

Comparison of Hierarchical Network Design Shape Grammars for Roads and Intersections

Basil J. Vitins, Nadine Schüssler, Kay W. Axhausen

Motivation

- Growing urban systems.
- Different standards for network design between countries.
- Missing evidence for standards in network design handbooks.
- Search space reduction for transport network design.
- Growing number of software solutions for urban simulation and shape grammars, within urban design.

Initial settings

Objective function *f*

$$f = \left(\sum_{o=1}^{O}\sum_{d=1}^{D}demand_{od} \cdot traveltime_{od}\right) \cdot \gamma + I + p \cdot (I - B)$$

O: Origin demand generating node.

D: Destination demand generating node.

γ: Weighting factor (value of time as a recoure)

I: Infrastructur costs as annuity

p: Penalty factor, p = 0 when I - B < 0B: Budget

Search space



Infrastructure costs USA 2000 (1, 2)

Network	Links [Mio \$/lane-km]			Intersections [Mio \$]		
elements	Built-up Outlying		g	Built-up	Outlying	
	area	area		area	area	
Freeway	1.	6	1.3	9.3	3 6.2	
Highway	1.4	4	1.2	1.2	2 2.5	
Interstate	1.	3	0.8			
Major arterial	1.	3	1.1	0.3	3 0.1	
Collector street	0.3	8	0.6			

IVT, ETH Zurich

Network Design Shape Grammars

Definition

Shape Grammars describe in the form of rules how network elements of different types may be added to each other, e.g. if a four lane road can be crossed by an access road. The rules depict how an existing planning state and geometry are extended to a more desirable state.



Advantages

- Easy implementation, compared to state-of-the-art transport network optimization.
- Low computational requirements without a costly bi-level network optimization approach
- Inclusion of spatial planning and architecture shape grammars.
- Disadvantages
- Lack of a fundamental evidence base for shape grammars.
- Applications

Contact: Basil J. Vitins

Phone: +41 44 633 27 02 E-mail: vitins@ivt.baug.ethz.ch CH - 8093 Zürich Internet: http://www.ivt.ethz.ch/people/bvitins/index EN

12-3240 / P12-6579

Example set of shape grammars for joining network elements of different hierarchical levals:

- Application in planning processes.

- Robust and reliable implementation.

- Unknown impact of shape grammars in urban systems.

- Transport, land use and urban planning (3, 4, 5).

Integrated Ant Colony and Genetic Algorithm (IACGA)

Overview

The IACGA merges a standard Ant Colony Optimization (ACO) and a Genetic Algorithm (GA), taking advantages of both methods.

Advantages

- Learning ability.
- Accounting large search rooms.

- No	genotype -	phe
\frown		

	↑
	Indivi
Individuals 0,1 Individuals 2,	3 Indivic
2 Recombination: Link $p_{ij} = f$ (Pheromone c	definitic lensity <i>ij</i> ,
New networks ind	dividuals
4 Best individual	Parents
	L
	▼

Pseudo code start

(1) Initial population definition containing *P* random individuals. repeat for i = 0, i < P, doChoose 4 pairs of individuals randomly. for each pair do (2) Recombination for new network individual: Choose network elements according to $p_{ii} = f(pheromone den$ sity on link i-j, random term) until budget B is depleted. (3) Implementation of the hierarchical shape grammars. endfor (4) The generated individual with highest score is selected and proceeds to the offspring population. The remaining pairs and one random parent of the selected individual return to the parent population. endfor (5) The pheromone density on each link is updated according to the scores of the new offspring population. A share of the density evaporates, as a learning strategy (like in ACO). until (6) convergence criterion is met.

end

- Population based approach, including recombination methods.

notype translations.



Results

Shape grammars considered



	Initia	al setting 1 (n =	Initial setting	Initial setting $2 (n = 11)$	
Shape	Average	Relative V	Vilcoxon rank-	Average	Relative
grammar	score	difference	sum	score	difference
A	-143'200	_		-300'192	_
B	-147'132	2.75%	0.0087%	-317'145	5.65%
C	-144'798	_		-297'301	_
D	-157'690	8.90%	0.048%	-466'909	57.05%

References

- ysis, Transportation Research Record, **1932**, 33–42.
- 87–130.
- Oxford University Press, Oxford.



Convergence behavior

Pheromone densities (left) and best intermediate networks (right).

Differences of the shape grammars regarding the objective function f

1. Litman, T. A. (2011) *Transportation Cost and Benefit Analysis*, Victoria Transport Policy Institute, Victoria. 2. Alam, M., D. Timothy and S. Sissel (2005) New capital cost table for highway investment economic anal-

3. Kelly, G. A. and H. McCabe (2006) A survey of procedural techniques for city generation, ITB Journal, 14,

4. Marshall, S. (2005) Streets and Patterns, Spon Press, London.

5. Alexander, C., S. Ishikawa and M. Silverstein (1977) A Pattern Language: Towns, Buildings, Construction,