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Touristic guide for city guidance with minimum-maximum optimization multi-criteria model: Budget VS Number of cities

*Abstract* – This articles consists in developing a description of the implementation of a modelling and optimization process on the development of a software tool for trip guidance among cities with the goal to maximize the quantity of visited places and minimizing the budget spent on the trip. With the use of a mathematical model, verifying with a computational methods tool (GAMS) and generating appropriate metaheuristics (SPEA 2), this paper illustrates the basis for implementing a project of such magnitude and what it would take to make it a reality.

*Key Terms –* Multiobjective optimization, evolutionary algorithms, mathematical modelling, touristic guidance, transport.

# INTRODUCCIÓN

T

RAVELLLING represents one of the most enriching experiences for the contemporaneous human because it allows him to leaving his sedentary nature and discover new places, flavors and people. In spite of this, not everyone has the same preferences or restrictions at the moment of planning a new journey, in other words, parameters as the number of available days for travelling, cities for visiting, budget, among others, are too specific for each traveler. This means that there exist numerous ways to execute a journey, for which it is desirable that every planned journey is the best among the available alternatives.

# PROBLEM DEFINITION

From the point of view of the traveler, the best journey is that wihich minimizes costs. Here, a good journey is defined by the quantity of visited places and the quality of these. In other words, the problem to attack is to minimize the cost of travelling maximizing the amount and quality of the visited places. Under this premise, the variables taken into consideration re the next ones:

**Places to visit:** Each traveler has a list of the places he would like to potentially visit in his next journey.

**Places’ score:** Each place must have a score which must be compatable to other places, in order to decide which of them is better.

**Time:** A traveler has a limited time window to accomplish his journey.

**Living cost (daily):** The traveler must afford his own living in each place he visits. For this, the cost of average living per place is going to be used.

**Transport costs:** Moving from one place to another implies some costs. For now, only terrestrial means will be considered in such parameter.

**Maximum number of days per place:** This, with the goal of giving every traveler enough time (the one he/she considers necessary) to know each place he visits, meaning, the planned number of days in each place must not surpass this number. This parameter also allows us to avoid the model to only consider one city (with the best score and lowest living costs) by forcing the change after a certain quantity of days.

**Minimum number of days:** This number decide how much of a “nomad” can a traveler be, given a minimum threshold of days that can result in constant displacements. IN the opposite way, if it has a high value, the movement between places will be harshly reduced. This can e useful for travelers that don´t mind moving frequently or minimizing their displacements (e.g. Travelers with children, motor liabilities or the elderly).

# OBJECTIVES STABLISHMENT

1. Identify the best travelling plan given a set of places (cities) and the other proposed restrictions.

2. Identify and implement a metaheuristic that allows the program to find good solutions to the problem given a certain execution time threshold.

3. Implement a basic application that can build the model with the parameters previously specified.

# MODEL FORMULATION AND PLANNING

## Model conceptualization

**Parameters**:

* mind; Minimum number of days.
* maxd: Maximum number of days.
* s: Starting point.
* d: Number of days.
* CT: Transport costs matrix for going from one city to another. Currently only terrestrial means are taken into account.
* CV: Average living costs array for every cit..
* n: Number of cities.
* : Priority for maximizing the number of days.
* : Priority for minimizing the Budget spent.
* S: Scores matrix for city i with an interest point l.
* R: Quantity of reviews matrix for city i with an interest point l.

**Decision variable:**

In day *i*, the traveler stays in city *j*.

**Target function**: W estate a multi-objective model using the method of pondered summation of weights between the two proposed functions: quantity of days and spent Budget (divided in transport and living costs).

(1)

Where:

Formula () assigns a score to a destiny l proportional to his aggregated rating (average) and the number of persons that have rated the destination. The formula “normalizes” scores dividing them by 5 and seeks to penalize those destinations with a huge amount of reviews by calculating the squared root of such values. Due to the fact that there can be places without a huge popularity that should be considered in the travelling plan, this penalty is taken into consideration.

In equation (1), we decided to normalized both functions F1 (quantity of places) and F2 (costs function) with the use of two factors:

1. F1: Multiply by the minimum of the scores calculated in “Puntaje” times the number of days, plus 1
2. F2: Divide by the summation of the maximum cost of transport with the maximum average living cost, times d.

**Restrictions**:

1. The costs structure for going from one place to another must be represented in real numbers. Their value will always be greater or equal than zero.
2. The structure of costs for average living by day is represented with real numbers with values greater or equal than zero.
3. The scores structure is represented with real numbers ranging from 1 to 5.

Where l is the predefined number of points of interest per city. l

1. Th estructure of quantity of reviews is represented with real numbers bigger tan or equal to zero.

Where l is the predefined number of points of interest per city. l

1. The summation of the priorities must be equal to 1.
2. The priorities are rational numbers between 0 and1:
3. The person cannot surpass his minimum and maximum threshold of days per city during the journey:
4. The person cannot go to two cities on the same day:

*9)*  The first day (i=0) the person must go to someplace:

## Data Adquisition

Adquisición a mano de los datos junto con la posibilidad abierta de financiación para obtenerlos de APIs.

# MODEL TRADUCTION

In order to solve this complex problem, we translated the previous mathematical model into the evolutive algorithm (or metaheuristic) SPEA 2 in order to get an efficient answer. Before explaining the algorithm itself, the following design decisions were taken into account:

## Allele: <Id of the city visited on day 1>-<Id of the city visited on day 2>-….<Id of the city visited on day d>

## Euclidian distance with the two target functions:

## Since SPEA 2 already calculates the whole Pareto Front, the use of parameters P1 and P2 is no longer necessary.

# VERIFICATION AND VALIDATION

For the verification process, we used the language GAMS with the development environment “gamside” that allowed the proper translation of the mathematic model in order to solve the problem with mathematical methods that, despite not being optimal in time, i sable to find answers for the basic scenarios of the previously stated model through the use of a mixed integer non-linear problem solver (MINLP) like BONMIN or COUENNE.

In order to validate the metaheuristic stated in section V, multiple input files were created for our verification program in GAMS that would represent a series of scenarios with their respective parameters theoretically calculated without the help of any external source. For each one of such scenarios, a test was done with the code in both GAMS and Java. The results of these tests are:

1. *Base Scenario 1 (Basic functioning)*
   1. P2=0
   2. Mind=1 y Maxd=1
   3. d=4
   4. n=4
   5. The rest is random

EXPECTED: Travel to each city in one day.

GAMS:

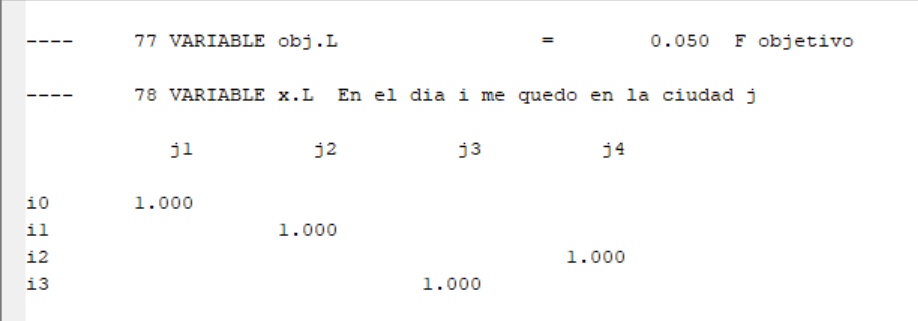


Fig 1. Resultado del escenario base 1 en GAMS

SPEA 2 (Java):

1. *Base Scenario 2 (Number of days):* 
   1. n=2
   2. mind=3
   3. maxd=5
   4. d=8
   5. s=1
   6. Puntaje(1)=10
   7. Puntaje(2)=1
   8. p1=1
   9. p2=0
   10. The rest is random

EXPECTED: 5 days in the first city, and 3 in the other one.

GAMS:

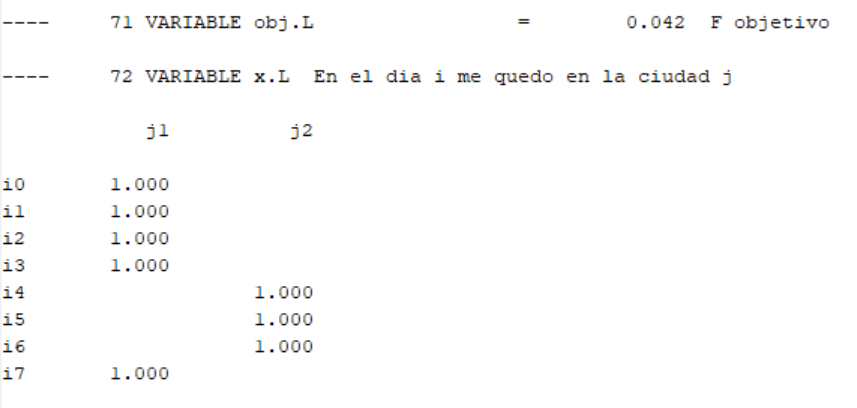


Fig 2. Resultado del escenario base 2 en GAMS

SPEA 2 (Java):

1. *Base Scenario 3 (Average living cost):*
   1. n=2
   2. mind=3
   3. maxd=5
   4. d=8
   5. s=1
   6. The values in the transport costs matrix are the same.
   7. p1=0
   8. p2=1
   9. The rest is random.

EXPECTED: 5 days in the first city, 3 in the other one.

GAMS:

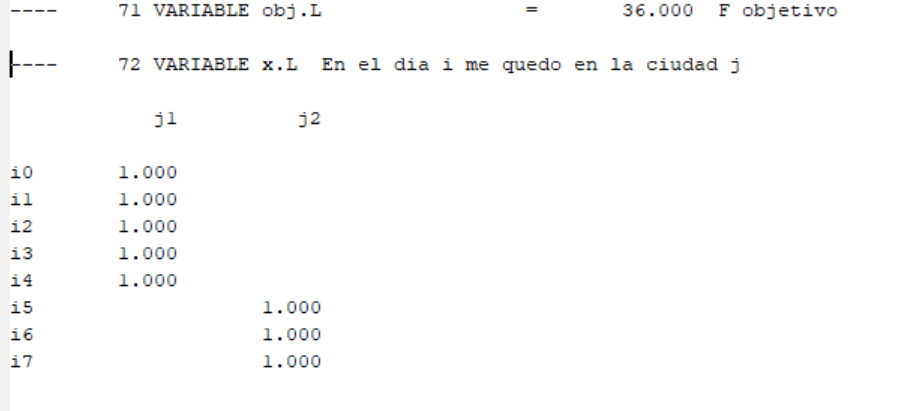


Fig 3. Resultado del escenario base 3

1. *Base Scenario 4 (Transport costs):* 
   1. n=3
   2. mind=|
   3. maxd=1
   4. d=3
   5. s=1
   6. p2=1
   7. p1=0



Fig 4. Tabla de costos del escenario base 4.

* 1. Average living cost is the same for every city.
  2. The rest is random

EXPECTED: Goes from city 1 to 2, and then from 2 to 3.

GAMS:

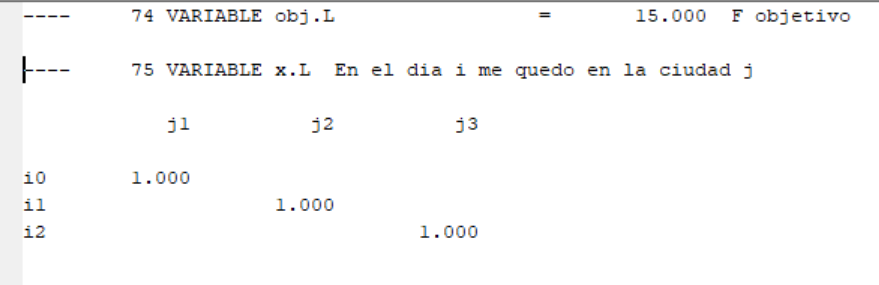


Fig 5. Resultado obtenido del escenario base 4 en GAMS

1. *Intermediate Scenario:*
   1. n=10
   2. 5 cities have high living cost and low scores (From city 1 to 5)
   3. 5 cities have low living cost and high scores (From city 6 to 10).
   4. Transport costs are the same.
   5. d=15
   6. maxd=3
   7. mind=1
   8. p1=0.5
   9. p2=0.5
   10. s: One of the cheap cities (from 6 to 10).
   11. The rest is random

EXPECTED: Go to the cheapest cities.

GAMS:

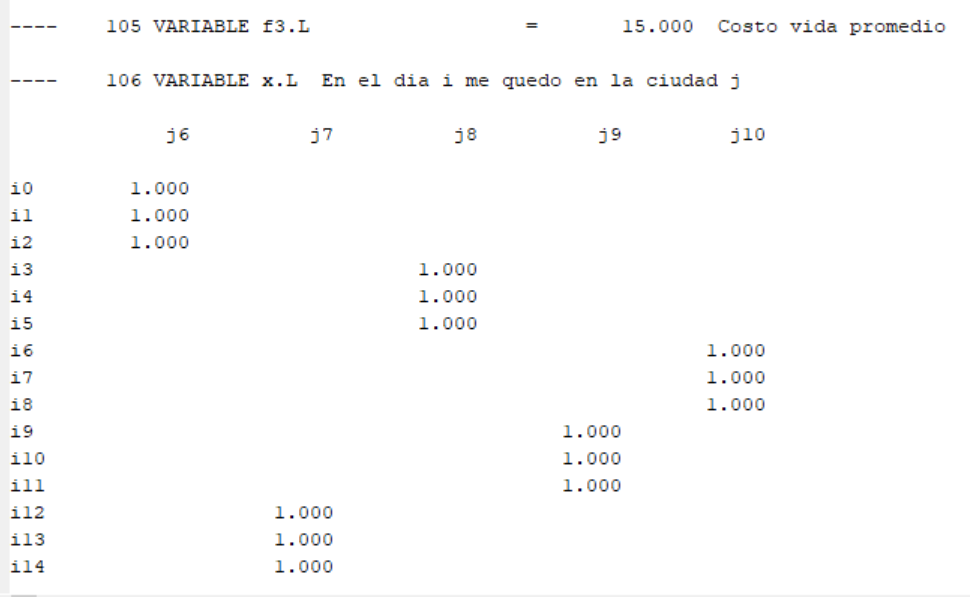


Fig 6. Resultado obtenido del escenario intermedio en GAMS

SPEA 2 (Java):

1. *Real life Scenario:* 
   1. n=16. The researched cities from Spain are in order:
      1. valencia
      2. barcelona
      3. sevilla
      4. granada
      5. málaga
      6. córdoba
      7. cádiz
      8. almería
      9. toledo
      10. salamanca
      11. madrid
      12. zaragoza
      13. pamplona
      14. bilbao
      15. segovia
      16. santander
   2. Transport costs are researched in “Rome2Rio”.
   3. Average living costs are researched in “Numbeo”.
   4. Scores and quantity of reviews are researched in Google.
   5. d=50
   6. maxd=5
   7. mind=2
   8. The rest is random

EXPECTED: Unknown

GAMS: Unknown

SPEA 2 (Java):

# RESULTS ANALYSIS

# CONCLUSIONS AND FUTURE WORK

The word “data” is plural, not singular. The subscript for the permeability of vacuum µ0 is zero, not a lowercase letter “o.” The term for residual magnetization is “remanence”; the adjective is “remanent”; do not write “remnance” or “remnant.” Use the word “micrometer” instead of “micron.” A graph within a graph is an “inset,” not an “insert.” The word “alternatively” is preferred to the word “alternately” (unless you really mean something that alternates). Use the word “whereas” instead of “while” (unless you are referring to simultaneous events). Do not use the word “essentially” to mean “approximately” or “effectively.” Do not use the word “issue” as a euphemism for “problem.” When compositions are not specified, separate chemical symbols by en-dashes; for example, “NiMn” indicates the intermetallic compound Ni0.5Mn0.5 whereas “Ni–Mn” indicates an alloy of some composition NixMn1-x.

Be aware of the different meanings of the homophones “affect” (usually a verb) and “effect” (usually a noun), “complement” and “compliment,” “discreet” and “discrete,” “principal” (e.g., “principal investigator”) and “principle” (e.g., “principle of measurement”). Do not confuse “imply” and “infer.”

Prefixes such as “non,” “sub,” “micro,” “multi,” and “ultra” are not independent words; they should be joined to the words they modify, usually without a hyphen. There is no period after the “et” in the Latin abbreviation “*et al.*” (it is also italicized). The abbreviation “i.e.,” means “that is,” and the abbreviation “e.g.,” means “for example” (these abbreviations are not italicized).

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Fig. 1. Magnetization as a function of applied field. Note that “Fig.” is abbreviated. There is a period after the figure number, followed by two spaces. It is good practice to explain the significance of the figure in the caption.

TABLE I

Units for Magnetic Properties

|  |  |  |
| --- | --- | --- |
| Symbol | Quantity | Conversion from Gaussian and  CGS EMU to SI a |
| Φ | magnetic flux | 1 Mx → 10−8 Wb = 10−8 V·s |
| *B* | magnetic flux density,  magnetic induction | 1 G → 10−4 T = 10−4 Wb/m2 |
| *H* | magnetic field strength | 1 Oe → 103/(4π) A/m |
| *m* | magnetic moment | 1 erg/G = 1 emu  → 10−3 A·m2 = 10−3 J/T |
| *M* | magnetization | 1 erg/(G·cm3) = 1 emu/cm3  → 103 A/m |
| 4π*M* | magnetization | 1 G → 103/(4π) A/m |
| σ | specific magnetization | 1 erg/(G·g) = 1 emu/g → 1 A·m2/kg |
| *j* | magnetic dipole  moment | 1 erg/G = 1 emu  → 4π × 10−10 Wb·m |
| *J* | magnetic polarization | 1 erg/(G·cm3) = 1 emu/cm3  → 4π × 10−4 T |
| χ*,* κ | susceptibility | 1 → 4π |
| χρ | mass susceptibility | 1 cm3/g → 4π × 10−3 m3/kg |
| μ | permeability | 1 → 4π × 10−7 H/m  = 4π × 10−7 Wb/(A·m) |
| μr | relative permeability | μ → μr |
| *w, W* | energy density | 1 erg/cm3 → 10−1 J/m3 |
| *N, D* | demagnetizing factor | 1 → 1/(4π) |

Vertical lines are optional in tables. Statements that serve as captions for the entire table do not need footnote letters.

aGaussian units are the same as cg emu for magnetostatics; Mx = maxwell, G = gauss, Oe = oersted; Wb = weber, V = volt, s = second, T = tesla, m = meter, A = ampere, J = joule, kg = kilogram, H = henry.

# CONCLUSIONES

BIBLIOGRAFÍA

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*Examples:*

1. A. Harrison, private communication, May 1995.
2. B. Smith, “An approach to graphs of linear forms,” unpublished.
3. A. Brahms, “Representation error for real numbers in binary computer arithmetic,” IEEE Computer Group Repository, Paper R-67-85.

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