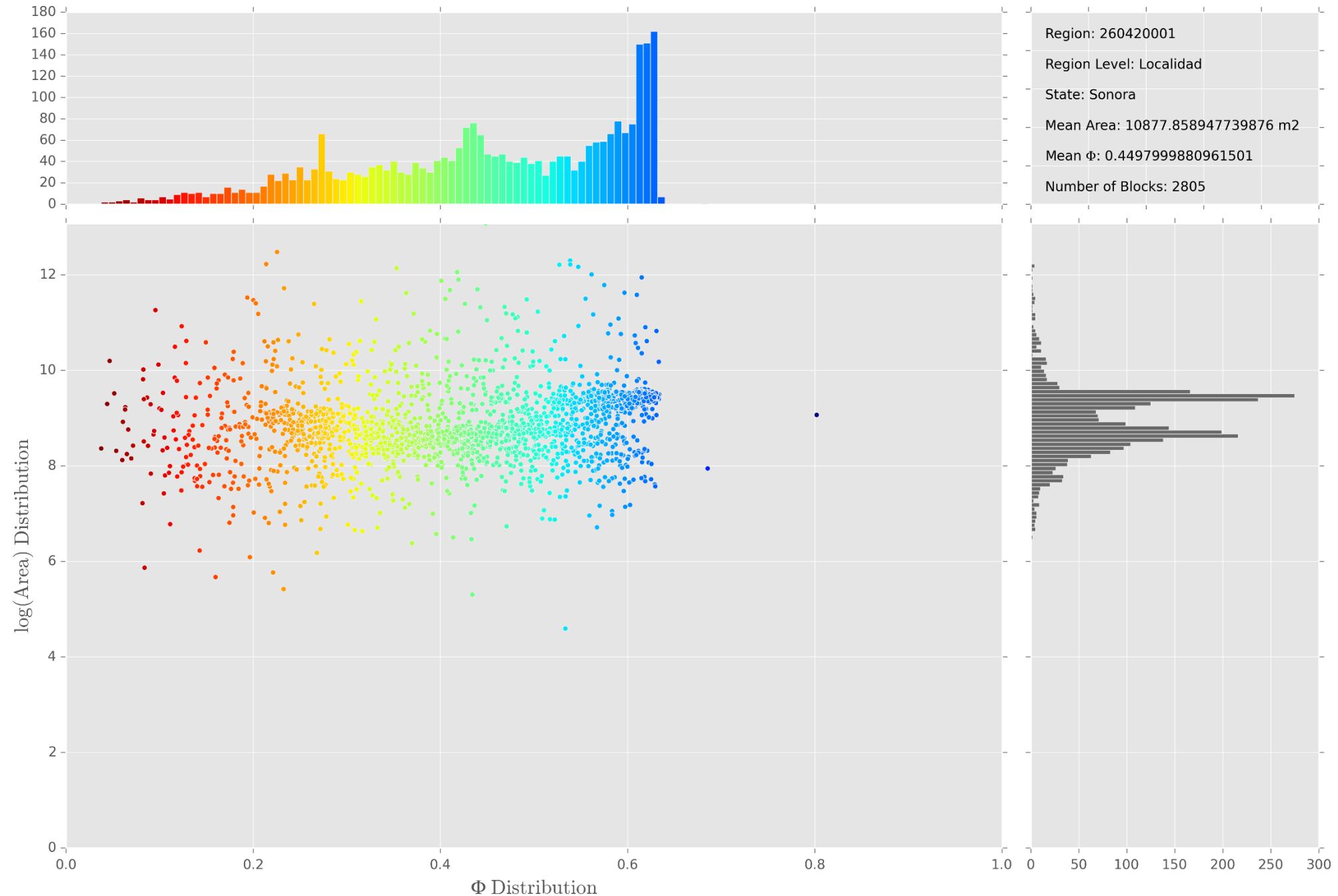
Region: 310500001 Mérida

Spatial Concentration of  $\Phi$  (Moran's I)

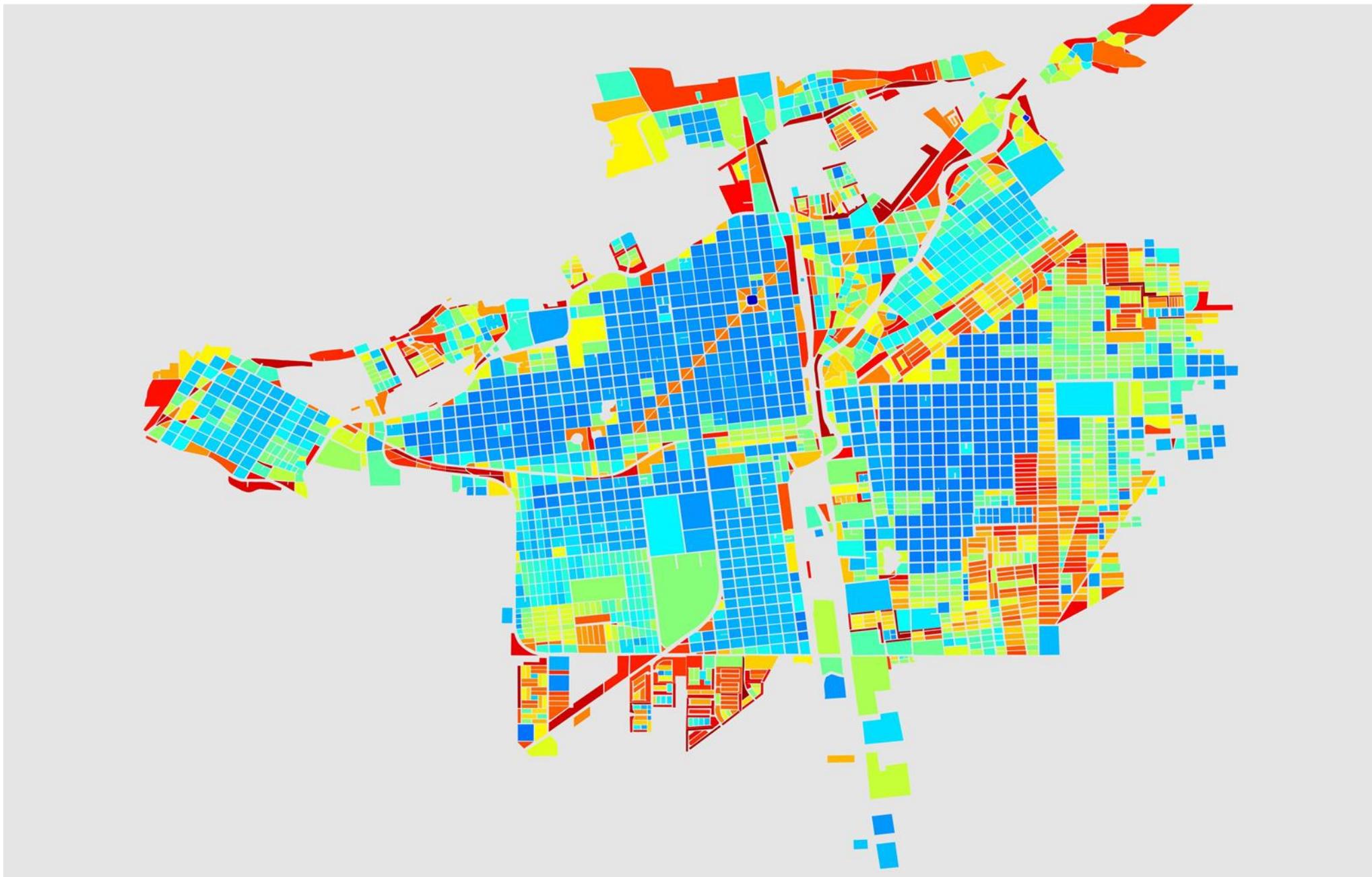
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Region: 260420001 Navojoa

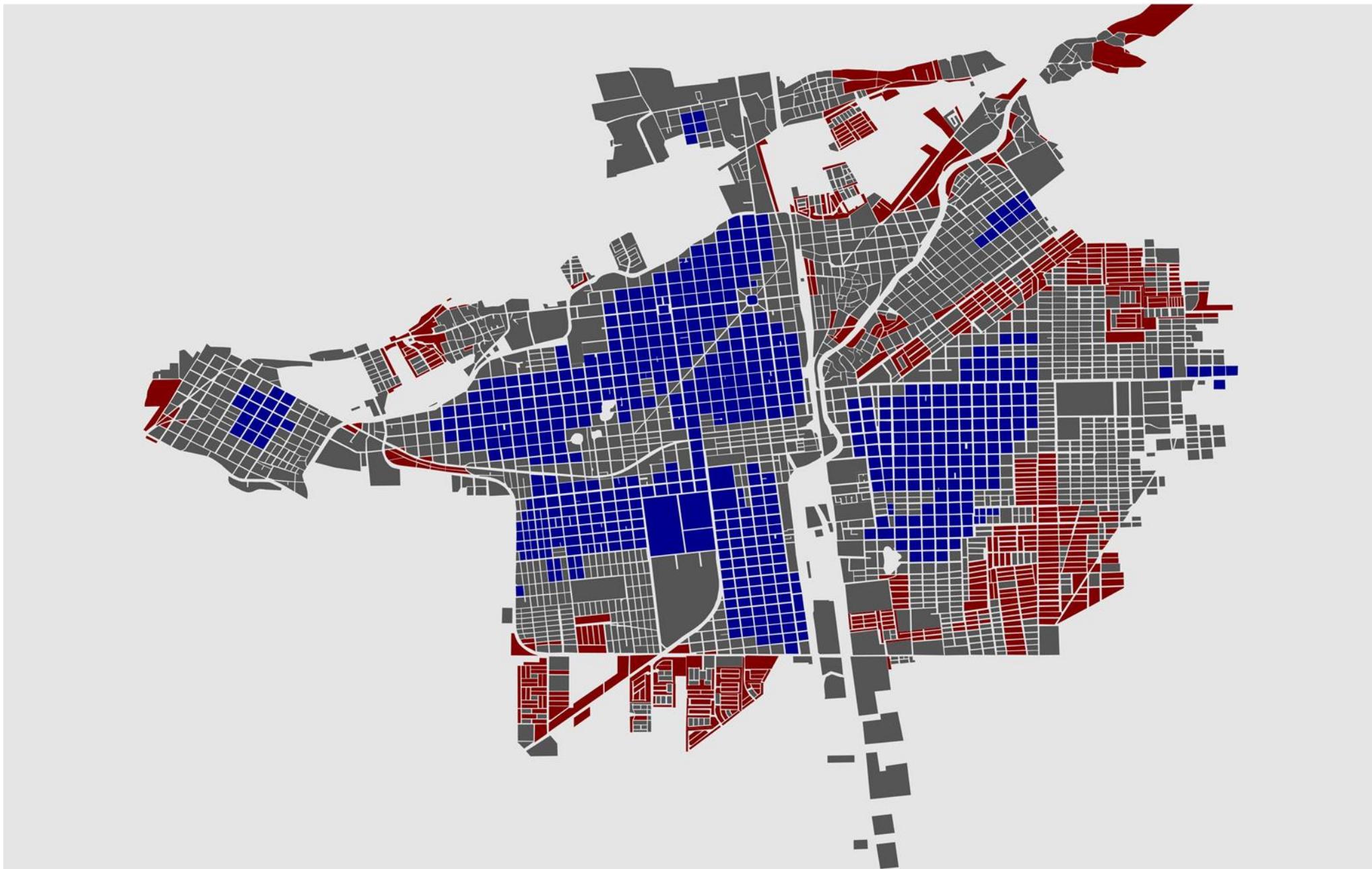


Region: 260420001 Navojoa

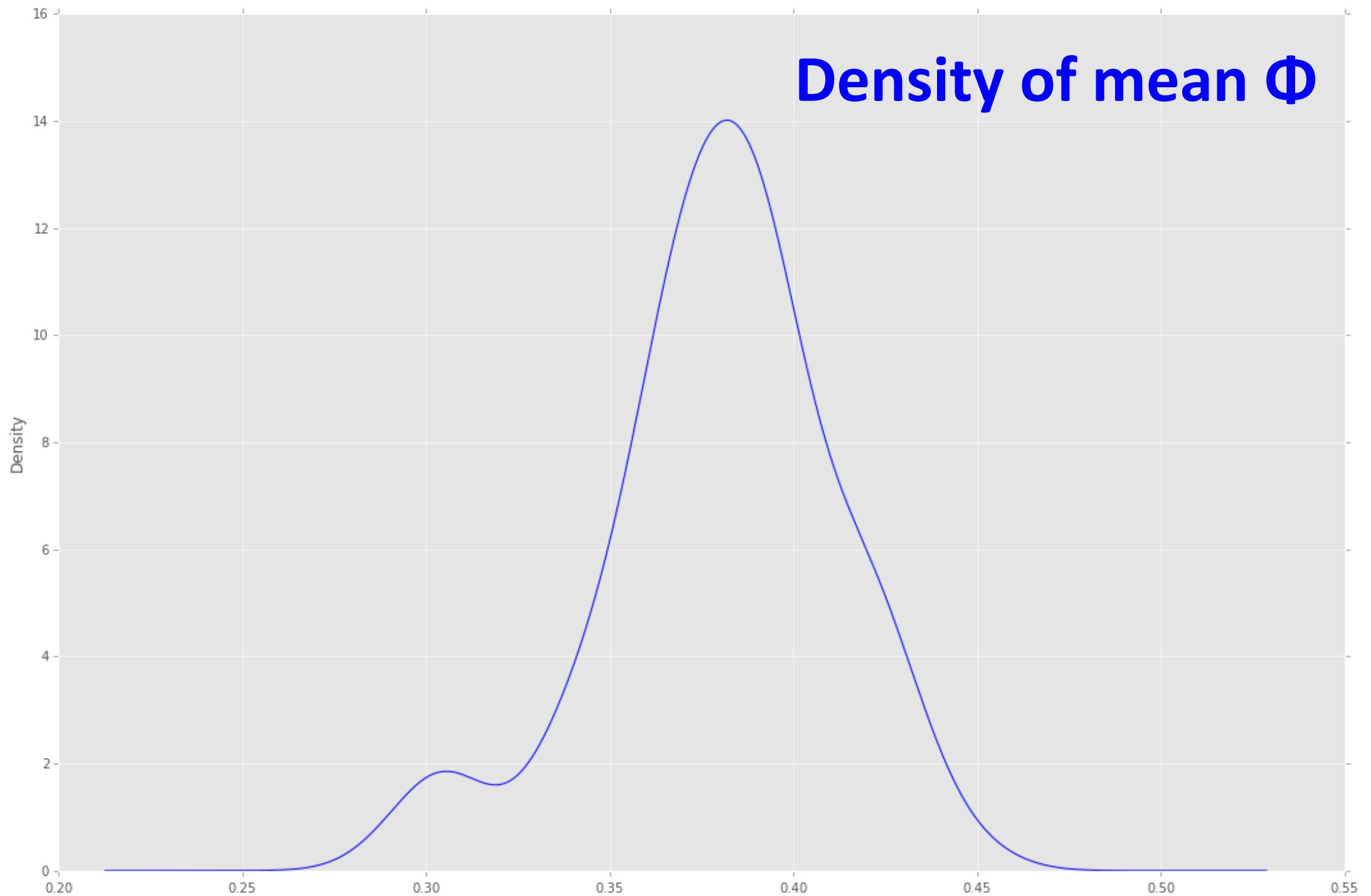
Spatial Concentration of  $\Phi$  (Moran's I)

HH

LL



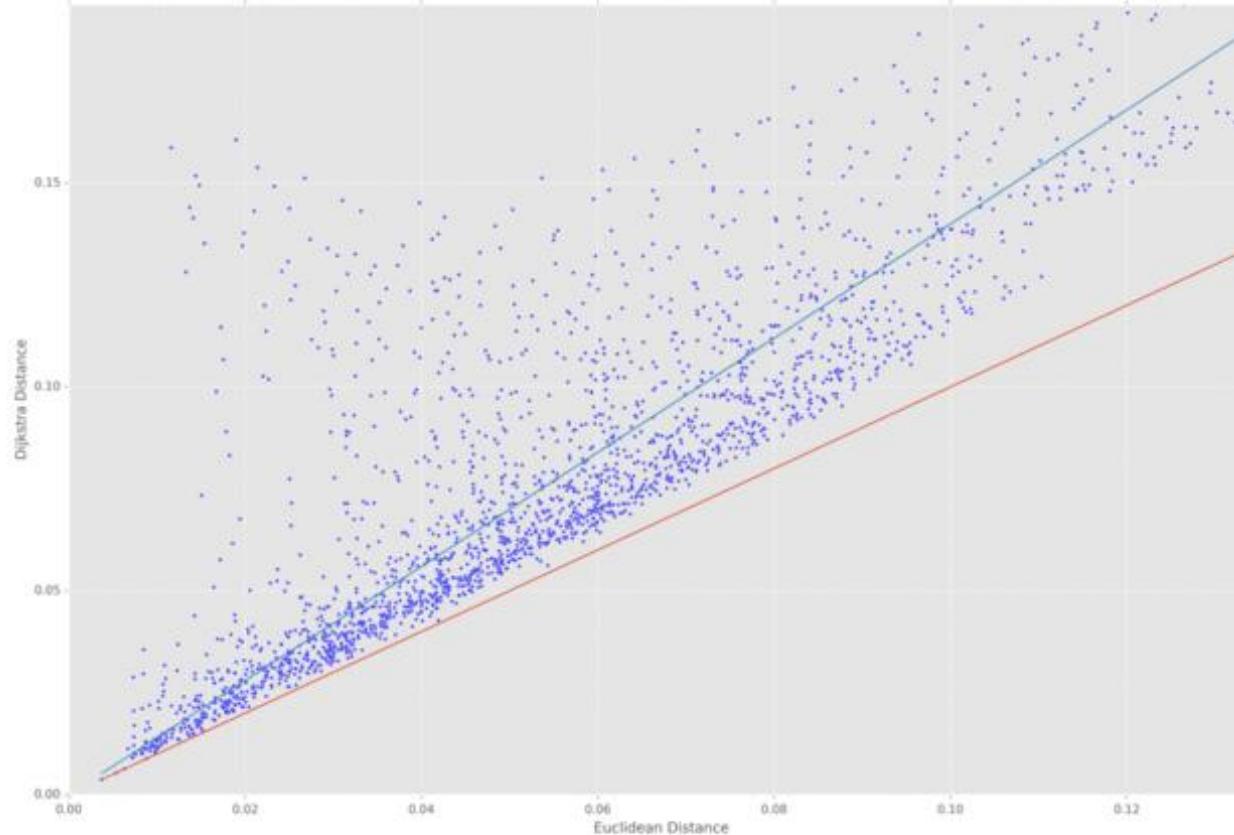
# Density of mean $\Phi$



# Algorithm II

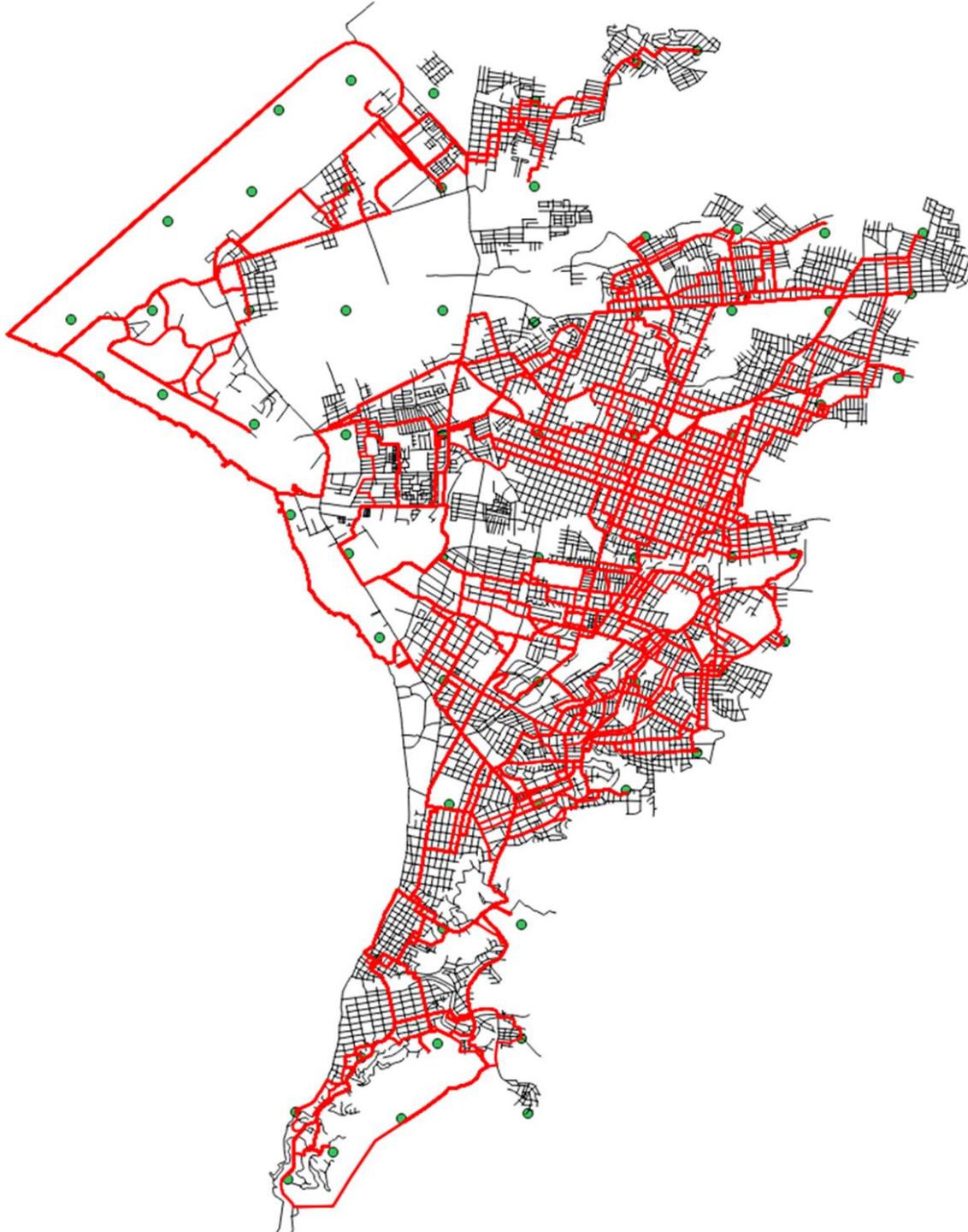


Simulation for 050180001 >>  $\beta = 1.39933$  with  $R^2 = 0.93173$

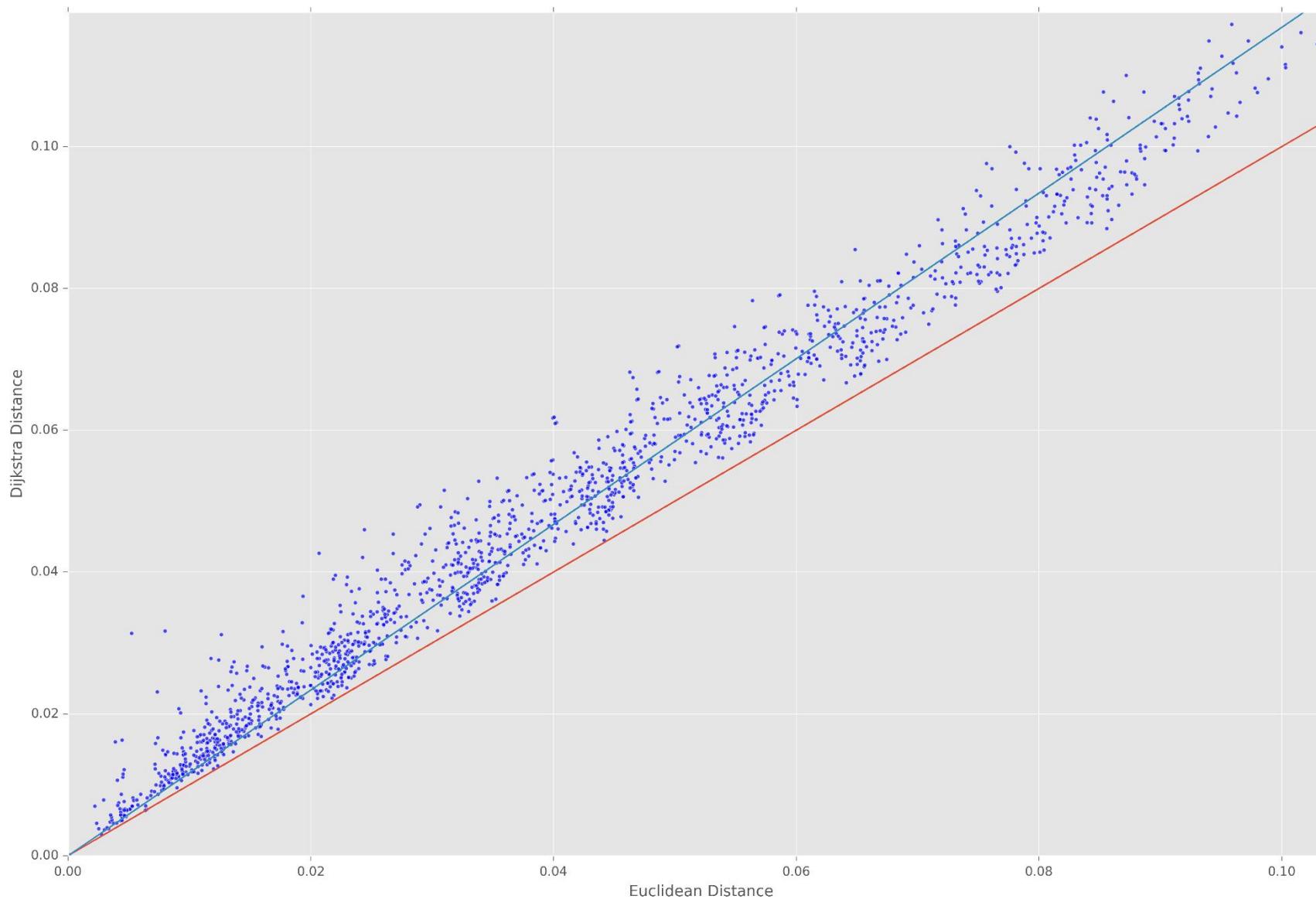


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	301180001	150130001
	310500001	270040001
	260420001	140670001

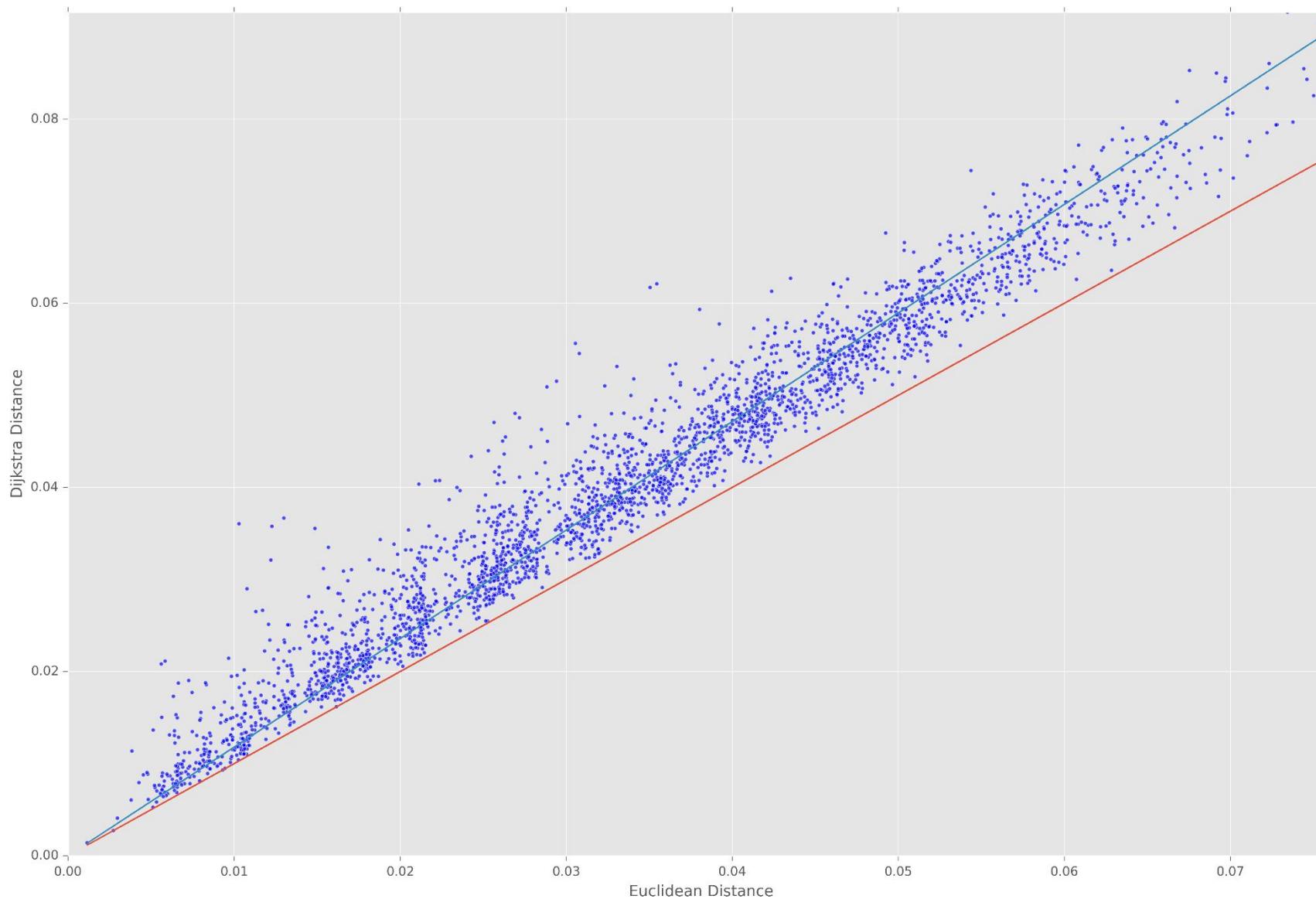




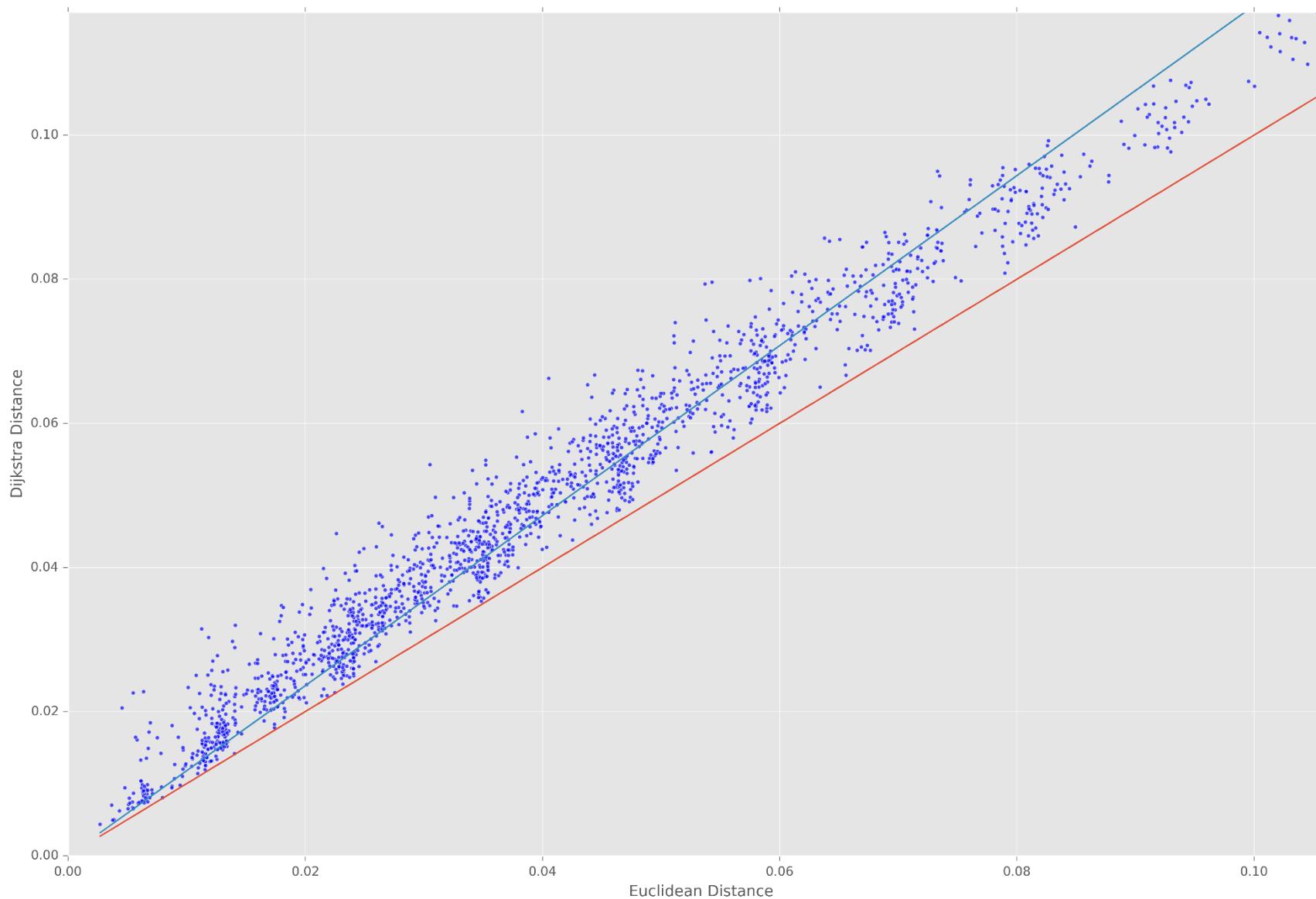
Simulation for 150020015 >>  $\beta = 1.16814$  with  $R^2 = 0.99296$



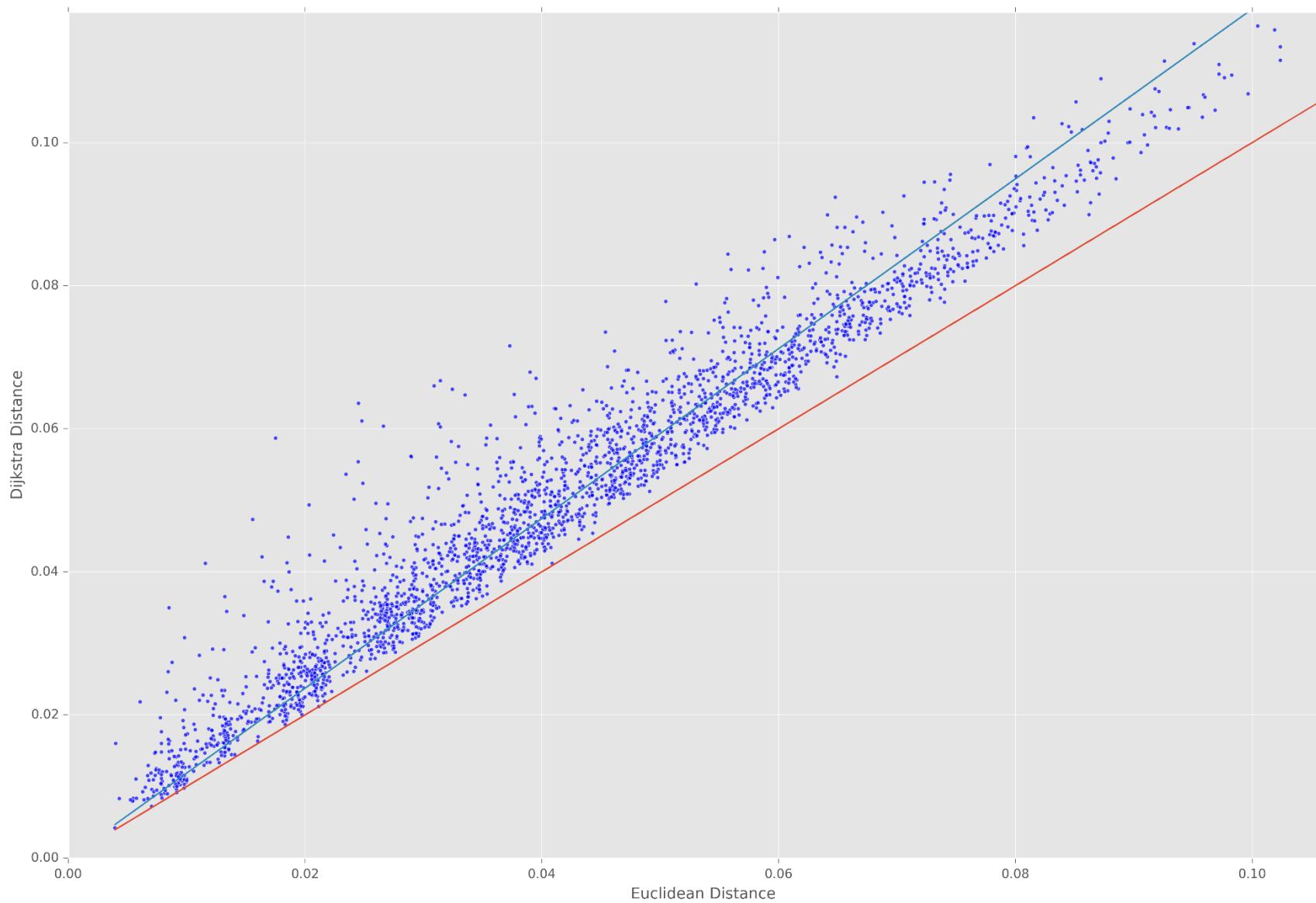
Simulation for 080210001 >>  $\beta = 1.17897$  with  $R^2 = 0.99254$



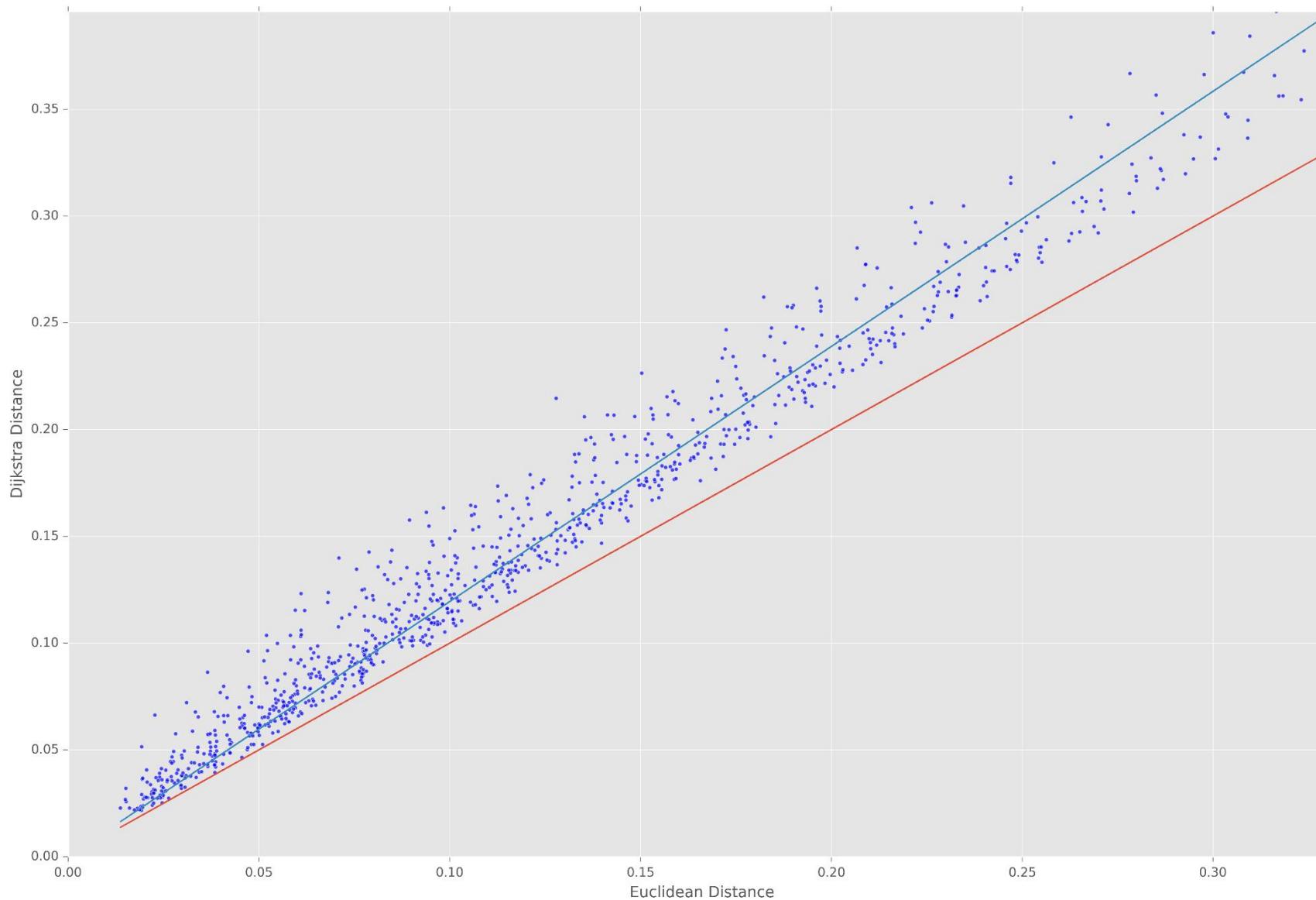
Simulation for 300390001 >>  $\beta = 1.17978$  with  $R^2 = 0.99181$



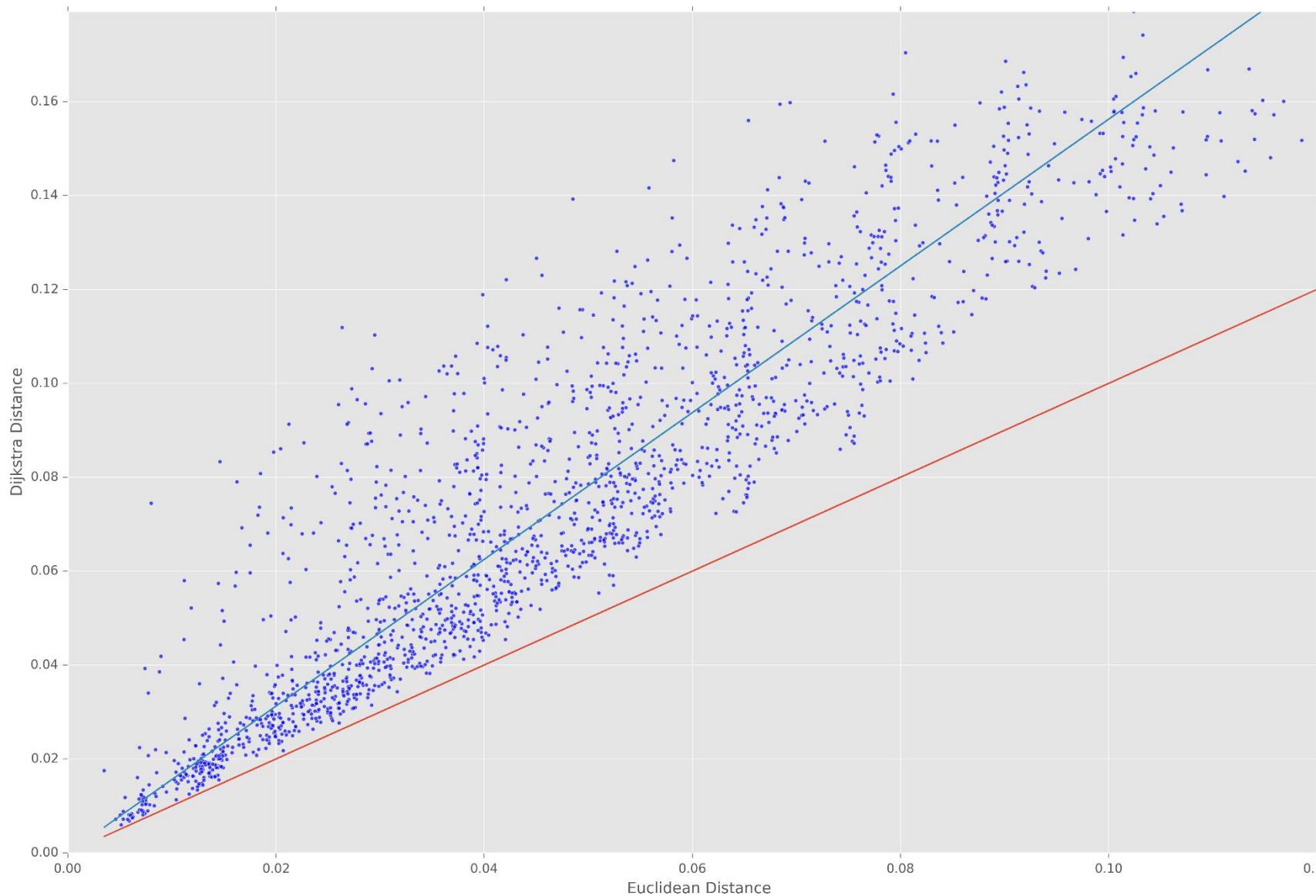
Simulation for 211560001 >>  $\beta = 1.18666$  with  $R^2 = 0.98947$



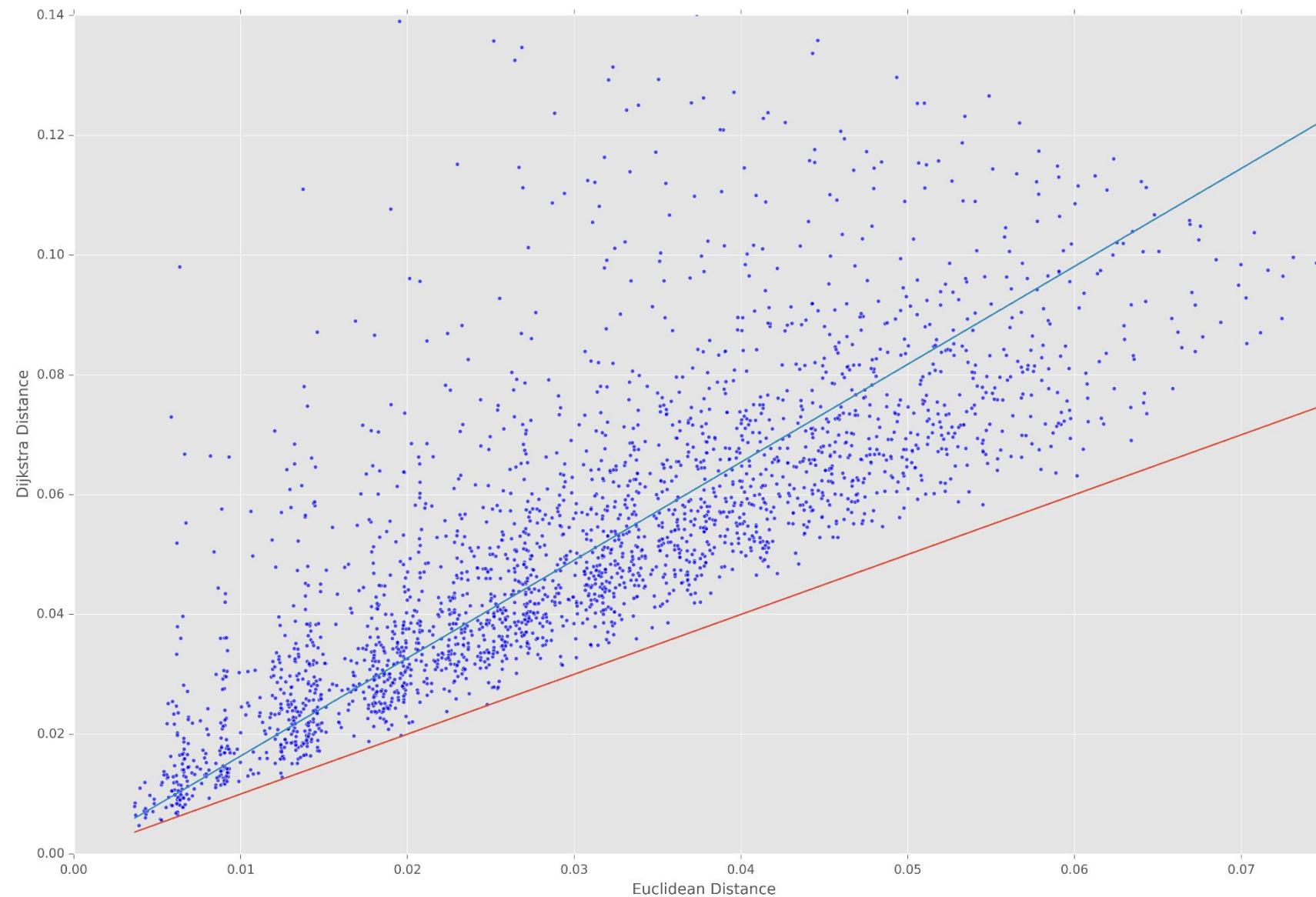
Simulation for 190390001 >>  $\beta = 1.19478$  with  $R^2 = 0.99153$



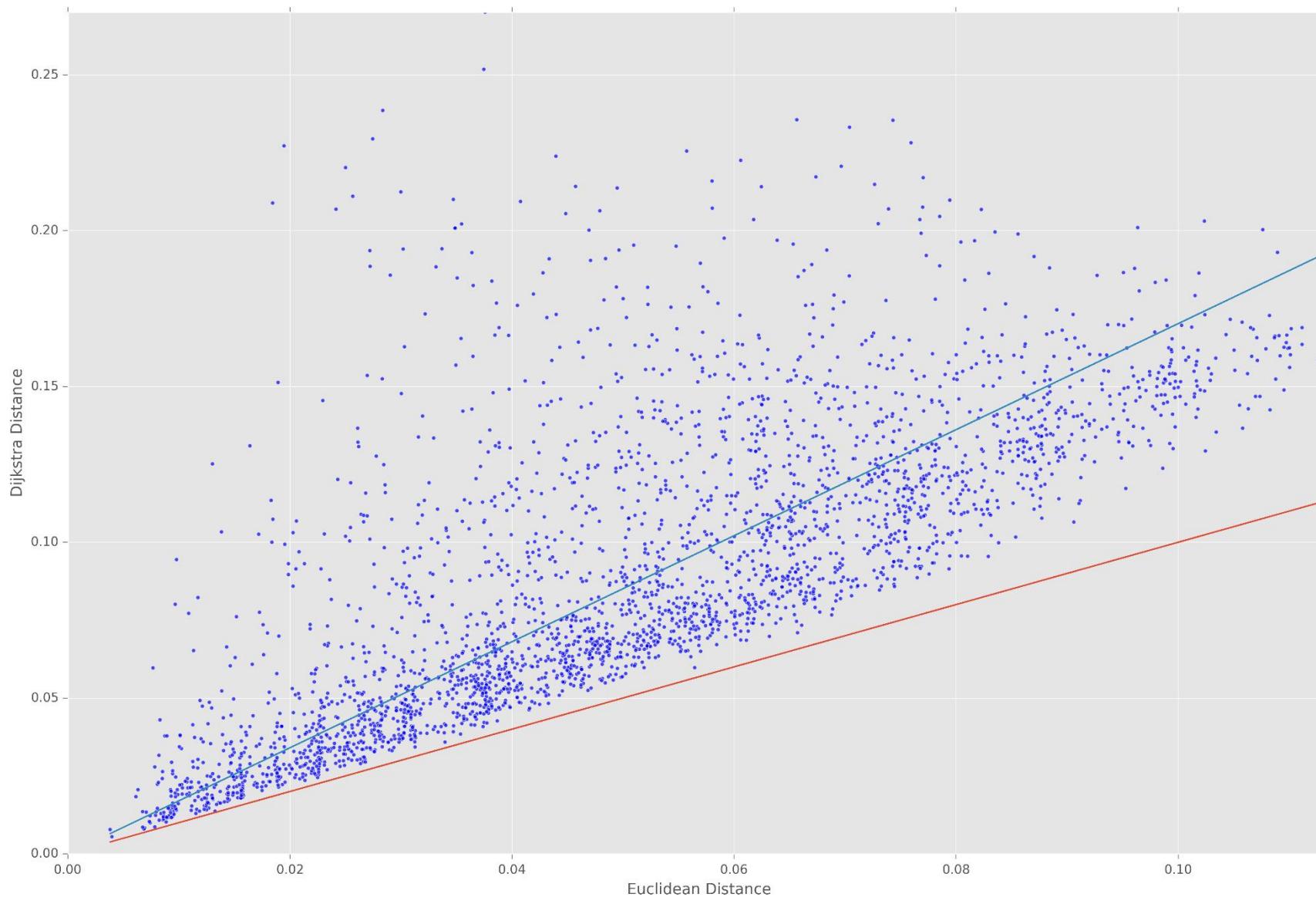
Simulation for 141010001 >>  $\beta = 1.56278$  with  $R^2 = 0.95991$



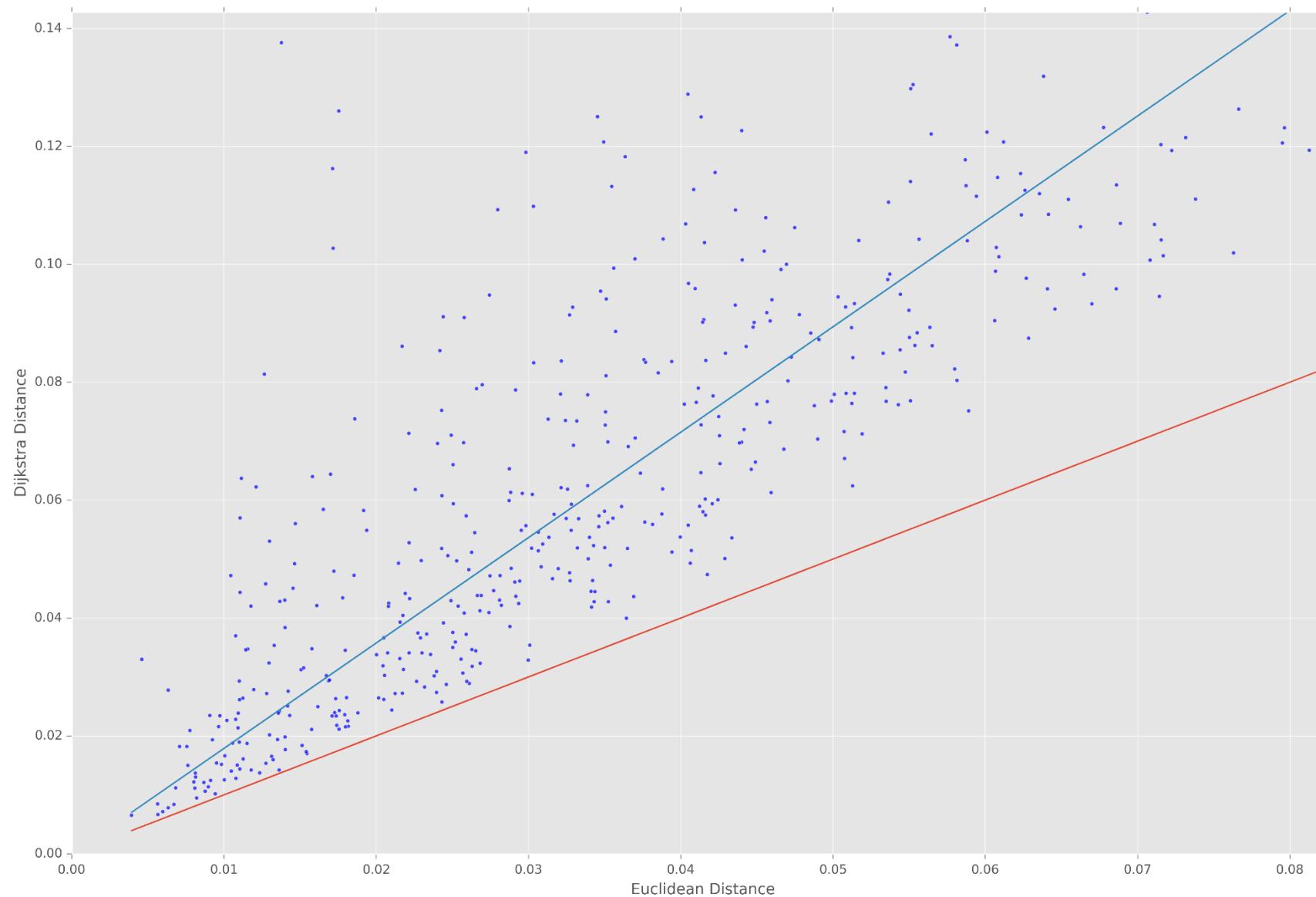
Simulation for 090150001 >>  $\beta = 1.63547$  with  $R^2 = 0.91985$



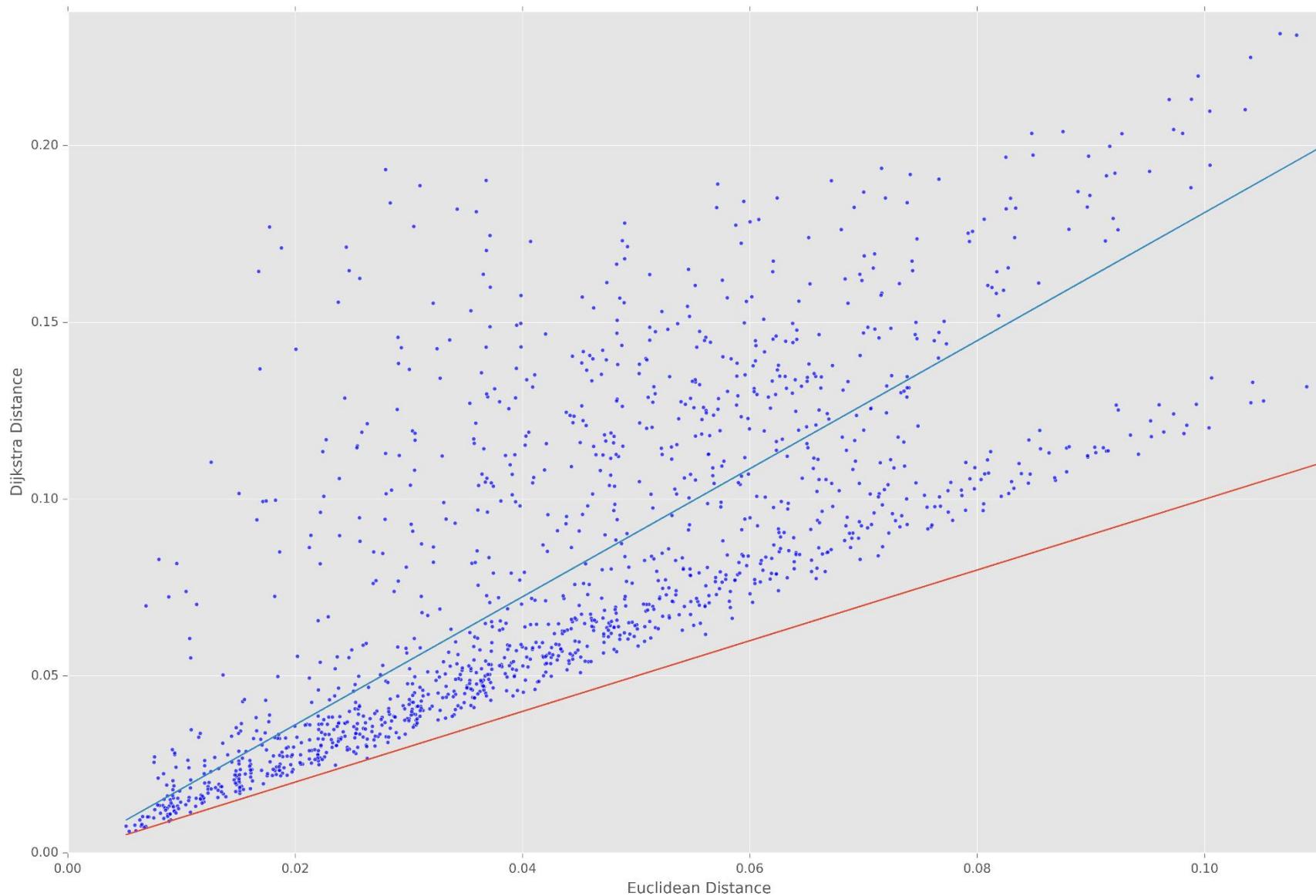
Simulation for 150130001 >>  $\beta = 1.70175$  with  $R^2 = 0.89974$

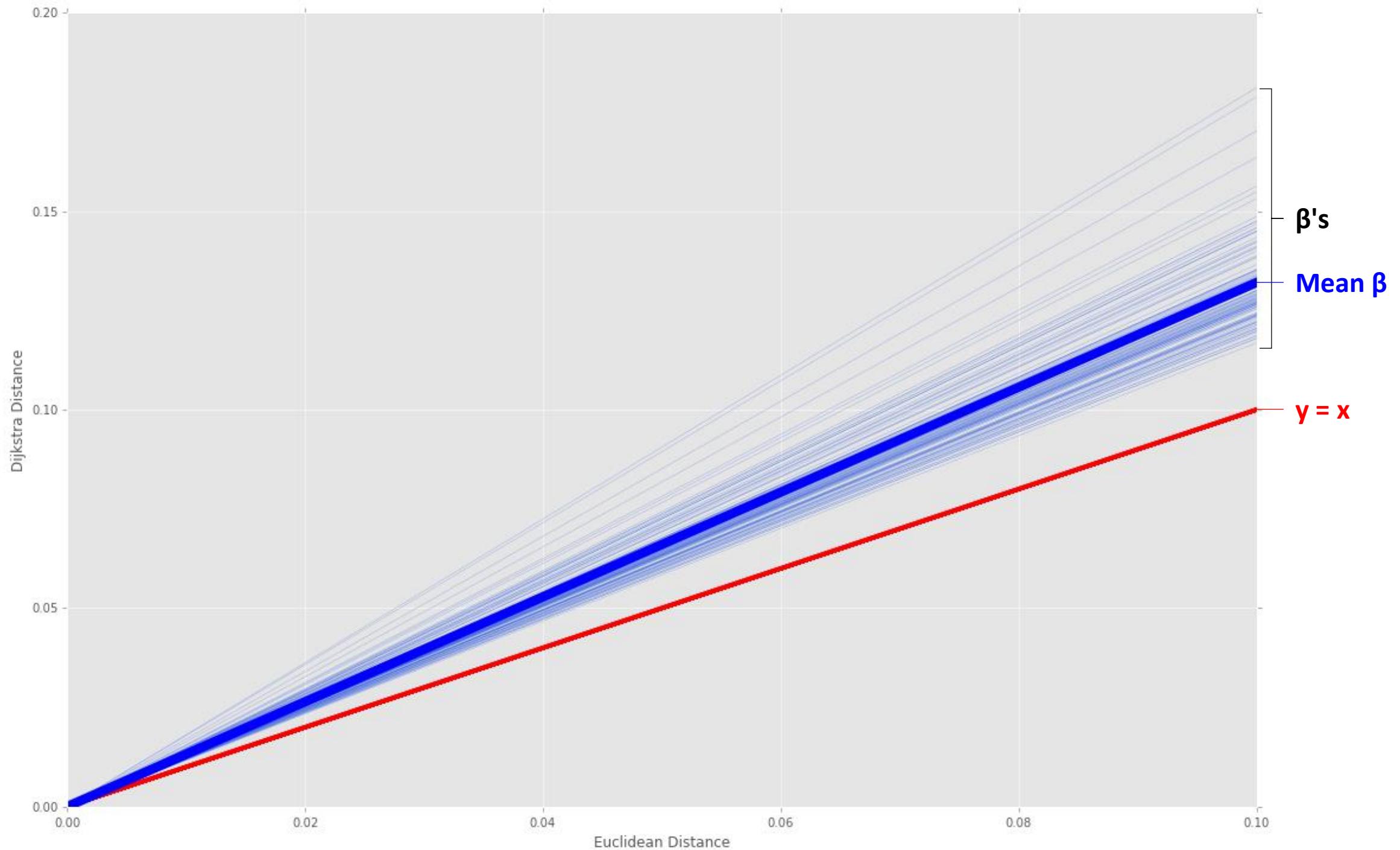


Simulation for 270040001 >>  $\beta = 1.78806$  with  $R^2 = 0.91747$

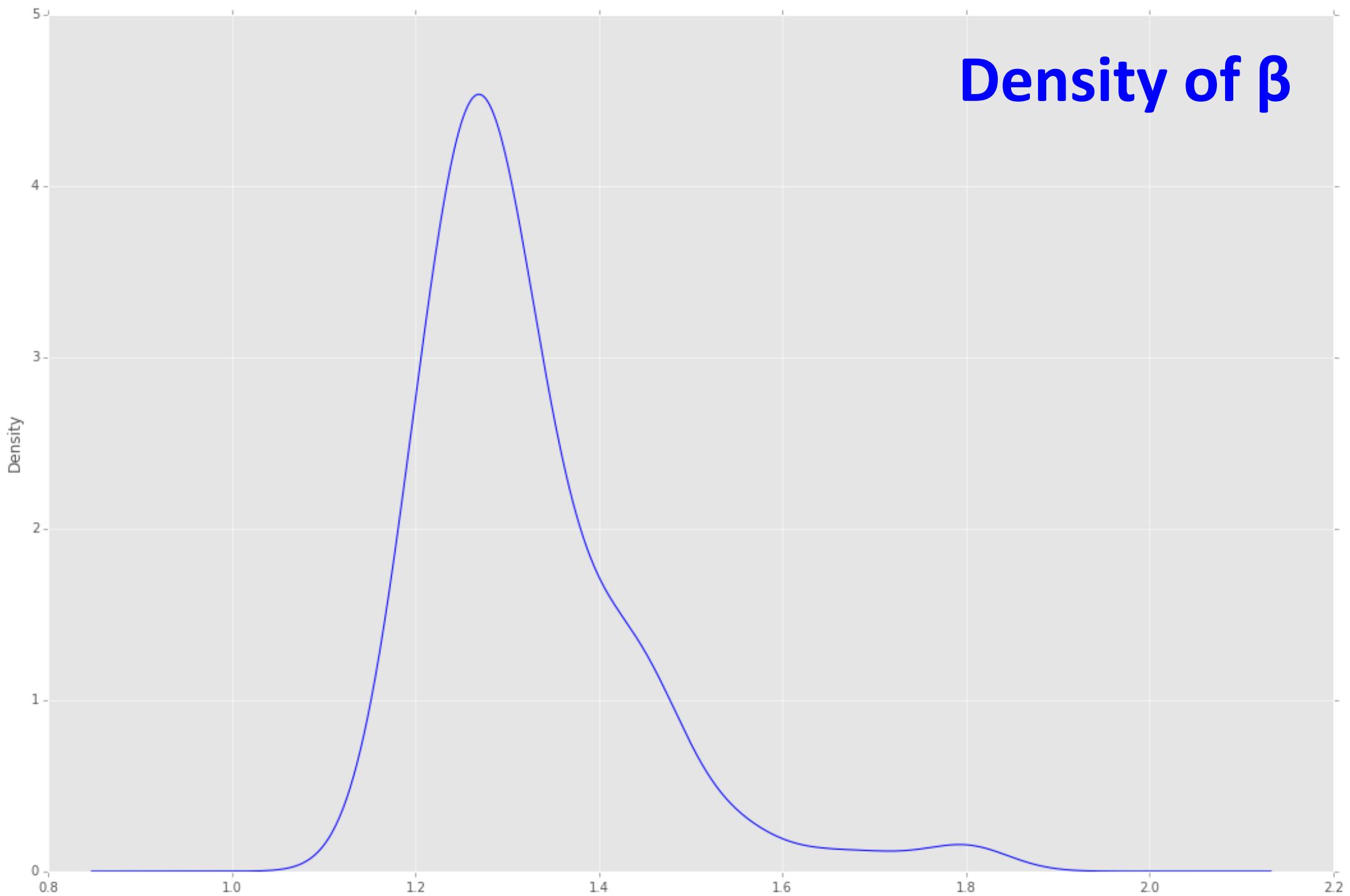


Simulation for 140670001 >>  $\beta = 1.81078$  with  $R^2 = 0.87934$



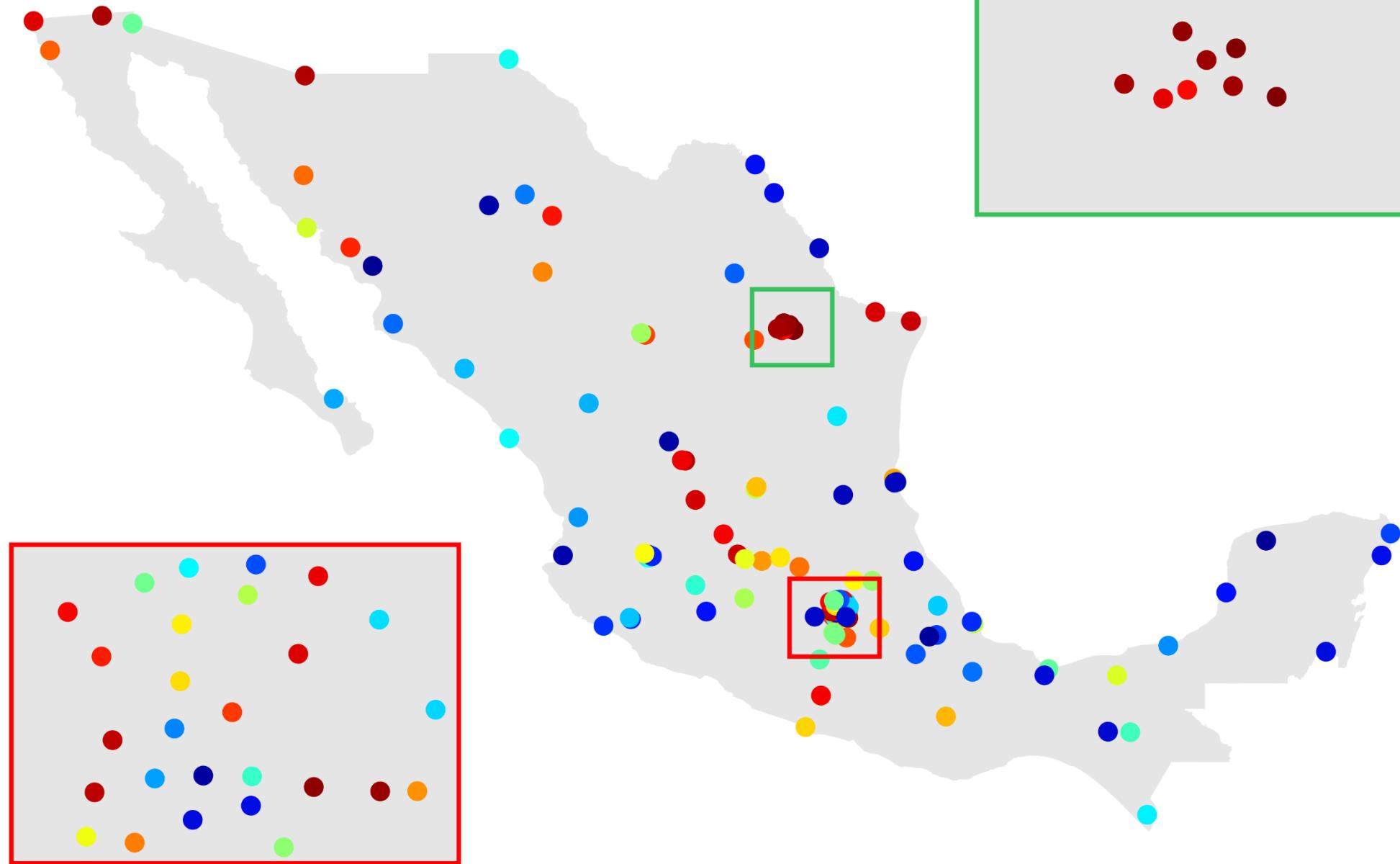


# Density of $\beta$

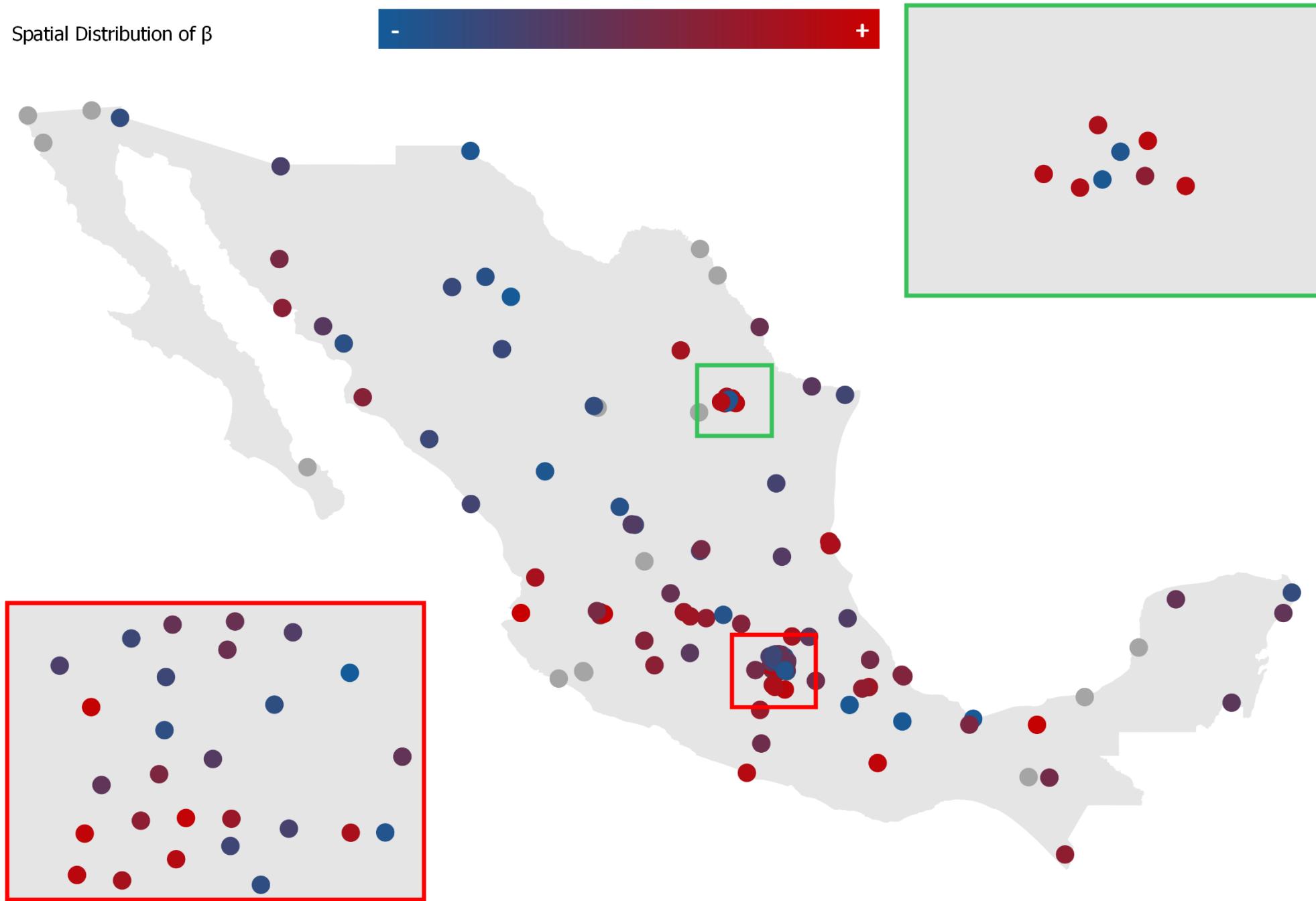


City CODE	City Name	City State	Population	Algorithm I		Algorithm II	
				Mean Area	Mean Φ	Beta	Dijkstra Distance SD
090040001	Cuajimalpa de Morelos	Distrito Federal	160,491	27295.93878	0.376659232	1.474568759	0.02345428
090050001	Gustavo A. Madero	Distrito Federal	1,185,772	7099.36916	0.365577541	1.26870061	0.038004088
090060001	Iztacalco	Distrito Federal	384,326	6800.489684	0.412523366	1.241121068	0.021293927
090070001	Iztapalapa	Distrito Federal	1,815,786	6322.997377	0.381481997	1.224558398	0.034798825
090080001	La Magdalena Contreras	Distrito Federal	238,431	11620.30824	0.364117977	1.346301577	0.016890968
090100001	Álvaro Obregón	Distrito Federal	726,664	10990.63236	0.368056536	1.406745271	0.033576391
090110001	Tláhuac	Distrito Federal	305,076	9914.461863	0.421579873	1.486451454	0.030570206
090120001	Tlalpan	Distrito Federal	574,577	15028.53625	0.389124254	1.287113824	0.03098493
090130001	Xochimilco	Distrito Federal	407,885	20853.55692	0.37109726	1.352355407	0.040406396
090140001	Benito Juárez	Distrito Federal	385,439	9092.272765	0.416145379	1.45011575	0.017217731
090150001	Cuauhtémoc	Distrito Federal	531,831	9078.504263	0.433305138	1.635470029	0.025020377
090160001	Miguel Hidalgo	Distrito Federal	372,889	15909.27662	0.394122962	1.335663241	0.026735559
090170001	Venustiano Carranza	Distrito Federal	430,978	8163.707313	0.387355971	1.352689412	0.023601935
100050001	Durango	Durango	518,709	7089.446794	0.39378523	1.198417338	0.033943518
100070001	Gómez Palacio	Durango	257,352	8351.581249	0.381059559	1.233281336	0.025126341
110070001	Celaya	Guanajuato	340,387	10675.4505	0.369775301	1.34282945	0.02661146
110170001	Irapuato	Guanajuato	380,941	12216.61464	0.348786611	1.352709908	0.027292474
110200001	León	Guanajuato	1,238,962	11193.91664	0.359021468	1.280019737	0.050040581
110270001	Salamanca	Guanajuato	160,169	11863.55034	0.376868808	1.383334255	0.020720959
120010001	Acapulco de Juárez	Guerrero	673,479	7607.573957	0.372597968	1.457017929	0.087452824
120290001	Chilpancingo de los Bravo	Guerrero	187,251	7303.751929	0.358625812	1.283854061	0.021400425
120350001	Iguala de la Independencia	Guerrero	118,468	8237.983911	0.385562906	1.352006903	0.022496857
130480001	Pachuca de Soto	Hidalgo	256,584	10123.15388	0.374453578	1.388167972	0.035114158
130770001	Tulancingo de Bravo	Hidalgo	102,406	10579.80754	0.381469314	1.272023154	0.017197205
140390001	Guadalajara	Jalisco	1,495,182	8702.789097	0.417493844	1.263856992	0.03776857

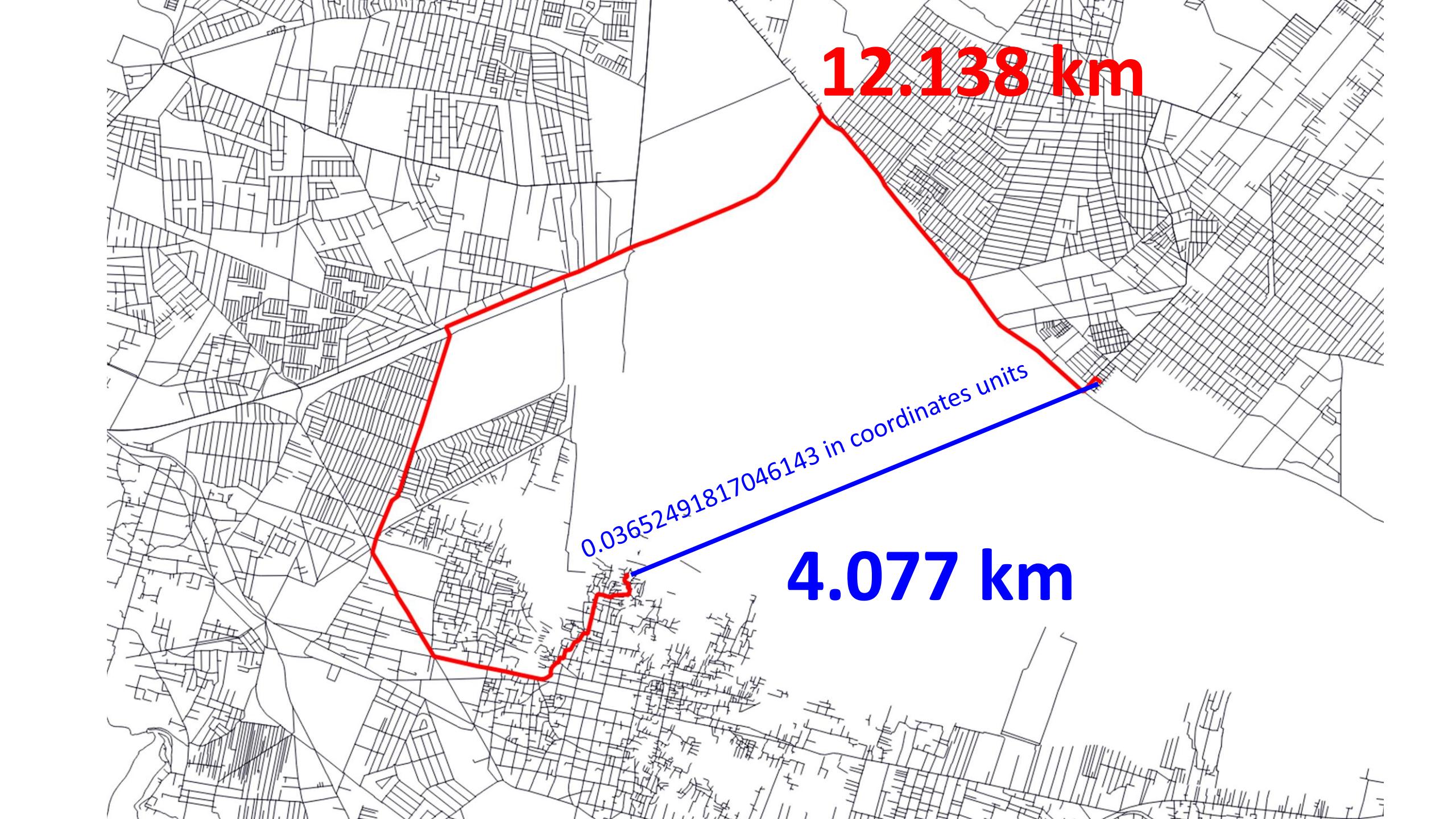
Spatial Distribution of  $\Phi$



Spatial Distribution of  $\beta$



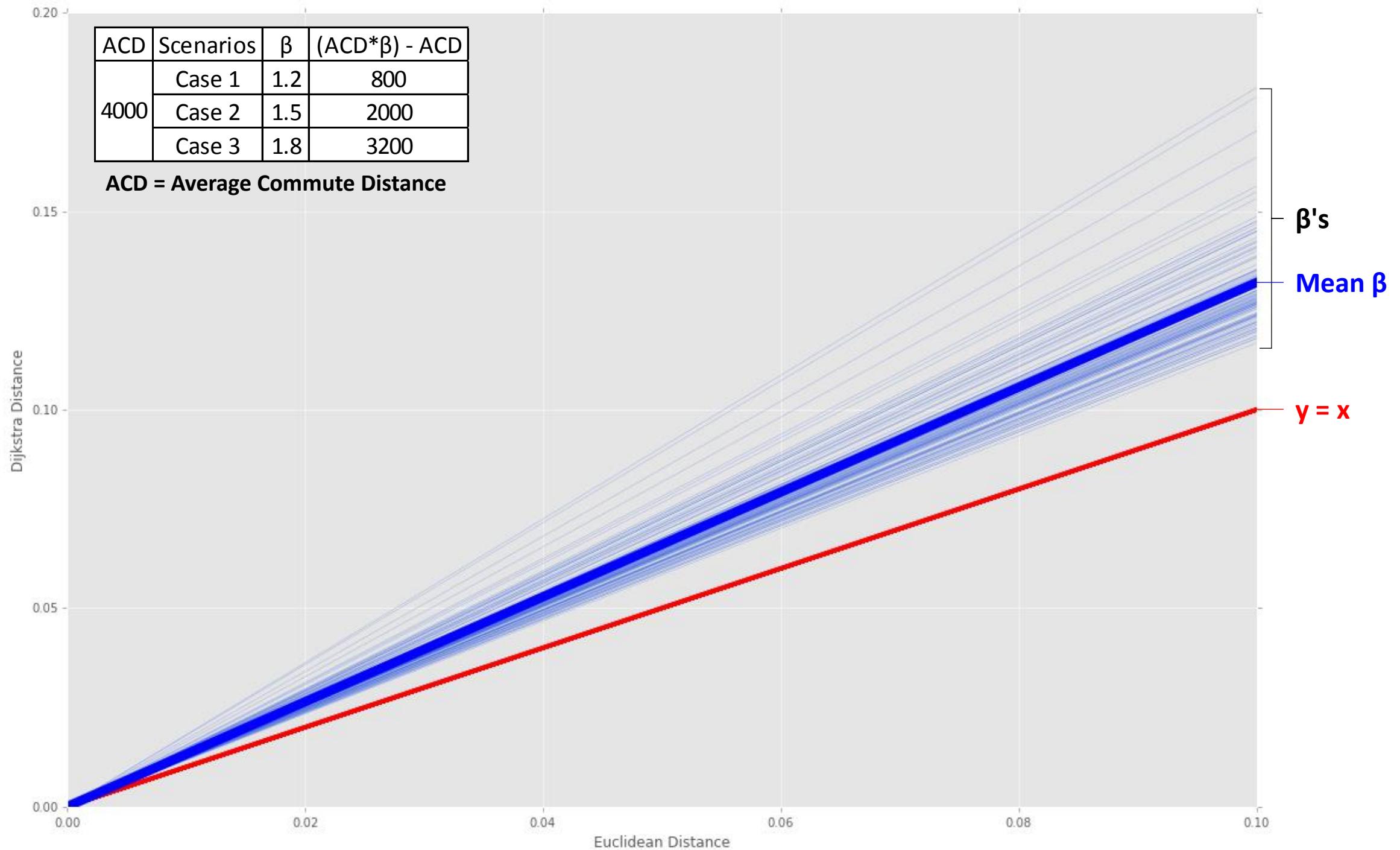
# Interpretation of $\beta$



**12.138 km**

0.03652491817046143 in coordinates units

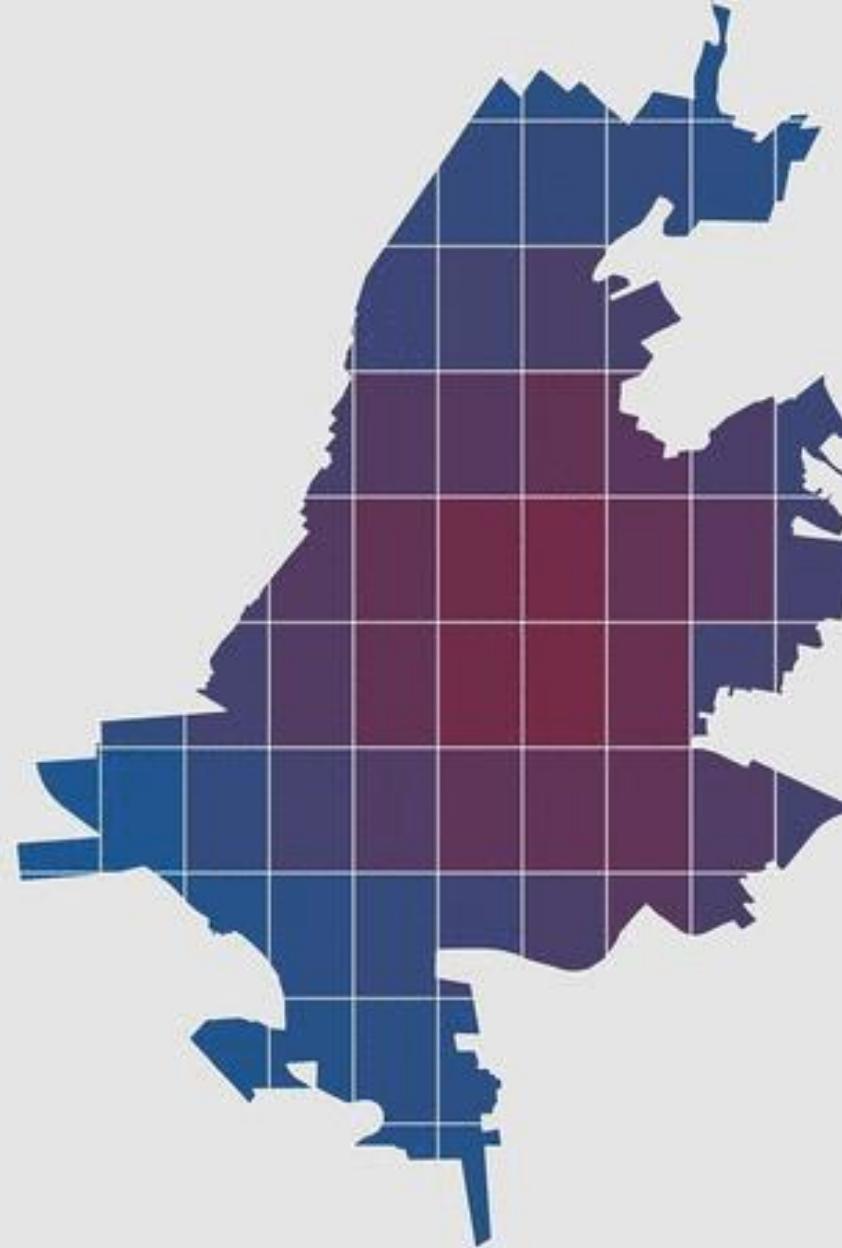
**4.077 km**



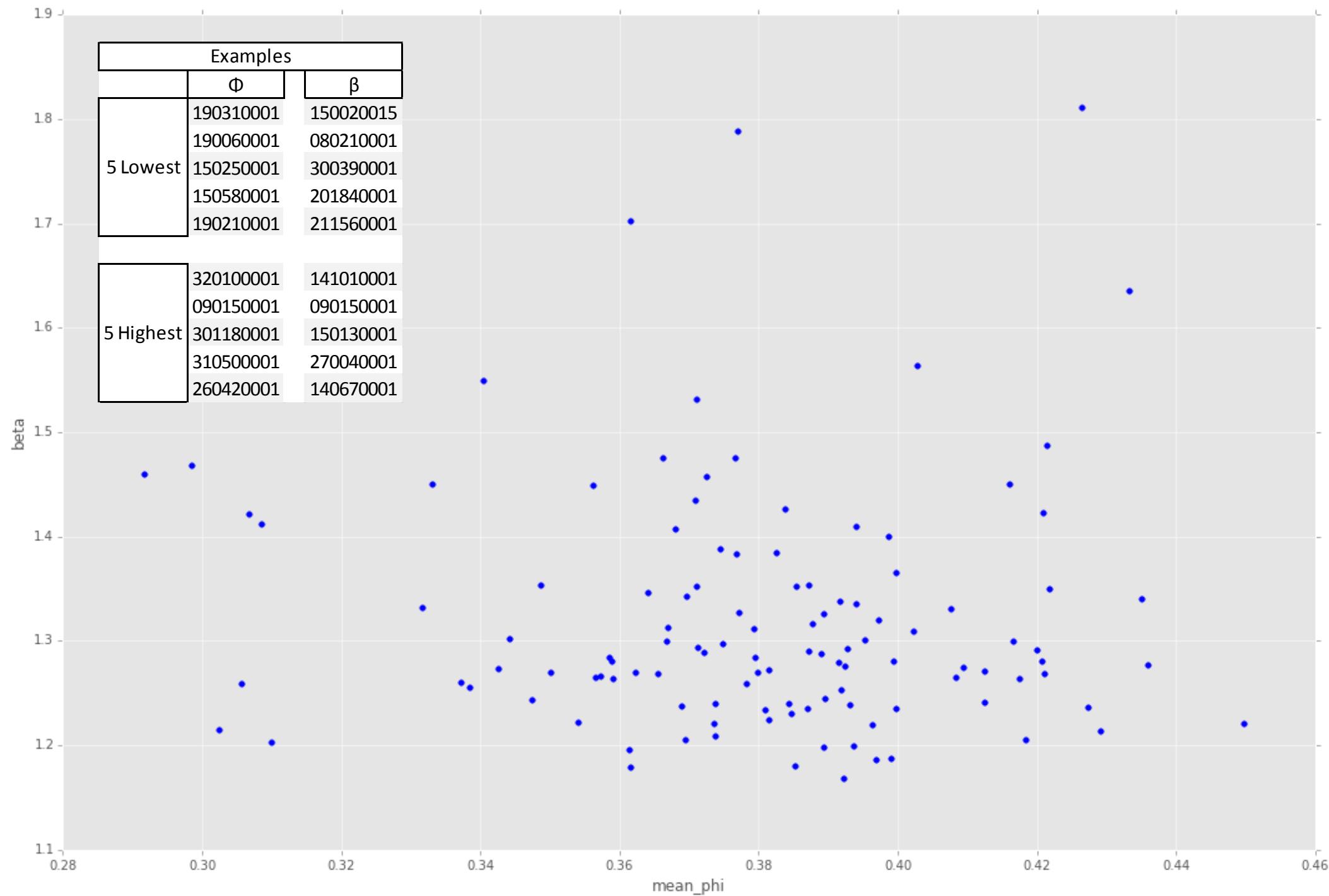
# Interpretation of Euclidean / Dijkstra

Region: 050180001 Monclova

- Euclidean Distance / Dijkstra Distance +



# Interpretation of $\phi$ vs $\beta$



# Conclusions

# Conclusions

- According to this simulations, cities fingerprint's (block based) are not necessarily correlated with longer commute patterns.
- Commute patterns are more correlated with properties of the street network rather than to its shape.
- In average, for a universe of 115 cities in Mexico street networks increase 30 percent the distance on each commute as opposed to a theoretical world in where two points are Euclidean distance accessible (a world with no streets).

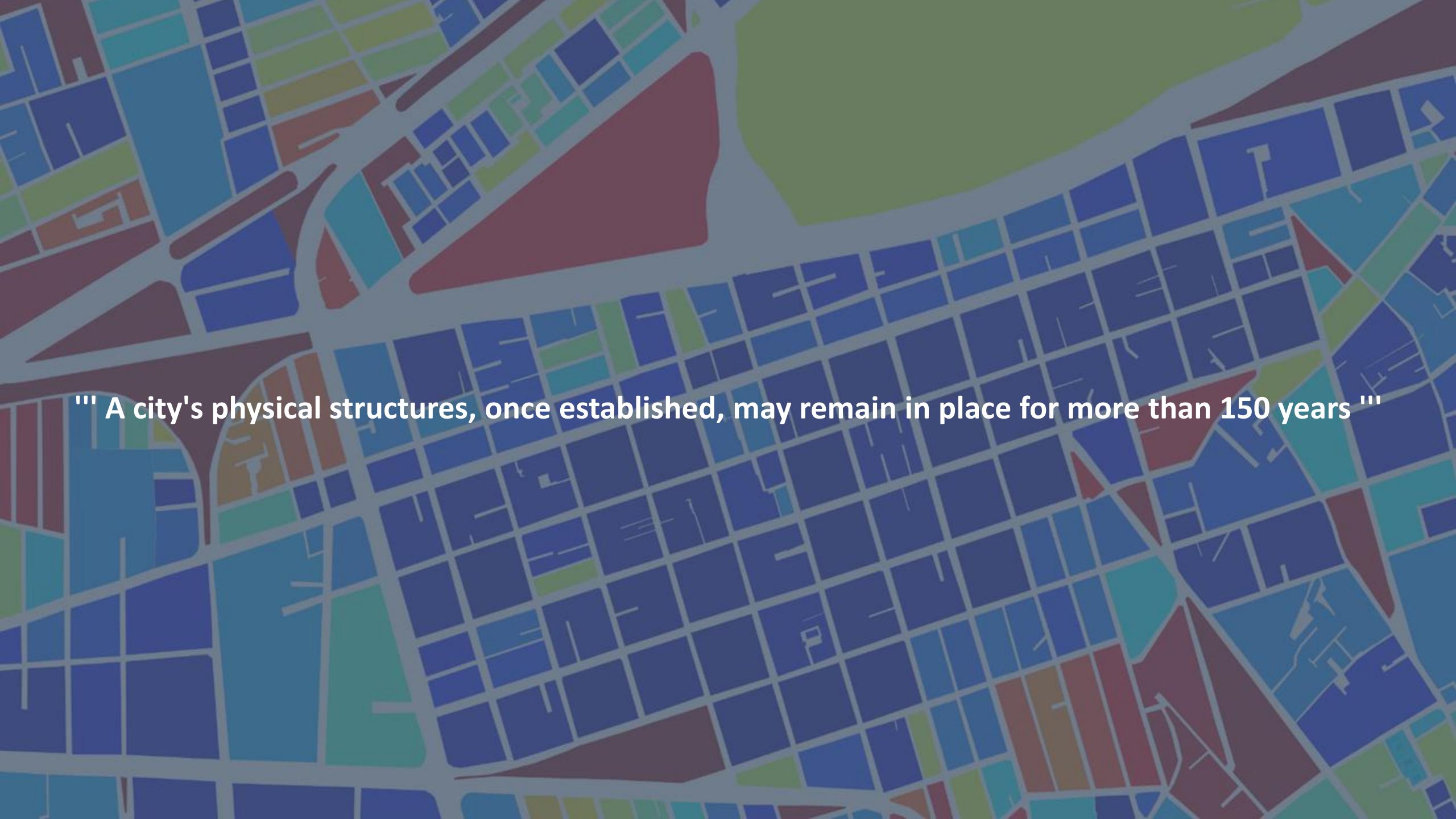
# References

TDMUM\_1972 = Sargent 1972. Toward a dynamic model of urban morphology

ACNA\_2006 = Andersson 2006. A complex network approach to urban growth

MSRN\_2006 = Yin 2006. Measuring the Structure of Road Networks

TSP\_2014 = Louf and Barthelemy 2014. A typology of street patterns



"" A city's physical structures, once established, may remain in place for more than 150 years ""