

Rolling the Dice with ABM - A systematic study of microsimulation variability

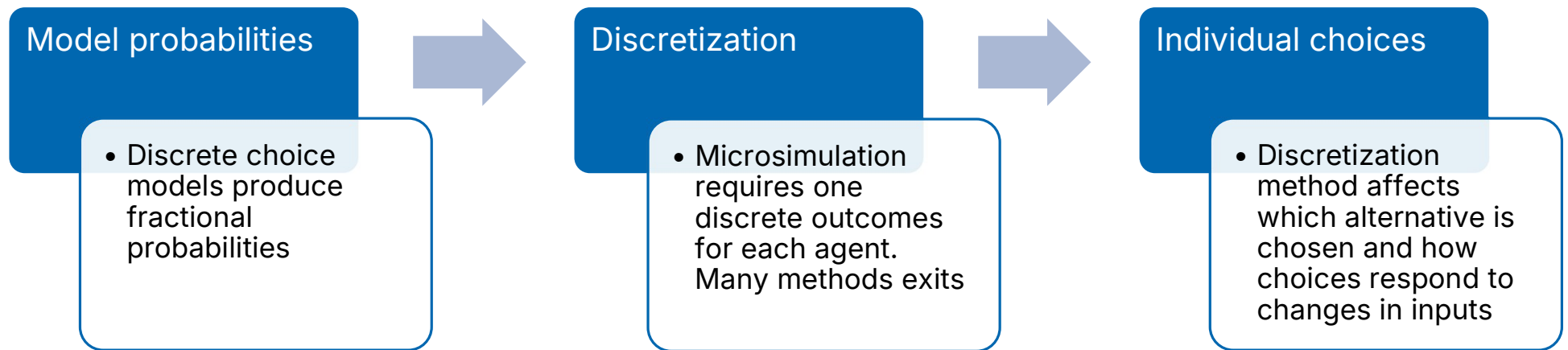


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The challenge



Two methods can produce similar aggregate results while behaving very differently at the individual level

Desired properties of discretizing

		<u>Aggregate</u>	<u>Disaggregate</u>
Unbiasedness		Aggregate shares approximate probabilities	N/A
Repeatability	<i>With same inputs</i>	Replication of shares	Replication of individual choices
Logical elasticity	<i>When inputs change</i>	Shares change in the same direction as probabilities	Logical switches at individual level
Continuity	<i>Small change in inputs produces weak response</i>	Small variations in shares	Small change in individual switches i.e. almost diagonal switching matrix

Choice methods

Monte-Carlo with a fixed random seed for each individual choice

Random utility simulation with controlled random number

Analytical: No randomness

Statistical model

Nested logit

☒ Normalized ☐ Non-normalized

Choice method

Random utility simulation

Monte Carlo simulation

Random utility simulation

Best alternative

Analytical

☒ Reproducible results

Random seed value

household_id

Analytical

Optimization method for converting probabilities to discrete outcomes

P_{ins} = Probability of alternative i for agent n and segment s

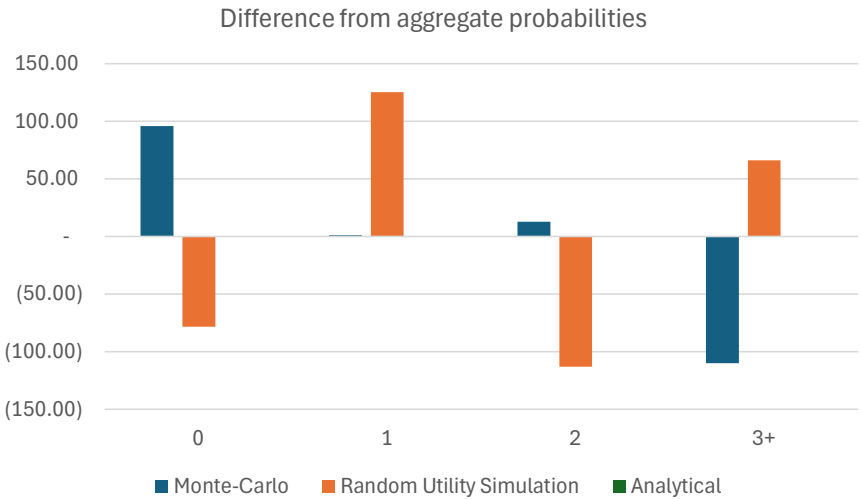
Y_{ins} = Discrete outcome (1 or 0) for alternative i for agent n and segment s

Objective function: Minimize the deviation from model probabilities i.e. between P_{ins} and Y_{ins}

Constraints: Discrete outcomes should not violate aggregate probabilities

Comparison of three methods in replicating aggregate shares

Number of cars	Sum of probabilities	Discretized outcomes		
		Monte-Carlo	Random Utility Simulation	Analytical
0	1,607.8	1,512	1,686	1,608
1	24,014.2	24,013	23,889	24,014
2	14,863.8	14,851	14,977	14,864
3+	3,085.1	3,195	3,019	3,085



Analytical method replicates the aggregate shares

Experimental design

Model → Person travel model for Edmonton

Scenario → Improvement in the bike condition in downtown Edmonton

6 hypothetical bike conditions scenarios

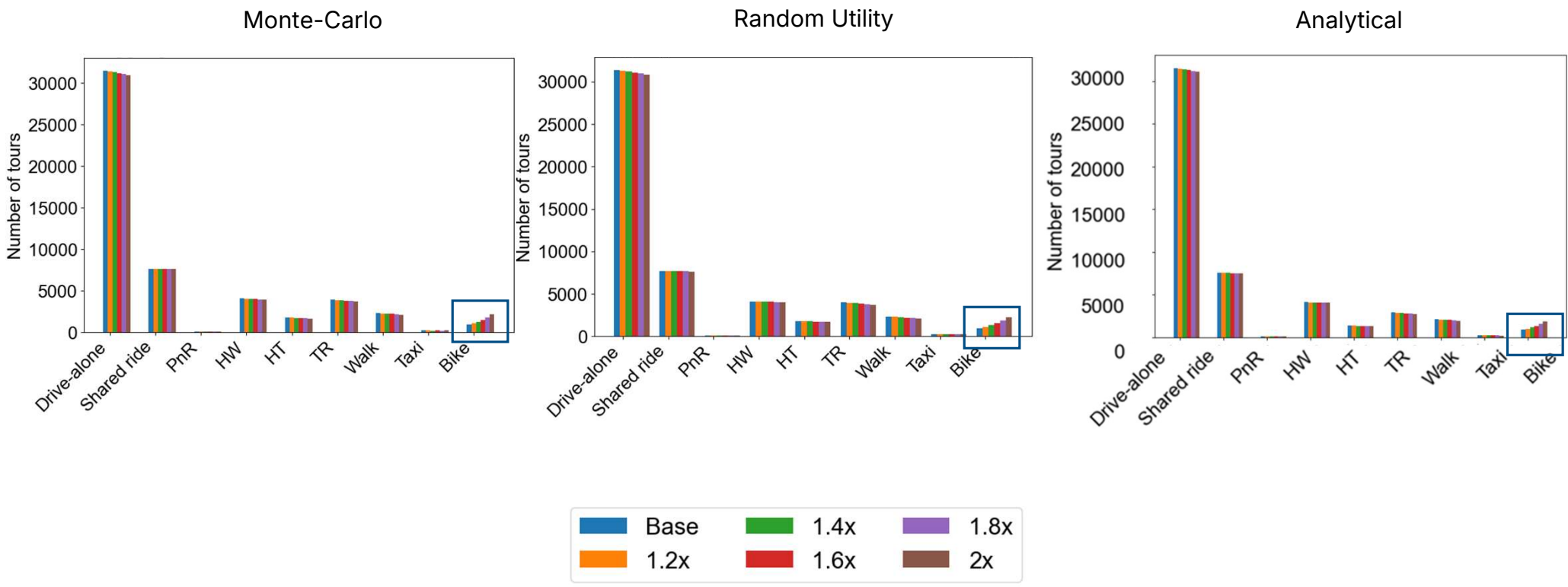
- Base
- Improvement of 1.2x
- Improvement of 1.4x
- Improvement of 1.6x
- Improvement of 1.8x
- Improvement of 2x

Three choice methods

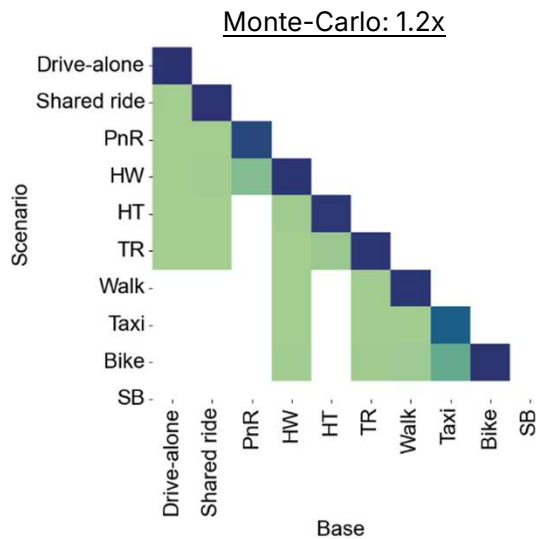
- Monte-Carlo with fixed random seed
- Random utility with fixed random seed
- Analytical

Impact on the tour mode choice is analyzed: Controlled test, no change in tour characteristics prior to mode choice

Result analysis: Logical elasticity, aggregate level

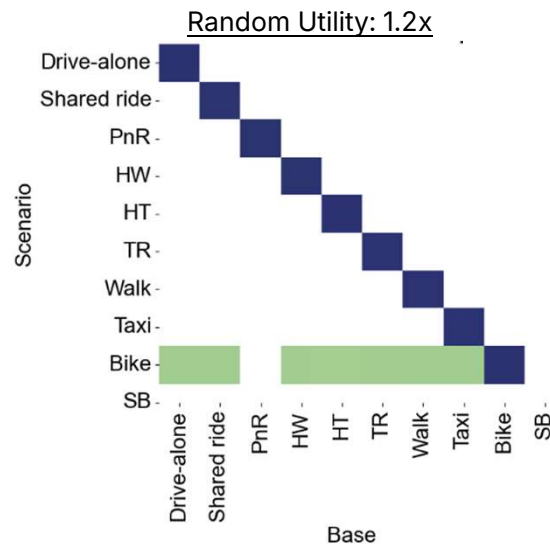


Result analysis: Logical elasticity, disaggregate level, 1.2x improvement



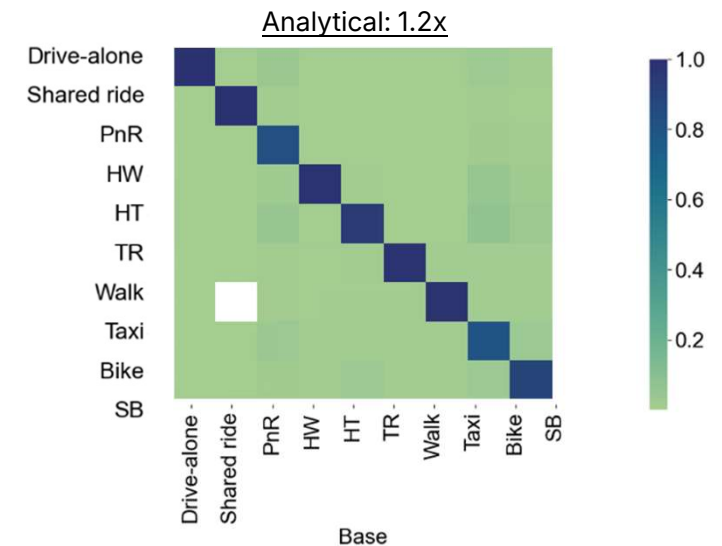
Monte-Carlo:

- Illogical switches to nearby alternatives
- No switch to Bike from auto modes



Random utility:

- Switching to Bike only
- No switch to Bike from PnR



Analytical:

- Illogical switches in all direction

Conclusions

Aggregate

Disaggregate

Unbiasedness

Monte-Carlo = Random Utility < Analytical

Repeatability

Monte-Carlo = Random Utility < Analytical

Logical elasticity

Monte-Carlo = Random Utility = Analytical

Continuity

Analytical < Monte Carlo < Random Utility

Monte-Carlo = Random Utility < Analytical

Analytical < Monte Carlo < Random Utility

Analytical < Monte Carlo < Random Utility

Experimental design (2)

Impact of change in input over a sequence of choice models

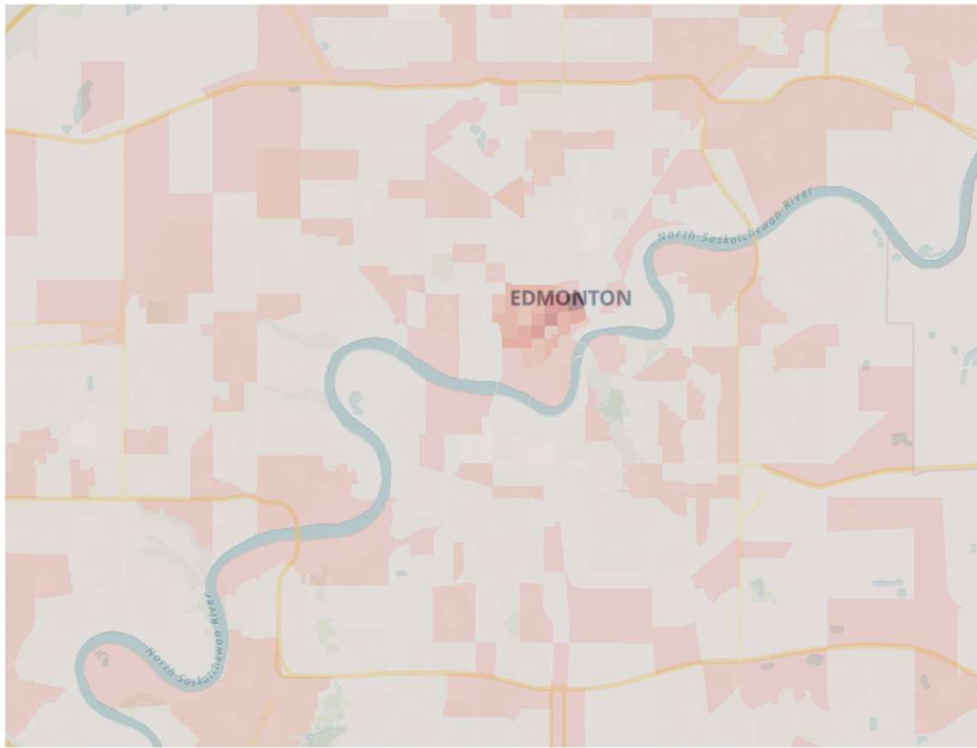
Increase in parking cost in downtown Edmonton

Two choice methods

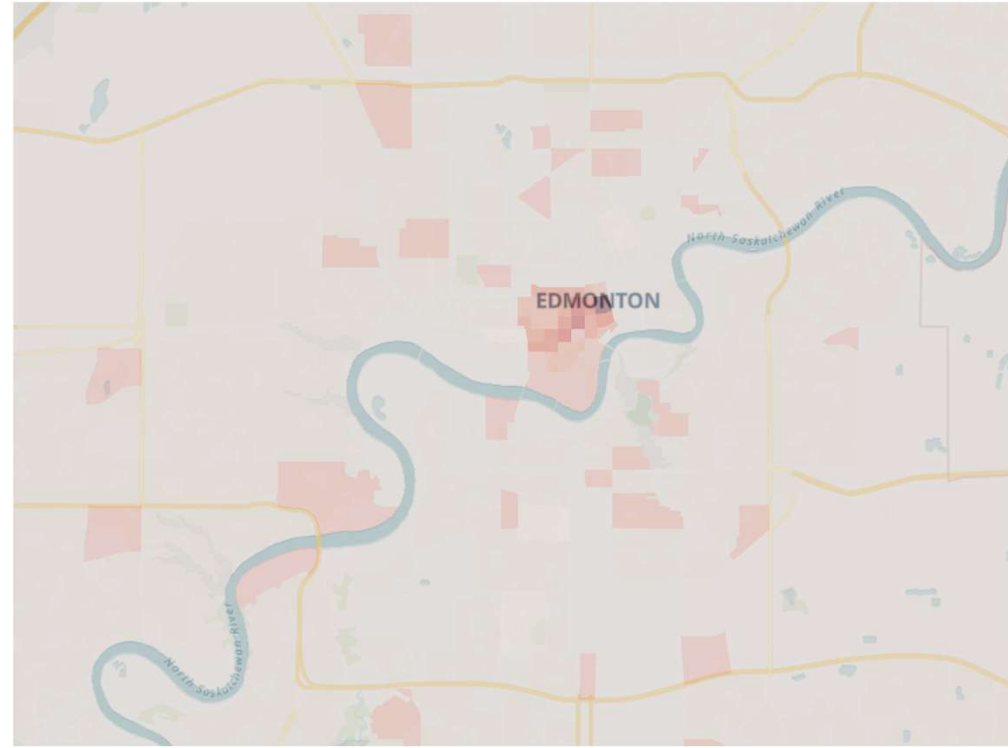
- Monte-Carlo with fixed random seed
- Random utility with fixed random seed

Impact on destinations

Monte-Carlo



Random Utility



Darker red → Reduction in number of trips destined in the zone

Conclusions (2)

Monte-Carlo's failure to meet continuity test creates stochastic variation affecting the convergence of travel models

Analytical choice method is better suited to match the aggregate probabilities

Monte-Carlo and Analytical cannot ensure logical elasticity at disaggregate level:

- Monte-Carlo switches shows adjacency bias

Random Utility is more stable than Monte-Carlo



Thank you!

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