

ROUTE OPTIMIZATION

Justin Gould (gould29@purdue.edu)

HONR 39900: Foundations of Geospatial Analytics

Fall 2021



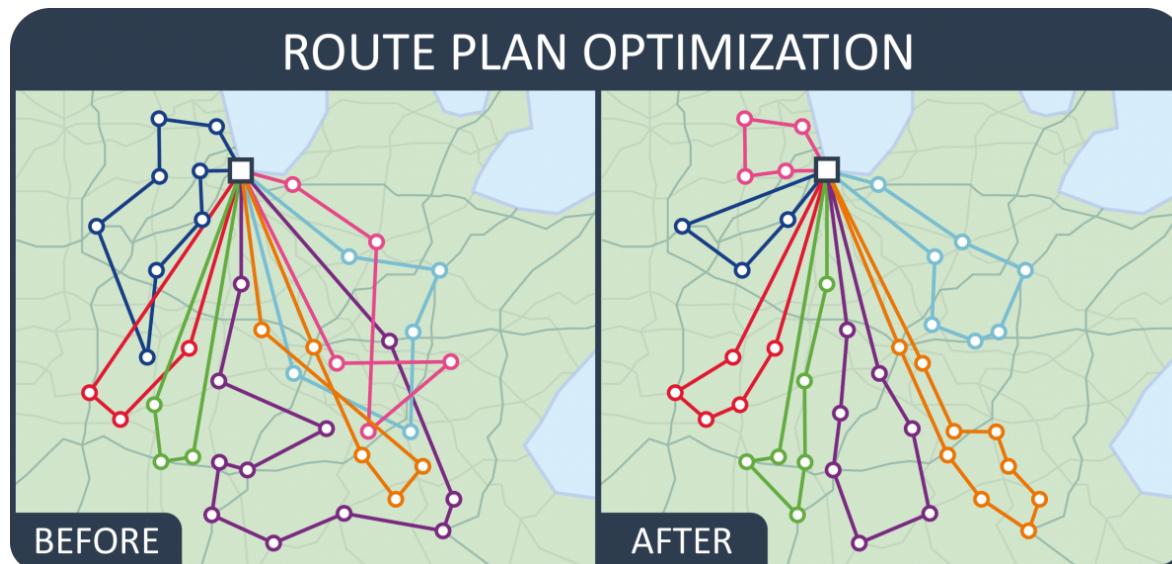
Topics

- Introduction to Route Optimization
 - Applications
- How to Optimize Routes
 - Single-vehicle Optimization
 - Python
- Fleet-level Optimization
 - Research Methods



Introduction to Route Optimization

- At its most basic level:
 - Determining the most cost-efficient route, given a start and end location

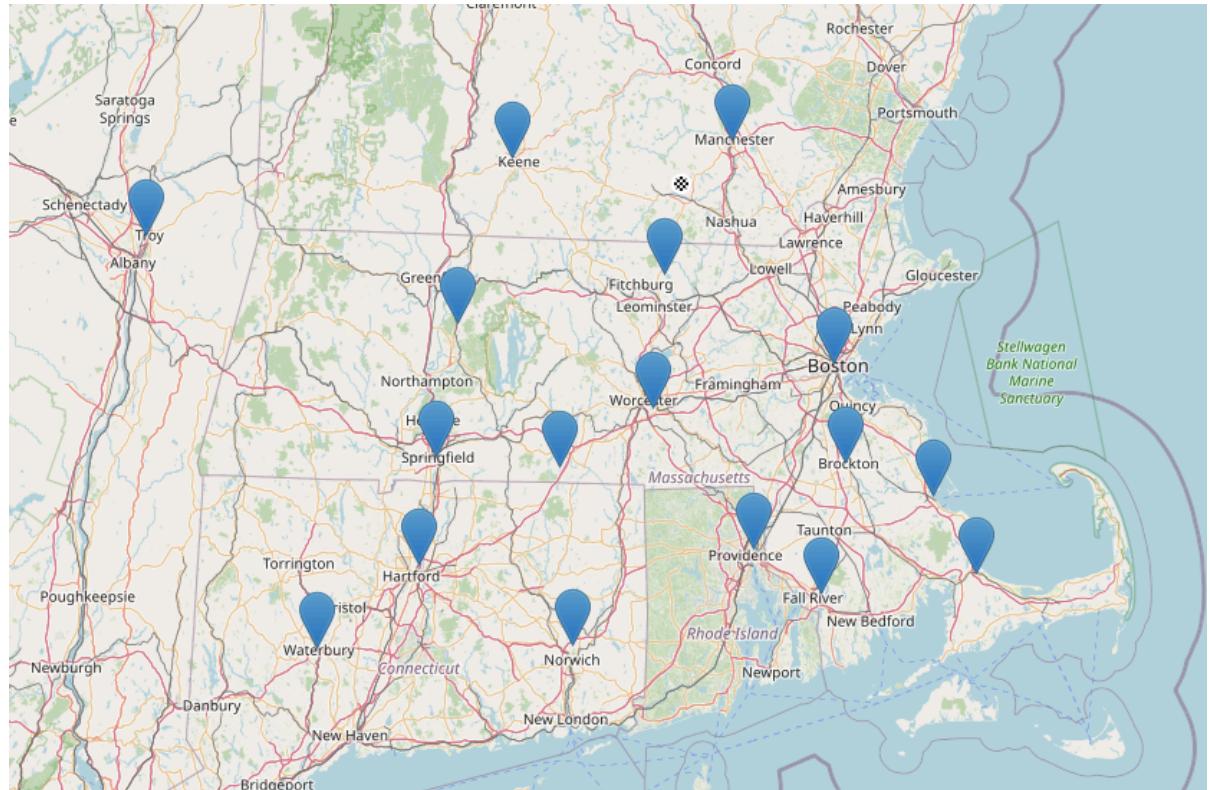


<https://paragonrouting-prod-site-assets.s3-eu-west-1.amazonaws.com/2020/01/Roure-Plan-Optimization-Graphic-1200x572.png>



Introduction to Route Optimization

- Also known as “Traveling Salesman Problem”
 - Imagine you are a corporate sales representative for the Northeast. You need to travel to many cities to sell your company’s products, as your salary is based solely on commission. Given the vast size of your sales region, you would like to find the most optimal way to visit all your clients and prospective clients.

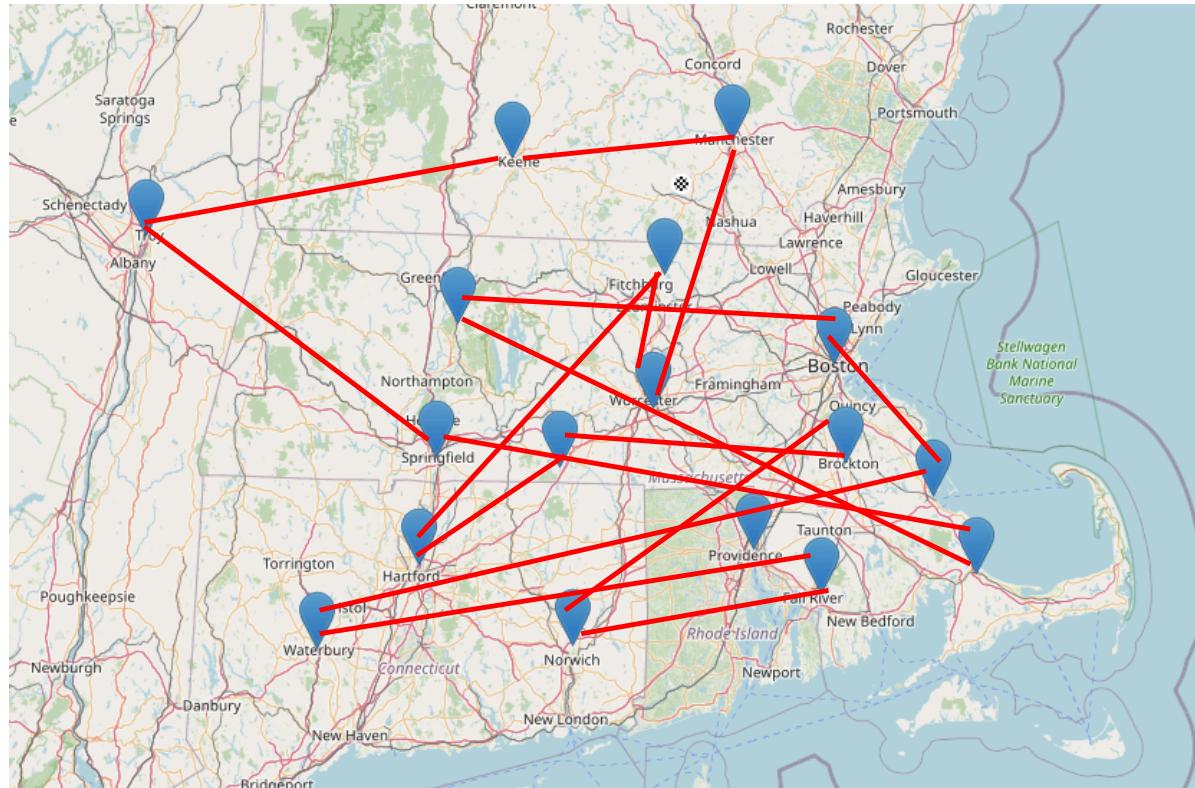


Introduction to Route Optimization

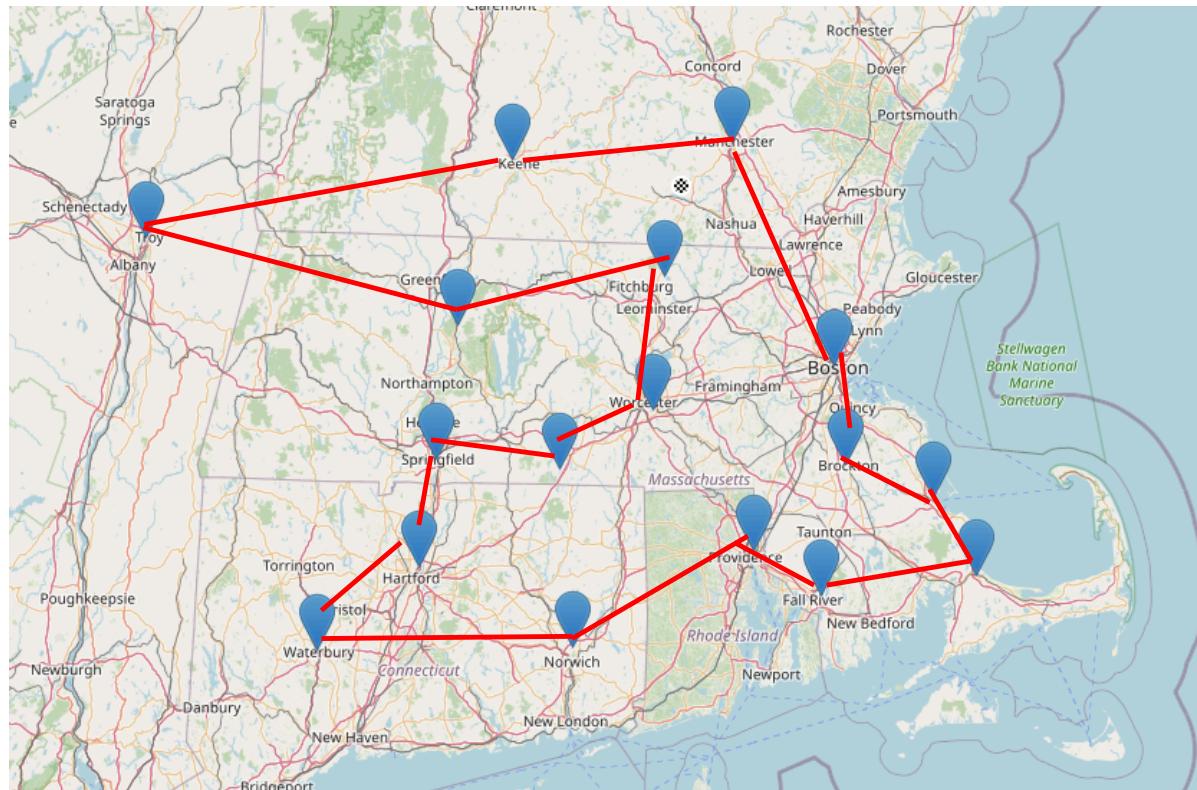
- The goal of the Traveling Salesman Problem (TSP) is to find the most economical way to tour of a select number of “cities” with the following restrictions:
 - You must visit each city once and only once
 - You must return to the original starting point



Introduction to Route Optimization



Introduction to Route Optimization



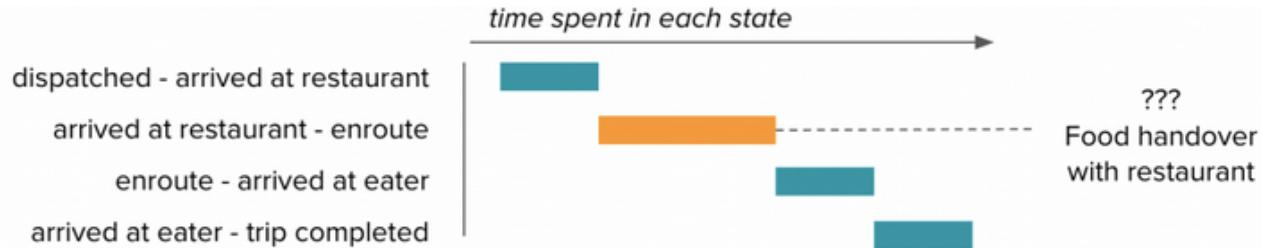
Applications of Route Optimization

- Ride-sharing, autonomous vehicles, traffic
- Emergency services and non-emergency medical transport
- Public transit
- Supply chain
- Field service (e.g., utilities, IT support, etc.)



Applications of Route Optimization

- Ride-sharing, autonomous vehicles, traffic
 - Route optimization improves time-efficiency for customers and restaurants



UBER
EATS

- Restaurants can anticipate when delivery drivers can be expected to arrive (handoff smooth (keep food warm))
- Consumers can anticipate when the food will be delivered
- Optimization achieves all of these, while reducing the trip's time—thus improving customer experience and allowing drivers to complete more trips

Applications of Route Optimization

- Emergency services and non-emergency medical transport
 - Anticipating traffic congestion and distance constraints to get emergency services to patients faster
 - Once a patient is picked up, determining fastest route to a medical facility
- This is currently done via GPS and commercial routing services like Google, HERE, etc.
- Ethics Soapbox:
 - A problem with this approach is unequal access to street addresses. Something we often don't think about. As explained in Deirdre Mask's *The Address Book*, a non-insignificant share of West Virginia and some rural parts of the U.S., as well as developing nations, ***lack street addresses***. How can you route EMS/police to these locations? **If you're interested in equitable access to street addresses, talk to me after class!** I am involved with a non-profit in this space (see right).



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Missing Maps

Missing Maps, a humanitarian project that preemptively maps parts of the world that are vulnerable to natural disasters, conflicts, and disease epidemics. [Wikipedia](#)



Motto: To map the most vulnerable places in the developing world.

Purpose: Humanitarian mapping.

Affiliations: OpenStreetMap Foundation

Applications of Route Optimization

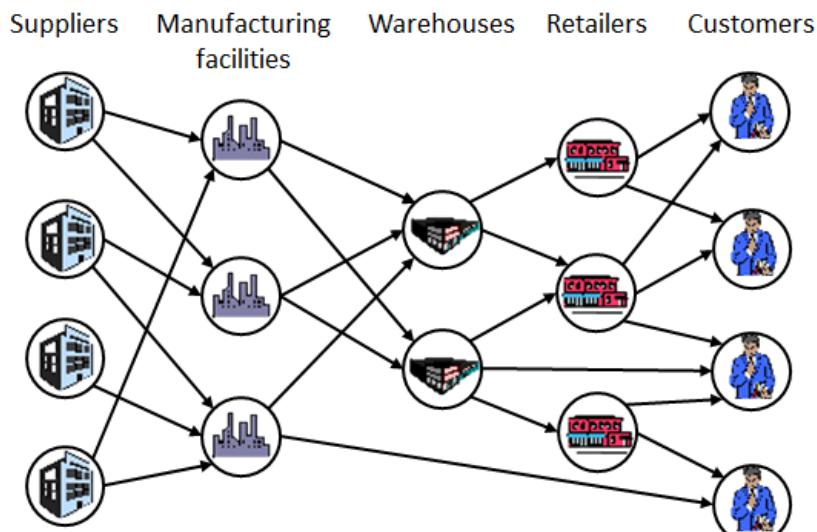
- Public transit



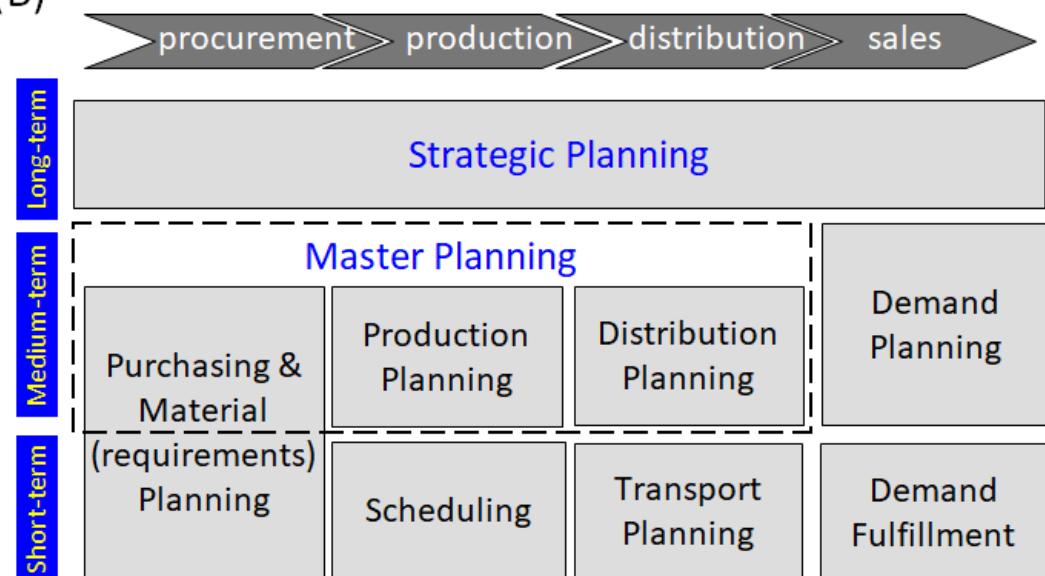
Applications of Route Optimization

- Supply chain

(A)



(B)



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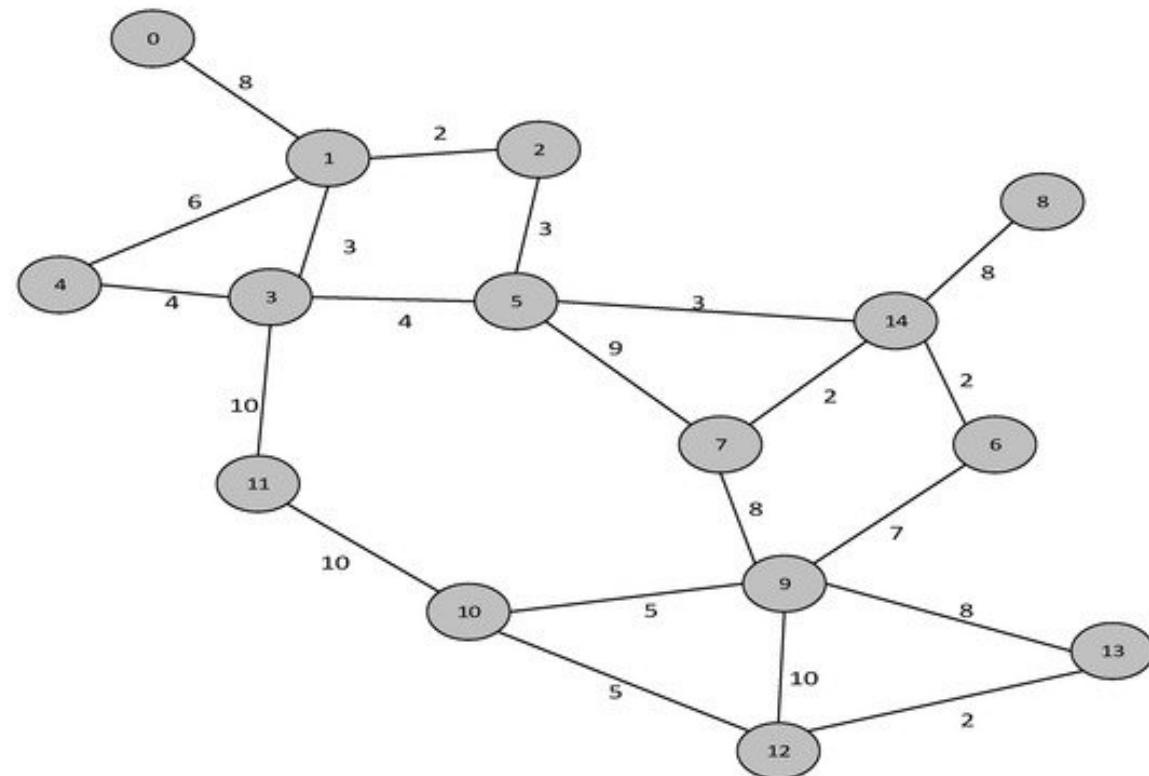
Applications of Route Optimization

- **Field service (e.g., utilities, IT support, etc.)**

- Direct application of TSP
- Locations of power issues (blown transformer, equipment to be upgraded, etc.)
- Optimize route w.r.t.:
 - Lower gas costs
 - Lower time spent traveling to locations
 - Severity of problem (equipment inspection < equipment upgrade < sparking/arcing power line) as weight

Route Optimization Approaches

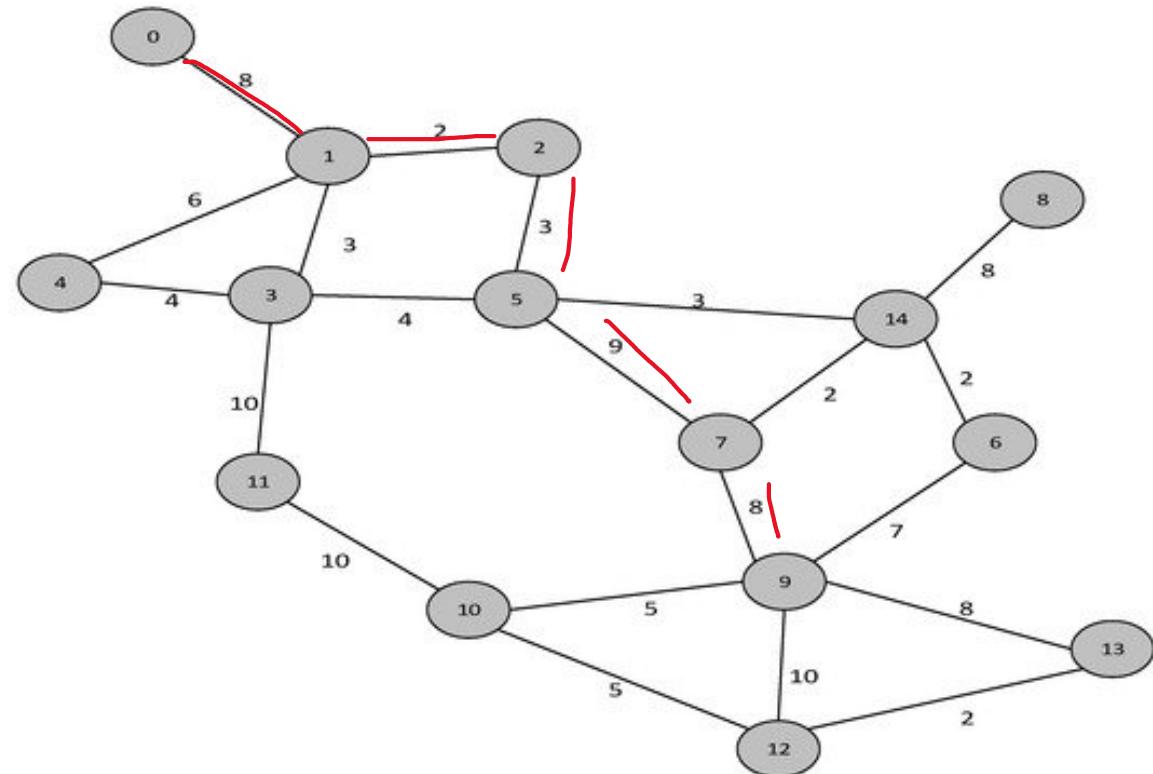
- Graph-based (shortest path)
 - Each node in the graph at the right is numbered. Think of it as the node's ID. A driver must start at 0. What is the shortest path to node ID 9?



Route Optimization Approaches

- ID 0 to ID 9:

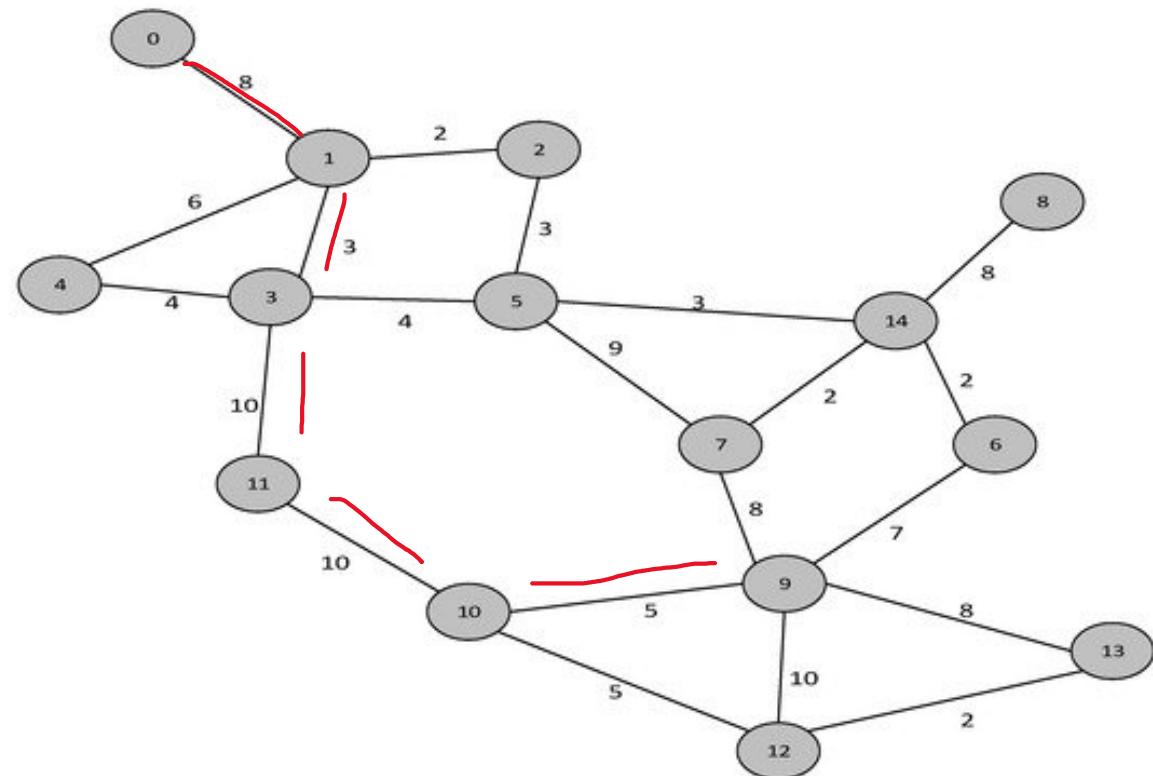
- $0 \rightarrow 1: 8$
- $1 \rightarrow 2: 2$
- $2 \rightarrow 5: 3$
- $5 \rightarrow 7: 9$
- $7 \rightarrow 9: 8$
- TOTAL = 30 *distance*



Route Optimization Approaches

- ID 0 to ID 9:

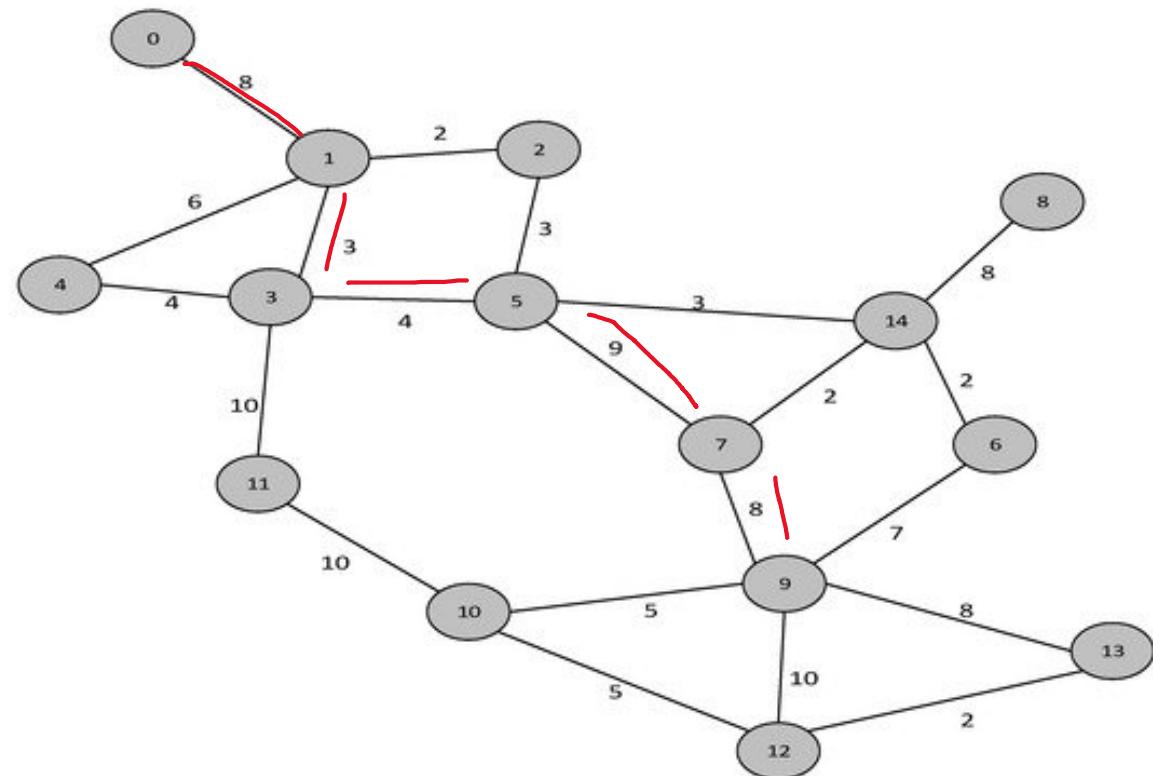
- $0 \rightarrow 1: 8$
- $1 \rightarrow 3: 3$
- $3 \rightarrow 11: 10$
- $11 \rightarrow 10: 10$
- $10 \rightarrow 9: 5$
- TOTAL = 36 distance



Route Optimization Approaches

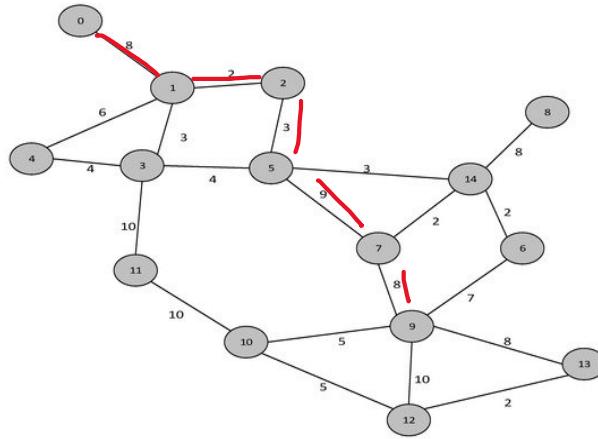
- ID 0 to ID 9:

- $0 \rightarrow 1: 8$
- $1 \rightarrow 3: 3$
- $3 \rightarrow 5: 4$
- $5 \rightarrow 7: 9$
- $7 \rightarrow 9: 8$
- TOTAL = 32 distance

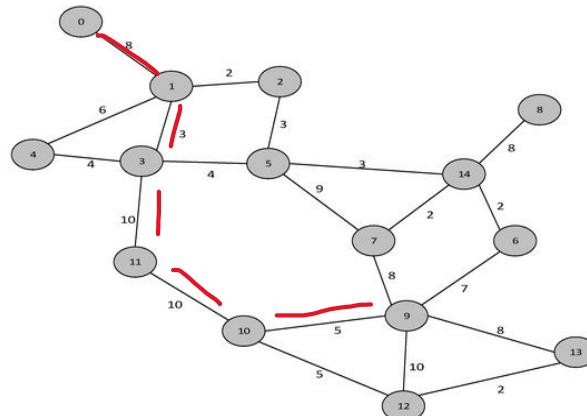


Route Optimization Approaches

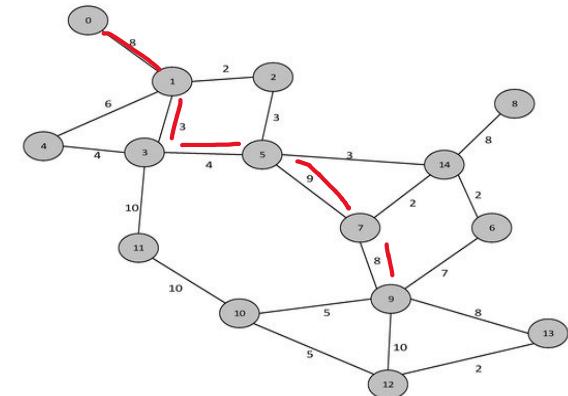
- Shortest = best



Option 1
Distance = 30



Option 2
Distance = 36



Option 3
Distance = 32

Route Optimization: Real GPS Data

- We can think of latitude and longitude points as being X/Y coordinates on a graph, where the graph is a provided road network. We cannot drive on non-roads, so sometimes the straightest physical path between two points is not the most optimal **drivable** route

(See next slides for an example)



What is the “shortest path”
to grab an ice cream after
work?

Ford Motor Company
World Headquarters

Ford Credit Building

Henry Ford II
World Center

Comerica Bank

Dairy Queen Grill & Chill

Michigan Ave

Dearborn Police
Department

Henry Ford
Centennial Library

Dearborn City Hall

Ghafari Associates

Michigan Ave

Using our Haversine
function from HW 2:
1003.49 meters



According to Google Maps:
2253.09 meters

Henry Ford II
World Center

Ford Credit Building

Ford Motor Company
World Headquarters

Comerica Bank

Dairy Queen Grill & Chill

Michigan Ave

Dearborn Police
Department

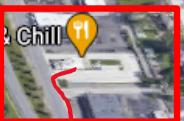
Henry Ford
Centennial Library

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In-Class Notebook

- <https://github.com/gouldju1/honr39900-foundations-of-geospatial-analytics/tree/master/Lectures/Weeks%2012-13>

