

When does diversity of user preferences improve outcomes in selfish routing?



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Goal

Understand effect of **user diversity** on congestion, by studying resulting traffic assignment:

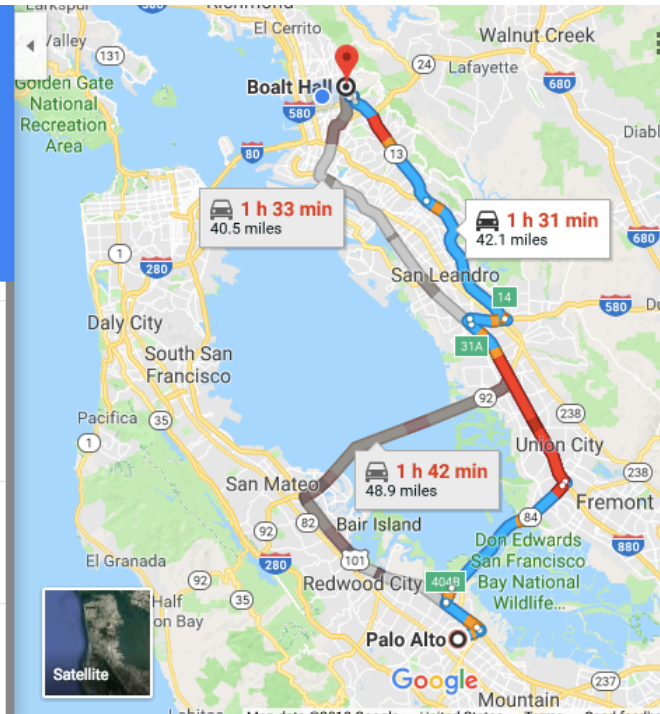
- Traffic congestion: many users choose same route
- Compare equilibrium **cost** of heterogeneous (diverse) user population to that of **comparable** homogeneous user population



Motivating example 1: risk-aversion

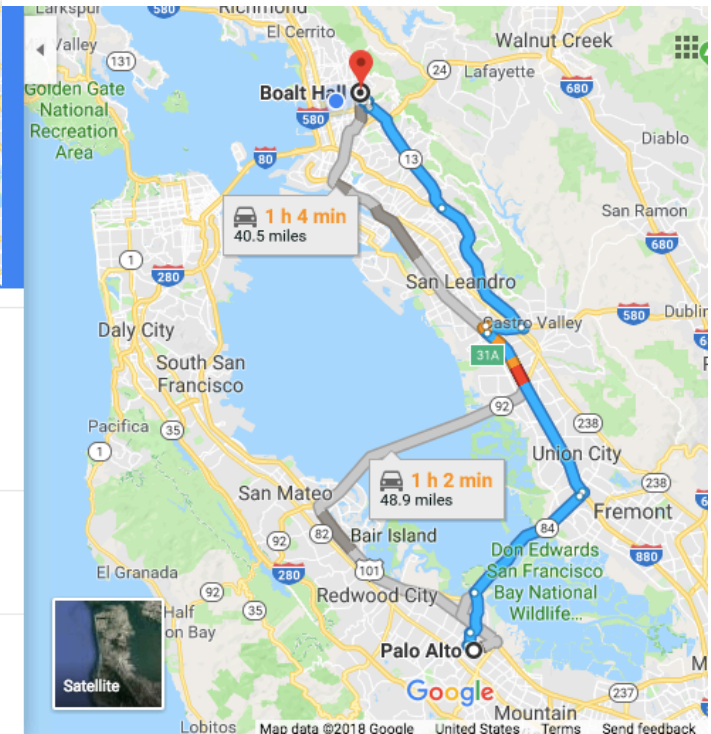
Users trade-off mean and variance of travel time

Navigation interface showing route options from Palo Alto, California to Boalt Hall, 215 Bancroft Way, Berkeley, CA. The interface includes a search bar, a list of route options, and a 'Details' button for each option.



via I-880 N	1 h 31 min
Fastest route, despite the usual traffic	42.1 miles
DETAILS	
via CA-84 E and I-880 N	1 h 33 min
Heavy traffic, as usual	40.5 miles
via CA-92 E	1 h 42 min
Heavier traffic than usual	48.9 miles

via I-880 N	57 min
Fastest route now due to traffic conditions	40.4 miles
DETAILS	
via CA-92 E	1 h 2 min
Some traffic, as usual	48.9 miles
via CA-84 E and I-880 N	1 h 4 min
Some traffic, as usual	40.5 miles

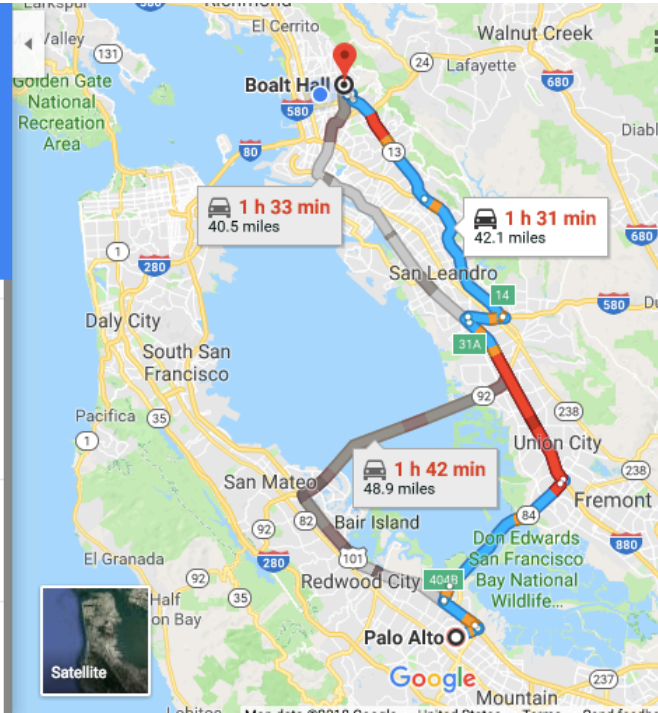


Motivating example 2: tolls

Users trade-off time and cost (tolls paid)

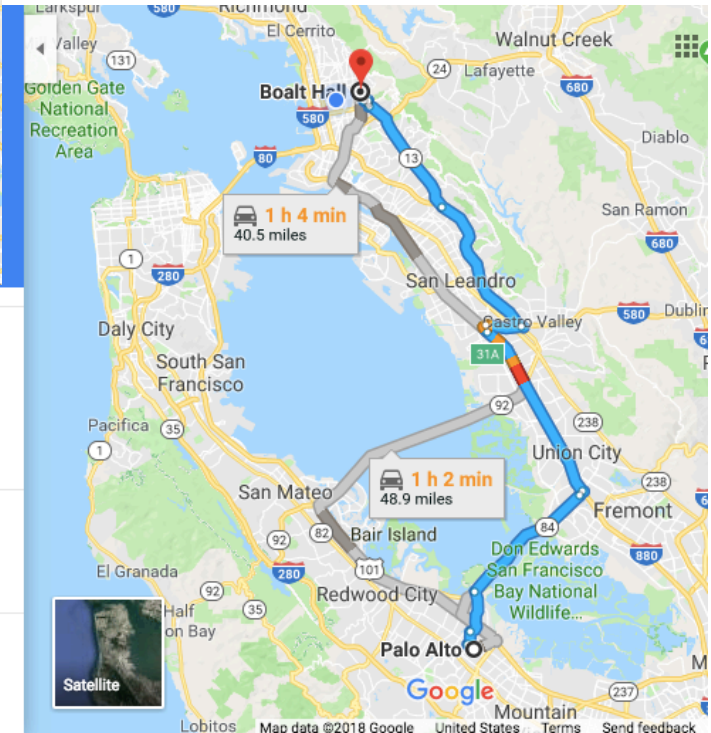
Navigation interface showing origin and destination:

- Origin: Palo Alto, California
- Destination: Boalt Hall, 215 Bancroft Way, Berkeley, CA
- Buttons: Add destination, Home, Car, Bus, Walk, Bike, Plane, Close



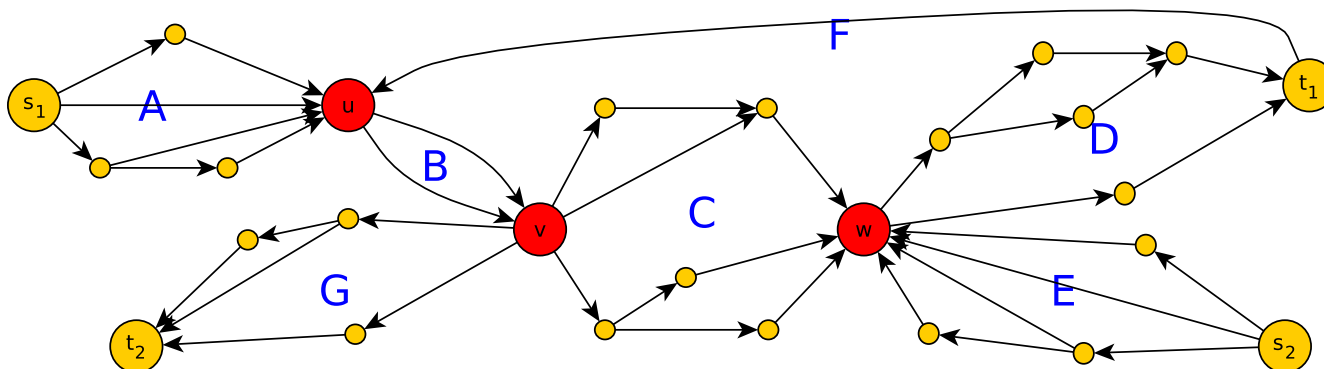
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Overview of results

- Does heterogeneity (**diversity**) of users reduce the cost of equilibrium? Users min (**delay + r_i cost**)
- Diversity helps if and only if the network is **series-parallel** for single origin-destination.
- Diversity helps if and only if the network is “**block-matched**” for multiple origin-destination pairs.



Model

- Directed graph $G = (V, E)$, multiple source-dest. pairs (s_k, t_k) with demand d_k (call this commodity k)
- Nonatomic players (*flow model*) choose feasible s-t paths
Players' decisions: flow vector $x \in R^{|Paths|}$
- Edge delay $l_e(x_e)$ and “deviation” (toll) functions $\sigma_e(x_e)$
- Different player types tradeoff delay and deviation differently via diversity parameter r
- Players minimize delay plus deviation:

$$c_{path}^r(x) = \sum_{e \in path} l_e(x_e) + r \sum_{e \in path} \sigma_e(x_e) = \sum_{e \in path} (l_e(x_e) + r\sigma_e(x_e))$$

Cost of flow

- Players minimize delay plus deviation:

$$C_{path}^r(x) = \sum_{e \in path} l_e(x_e) + r \sum_{e \in path} \sigma_e(x_e)$$

- **What should be the cost of flow x ?**

1) Sum of first criterion only

- In toll literature, cost is total travel time only
- In risk-averse routing, cost is average travel time (meaningful for social planner who cares about long-term averages)

2) Total user cost (sum of both criteria)

- Consistent with traditional definition of “social welfare” in Economics

- **Both 1) and 2) are meaningful depending on application**

Questions

- Players minimize delay plus deviation:

$$C_{path}^r(x) = \sum_{e \in path} l_e(x_e) + r \sum_{e \in path} \sigma_e(x_e)$$

- **Two natural questions:**
 - I. How does equilibrium cost of population with **parameter r** compare to equilibrium cost of population with **parameter 0**? (e.g., risk-averse vs risk-neutral people, or people who care about both time and money vs those who only care about time)
 - II. How does equilibrium cost of population with **distribution of parameters $D(r)$** compare to equilibrium cost of population with same **average parameter \bar{r}** ?

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* T. Lianas, E. Nikolova, N. Stier-Moses. *Math of OR, forthcoming*

** R. Cole, T. Lianas, E. Nikolova. *IJCAI 2018*.

Equilibrium definition

- Users select paths with minimum cost $c_{path}^r(x)$
- **Definition:** A flow x is at equilibrium if for every source-destination pair k and for every *path* with positive flow
$$c_{path}^r(x) \leq c_{path'}^r(x), \quad \text{for every } path' \text{ and player type } r$$

- We call it a *heterogeneous equilibrium* g if there are different player types (with different r 's)
- We call it a *homogeneous equilibrium* f if there is a single player type (same r)

Questions

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Comparing equilibria with parameter r vs 0

Cost of Flow $C(x)$: sum of first criterion only

- e.g., although users are risk-averse, central planner is risk-neutral so $C(x)$ is *sum of expected travel times*

Price of Risk Aversion (PRA): captures inefficiency introduced by users caring for second criterion vs not (e.g., risk averse vs risk-neutral)

$$\sup_{\text{problem instances}} \frac{C(x^r)}{C(x^0)}$$

← Homogeneous equilibrium with parameter r (**Risk-averse equilibrium**)

← Homogeneous equilibrium with parameter r (**Risk-neutral equilibrium**)

Price of Risk Aversion (PRA) for Arbitrary Latency Functions

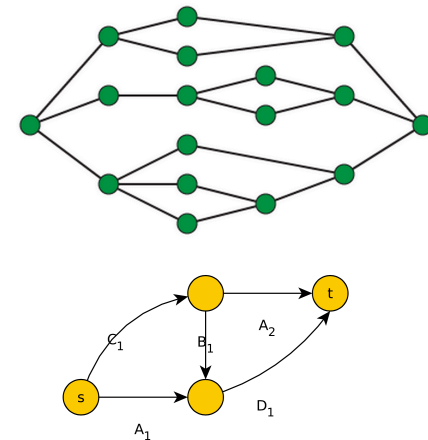
Theorem: In a general graph,

$$\text{PRA} \leq 1 + \eta rk$$

- Here, η is a graph topology parameter:
forward subpaths in an alternating path [$\eta \leq \frac{1}{2}|V|$]
- k is the max $\sigma_e(x_e)/l_e(x_e)$ ratio at equilibrium x

Intuition:

- For 2-link networks: $\text{PRA} \leq 1 + 1rk$
- For series-parallel networks: $\text{PRA} \leq 1 + 1rk$
- For Braess networks: $\text{PRA} \leq 1 + 2rk$



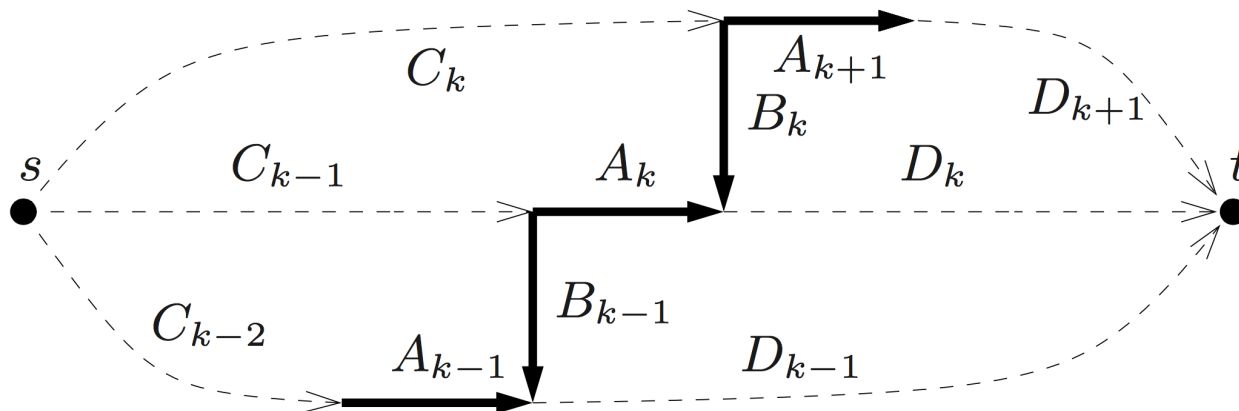
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Proof idea: Compare equilibria on an alternating path:
forward edges have higher risk-neutral equilibrium flow, and
backward edges have higher risk-averse equilibrium flow.



Price of Risk Aversion

- In graphs with general $l_e(x_e), \sigma_e(x_e)$ functions where users minimize $l(x) + r \sigma(x)$,

$$\text{Cost(Risk-averse eq.)} \leq (1 + \eta r k) \text{Cost(Risk-neutral eq.)}$$

- $\eta=1$ for series-parallel graphs, $\eta=2$ for Braess graph, $\eta \leq |V|/2$ for a general graph

- Alternative bound with respect to latency functions:

$$\text{Cost(Risk-averse eq.)} \leq (1 + r k) \text{POA} \text{Cost(Risk-neutral eq.)}$$

- Open: extend to nonlinear combination of criteria.

Questions

- Players minimize delay plus deviation:

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- Two natural questions:

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Heterogeneous vs Homogeneous Equilibrium

- We compare the cost of a heterogeneous equilibrium to that of an “averaged” homogeneous equilibrium
- For given commodity, there is d_i flow with parameter r_i so the **average diversity parameter** is $r = \sum_i d_i r_i$
- Compare equilibrium cost: (total demand $d = \sum d_i$)

For *heterogeneous* equilibrium g : $C^{ht}(g) = \sum_i d_i c^{r_i}(g)$

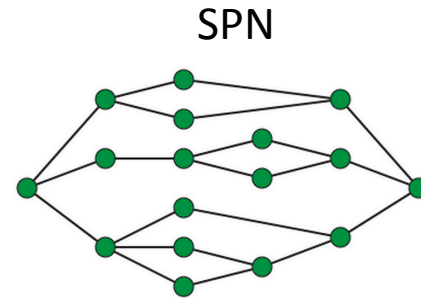
For *homogeneous* equilibrium f : $C^{hm}(f) = d c^r(f)$

Network topologies

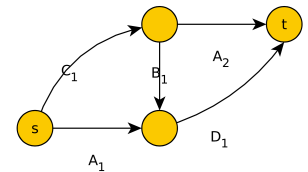
- Series-parallel networks (SPN):

Inductive definition:

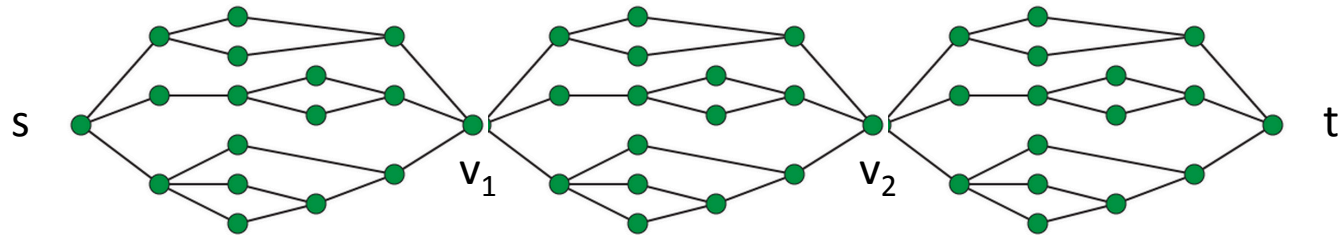
- Simplest SPN is single edge
- Connect 2 SPN in series or parallel



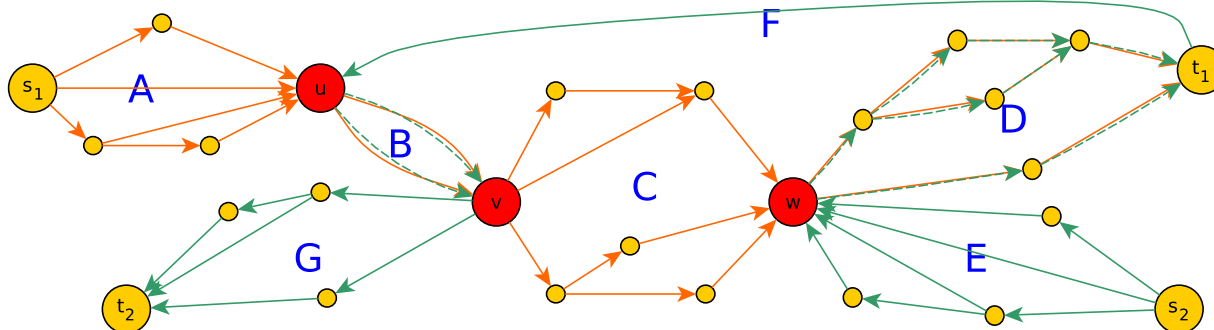
Not SPN



- Block representation of series-parallel networks



- Block matching networks (for multiple commodities)



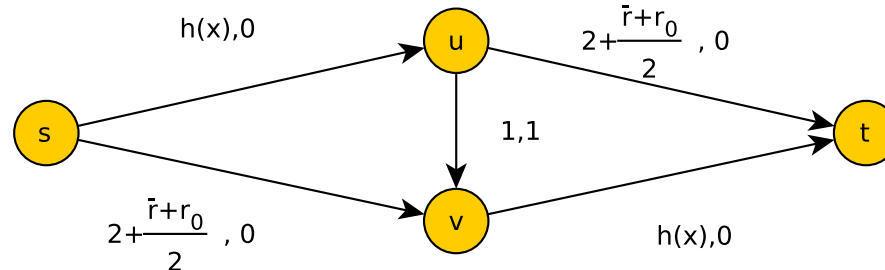
Single commodity: sufficiency

- If we have a series-parallel network, then diversity helps, i.e. $C^{ht}(g) \leq C^{hm}(f)$.
- Key lemma: there exists a path P used by f s.t. $c_p(g) \leq c_p(f)$, for any diversity parameter r_i .
 - Proof by induction on series-parallel structure of graph.
- Then there exists a path P used by f s.t. $c_p(g) \leq c_p(f)$, for the average diversity parameter r .

$$C^{ht}(g) \leq \sum_i d_i \left(\sum_{e \in P} l_e(g_e) + r_i \sum_{e \in P} \sigma_e(g_e) \right) = l_P(g) + r \sigma_P(g) \leq l_P(f) + r \sigma_P(f) = C^{hm}(f)$$

Single commodity: necessity

- If diversity always helps, then the network must be series-parallel.
- Key lemma: For any strictly heterogeneous demand on the Braess graph, there exist edge functions s.t. $C^{ht}(g) > C^{hm}(f)$.



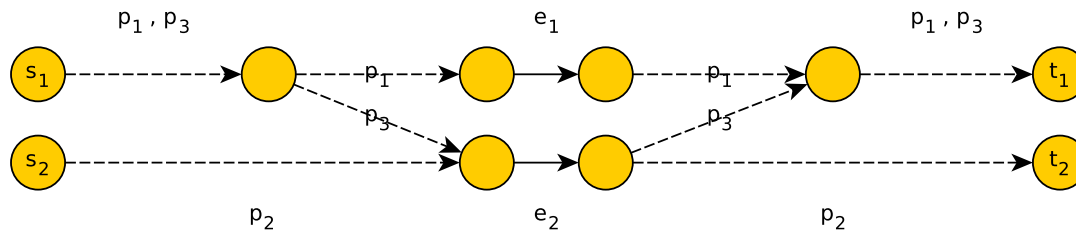
- Similarly, for any strictly heterogeneous demand on a general **non-series-parallel** graph, we embed the Braess construction above.

Multi-commodity: sufficiency

- If we have a **block-matching network**, then for any instance with **average-respecting demand**, diversity helps, i.e. $C^{ht}(g) \leq C^{hm}(f)$.
- Proof follows from single commodity result:
- Every commodity is routed along a series-parallel network, hence $C^{ht}(g) \leq C^{hm}(f)$ for that commodity.
- Summing up over all commodities gives results.

Multi-commodity: necessity

- Consider a multi-commodity network G . If diversity helps for every instance with **average-respecting demand** i.e., $C^{ht}(g) \leq C^{hm}(f)$, then G must be a **block-matching network**.
- Example of multi-commodity network (non-block matching) where diversity hurts:



- Idea for theorem proof: by contradiction, embedding above example in a general multi-commodity network.

Multi-commodity: necessity

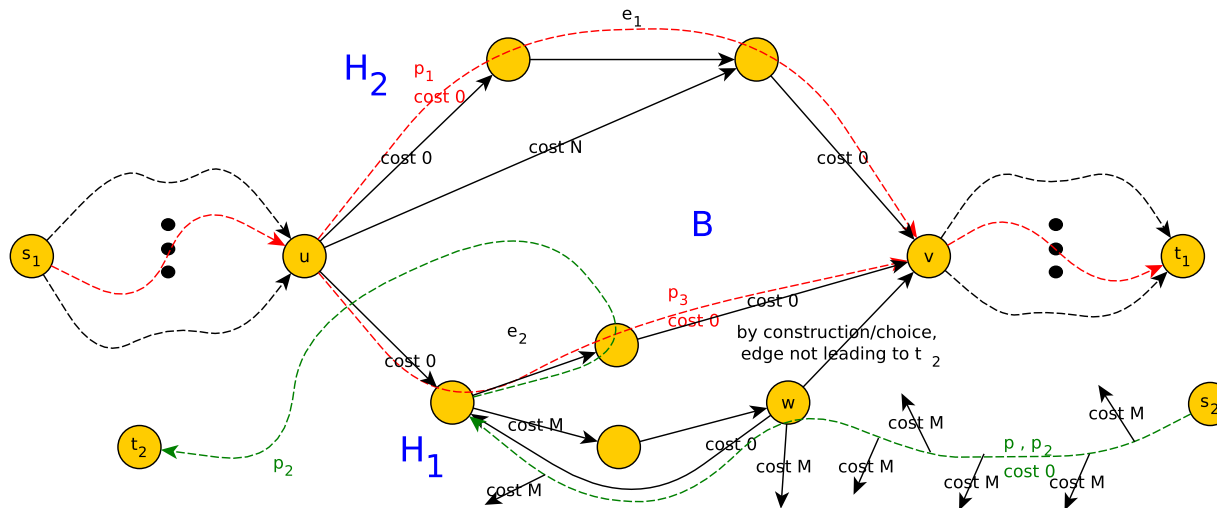
- Consider a multi-commodity network G . If diversity helps for every instance with **average-respecting demand** i.e., $C^{ht}(g) \leq C^{hm}(f)$, then G must be a **block-matching network**.
- By single-commodity necessity theorem, we know that sub-network for each commodity must be series-parallel.
- Remains to show that for any block B of commodity 1 and block D of commodity 2, either $E(B)=E(D)$ or B and D do not share edges.
- Suppose the contrary, namely B and D share a common edge but (w.l.o.g.) B has an edge that is not in D .
- We'll construct edge delay and deviation functions (using previous example) such that diversity hurts, reaching a contradiction.

Multi-commodity: necessity

- Consider a multi-commodity network G . If diversity helps for every instance with **average-respecting demand** i.e., $C^{ht}(g) \leq C^{hm}(f)$, then G must be a **block-matching network**.
- By single-commodity necessity theorem, we know that sub-network for each commodity must be series-parallel.
- Remains to show that for any block B of commodity 1 and block D of commodity 2, either $E(B)=E(D)$ or B and D do not share edges.
- **Lemma 1**: Let P be a simple s_2 - t_2 path in G_2 that shares an edge with block B . The first edge on P in B departs from the start node of B .
- **Lemma 2**: All simple s_2 - t_2 paths of G_2 that share an edge with block B reach the starting node of B before any of its internal nodes.

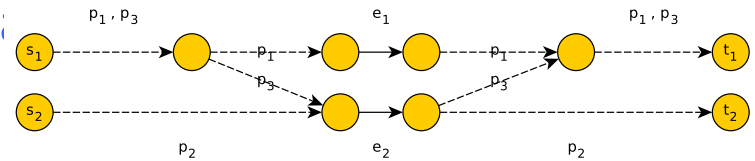
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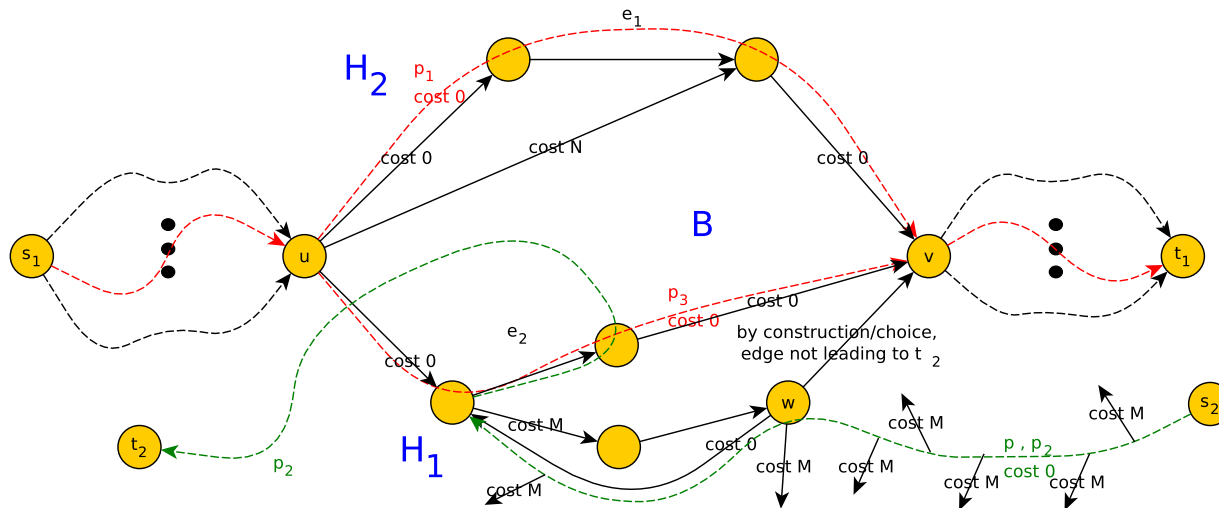


Multi-commodity: necessity

- Consider a multi-commodity network G . If diversity helps for every instance with **average-respecting demand** i.e., $C^{ht}(g) \leq C^{hm}(f)$, then G must be a **block-m**:



- Lemma 1:** Let P be a simple s_2 - t_2 path in G_2 that shares an edge with block B . The first edge on P in B departs from the start node of B .



Related work

- Classic routing games:
 - Wardrop'52, Beckmann et al. '56, ... surveys in Nisan et al. '07, Correa & Stier-Moses'11
- Risk-averse routing:
 - a few references in transportation (but not too many), Ordóñez & Stier-Moses'10, Nie'11, Angelidakis-Fotakis-Lianneas'13, Cominetti-Torico'13, Meir-Parkes'15, ...
- Tolls with heterogeneous users:
 - Cole-Dodis-Roughgarden'03, Fleischer-Jain-Mahdian'04, Fleischer'05, Karakostas-Kolliopoulos'05, ...
- Other related selfish routing models:
 - Kleer-Schäfer'16-'17, Fotakis-Spirakis '08, Acemoglu-Makhdoumi-Malekian-Ozdaglar'16, Meir-Parkes'14-'18,...

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