

# Simultaneous Application of Graphs and Heightmaps for Enhanced Spatial Analysis

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**Abstract:** This paper introduces combined application of network graphs, 2D image processing and spatial information visualization techniques in order to perform preliminary visual analysis in such tasks as planning, optimization and management of spatial networks (e.g., railroad, air traffic, cargo delivery, etc.). Application of proposed methods is also possible for any kind of analysis that involves exploring spatial relationships between multiple objects that form topological network structure. Definition of general problems in this field is being presented with description of appropriate existing methods for solving them. Theoretical background behind the concept of proposed method is revealed along with evaluation of its application in case studies. Conclusions about current achievements and potential development of this method in the future are also presented.

**Keywords:** graph, heatmap, image processing, space, analysis.

## I. Introduction

Solving of structured or semi-structured spatial problems (for example – in communication networks) is so hard that even nowadays it still pushes forward development of such complex knowledge domains and tools as logistics, supply chain management and Decision Support Systems (DSS). The latter concept is in connection with interactive, computer-based systems designed to support a user with guidance and necessary information in making land use decisions taking into consideration multiple aspects such as transportation, water management, demographics, agriculture, climate, employment and many other factors [1], [2]. Each such system requires a set of sophisticated problems solving algorithms, strategies and decision models in its inventory. A good example would be planning of extension of current transportation network infrastructure with adding new elements (stations, hubs, warehouses etc.). Of course, in a real application according analysis will take into consideration dozens of factors such as demand trends, existence of alternative solutions, etc. Usually this will result in solving of multicriteria optimization task.

Still, before these refined methods will be put into the action, there is always a need for preliminary analysis that is

performed by a human in order to identify general characteristic and key aspects of the spatial problem under investigation. At this preliminary stage highly detailed characteristic of the network are pretty much irrelevant because the main emphasis is put on such primary properties as the topology of the network, geographical (taken to the higher abstraction level – geometrical) position of its elements and individual associated quantitative values (throughput \ income \ number of passengers \ transactions, etc.).

Let's consider the following general task: knowing the spatial locations of discrete network nodes, relationships among them and general useful property of each node and/or relationship, find according quantitative property for the new network element with desired location. This scenario is applicable to the situation when there's a need to build new railroad station in a certain region and the user wants to estimate its expected usage rate and thus – income. Intuitively we understand that new station in a region with higher railroad usage activity will bring more profit than the station in a region with lower activity, but how to obtain more formal-based answer?

Common sense is averaging \ interpolation \ extrapolation of values of geometrically close network elements, for example – by using such modern methods as presented in [3], [4], etc. But there's another problem – definition of “closeness”. Even with adjustable sampling radius, we get discrete set of probes without being sure that it will provide enough precision for finding the average. Ideally we want to construct continuous function

$$X_i = F(L_i) \quad (1)$$

where  $X_i$  – target value;

$L_i$  – given location;

$F$  – continuous function for the transformation  $L_i \rightarrow X_i$ .

Another decision type might be as follows: knowing the same information as in previous example, identify a set of separate regions  $R_1=\{L_1, \dots, L_i\}$ ,  $R_2=\{L_2, \dots, L_j\}$ , ...  $R_n=\{L_n,$

$\dots, L_k\}$  with corresponding  $X_i > \alpha$ . Semantically this is equivalent to clustering obtained target values  $X_i$  and filtering regions of interest with threshold  $\alpha$ .

The general goal of this research is to propose an approach that might help in solving mentioned interpolation and clustering problems during preliminary spatial analysis based on construction of surface functions, using the grid concept similar to [5]. There are four subtasks being defined: 1) to present theoretical base for construction of proposed approach; 2) to demonstrate the usage of this approach in case studies; 3) to outline main principles of existing solutions; 4) to make conclusions and to provide information about planned enhancements of the proposed method.

## II. Construction of continuous function by converting graph into heightmap

The concept of finding useful function, which is described above, includes 5 general steps:

1. Visualization of network graph in three-dimensional Cartesian coordinate system using two dimensions for mapping geometric locations of the elements, while using the third dimension for mapping known quantitative values attached to each graph node or edge.
2. Drawing this spatial graph into grayscale, considering “weight” of its parts.
3. Extending grayscale graph image to ordinary heightmap.
4. Performing smoothing of the resulting heightmap with two-dimensional image filters.
5. Combining visualization results of steps 1 and 4 for the purposes of visual analysis.

The general schema of data processing flow is presented in Fig.1.

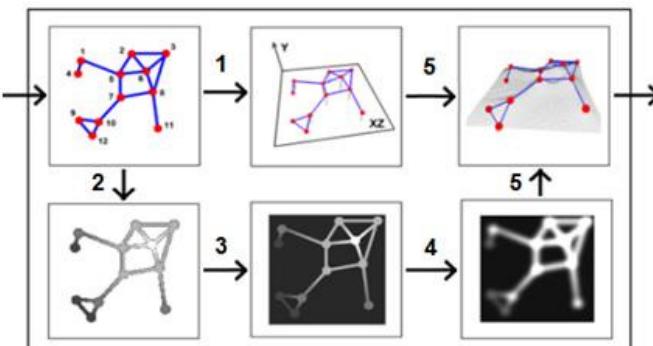


Figure 1. Data processing flow

This process will be described in details below. The data set that will serve for demonstration purposes is presented in Fig.2 – topological data captured in form of a graph (a) and quantitative characteristics (b).

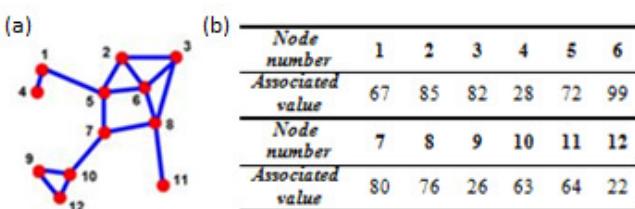


Figure 2. Topology of demonstration data set

At the first step the graph body is prepared for visualization in three-dimensional space so that the mapping of the topology occurs in the XZ plane (considering right-hand Cartesian coordinate system) and mapping of the quantitative data is associated with Y axis (see Fig.3, part a). The mapping is based on relative scale so that the maximal value of input data (in this case 99) is associated with predefined Y value (in this case 255 units of the coordinate system that correspond to pure white RGB color value – see below).

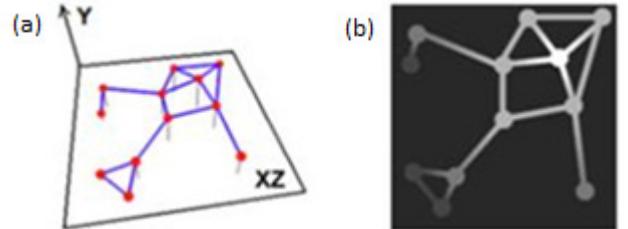


Figure 3. Initial steps of data processing

The second step involves converting initial graph into grayscale image that will form the basis of the heightmap. This time, same quantitative data must be mapped to linear grayscale gradient with minimal and maximal values corresponding to pure black and white colors respectively (RGB component values 0 to 255). Then the two-dimensional image of the graph must be produced. If associated values are known not only for nodes but also for edges or even individual edge segments, these may be used explicitly. Otherwise, as in given example, values for individual pixels of each edge must be gradually interpolated between nodes. For this purpose each edge might be substituted with gradient bar with same length, width and appropriate rotation. During the third step the complete heightmap is formed by filling remaining unoccupied area with black (semantically this represents absence of any usable value) – see Fig.3, part b.

Although it is possible to visualize heightmap at this stage immediately, there is little use of it, as it has very coarse distinct borders between regions. It is necessary to smooth these borders and that is when two-dimensional image processing starts to play important role in the fourth step. Applications effects of three common processing techniques are being used in this work, namely – Gaussian low-pass blur, contrast and brightness.

Blurring is known as the technique for smoothing raster images. The mathematical model of changing blur level is based on the following well-defined function that is widely used not only in image processing but also in signal processing and statistics [6]:

$$G(X) = \frac{1}{\pi\delta^2} e^{-\frac{|X|}{\delta^2}} \quad (2)$$

where  $X$  – length of the vector from the origin (in case of 2D image  $X = \sqrt{x^2 + y^2}$ );

$\delta$  – standard deviation of the Gaussian distribution.

By constructing a surface in two dimensions (with given  $\delta$ ) and performing sampling, it is possible to obtain convolution matrix  $B$  that defines averaging coefficients. Then each pixel

of the image is modified in a loop, by taking into consideration current RGB color values of its neighbor pixels and color of the current pixel according to matrix  $B$  by the following algorithm [7]:

$$\text{Color}' = \sum_{i=1}^{|B|} \text{Color}_i * B_i \quad (3)$$

Stronger blur effect (and thus – better averaging) can be achieved either by increasing number of elements in the matrix  $B$  or by applying same matrix several times for the entire image.

Contrast for individual pixel is expressed by difference of its brightness and average brightness of the entire image [8]. Thus, adjusting of the image contrast can be achieved as follows:

$$\text{Color}' = \text{Color}_M + (1 + \frac{\epsilon}{100}) * (\text{Color} - \text{Color}_M) \quad (4)$$

where

$$\text{Color}_M = \frac{\sum_{i=1}^n \text{Color}_i}{n} \quad (5)$$

$\epsilon \in [-100;100]$  – contrast correction parameter;

$n$  – number of pixels in the image.

Brightness corresponds to the luminescence amount of individual pixel. Adjustment of individual RGB component of pixels with parameter  $\alpha$  is trivial:

$$\text{Color} = \begin{cases} 0, & \text{if } \text{Color} + \alpha < 0 \\ \text{Color} + \alpha, & \text{if } 0 \leq \text{Color} + \alpha \leq 255 \\ 255, & \text{if } \text{Color} + \alpha > 255 \end{cases} \quad (6)$$

The key point in application of these techniques for achieving desired results is the chronological order in which these are applied. The full chain of application of mentioned transformations and achieved result are presented below.

Let we have the original grayscale image (Fig.4, part a). In case the construction of previously mentioned continuous functions is needed, the first step should be blurring (Fig.4, part b). Blurring effect must be relatively strong, as we want to remove coarse borders and extend these further from their original position. By experimenting with different input data and making empiric evaluations we concluded that adjusting so that blur radius is equal to about 4% – 5% of averaged image height and width is enough.

After application of blurring, initial data is diffused with intensity of neighborhood regions, so in the next step it is necessary to increase contrast of the heightmap by applying according technique (Fig.4, part c). We recommended adjusting  $\epsilon$  value in this case to about 70%.

Application of these two operations forms the first data processing iteration at the fourth step of the proposed algorithm. The algorithm may either proceed to step 5 or perform the next smoothing \ contrasting iteration of same kind (Fig.4, parts d and e).

If it is necessary to perform visual clustering to distinguish areas with high value intensity, another kind of two-step iteration is required. It consists of intensive contrast adjustment ( $\epsilon$  is close to 100%), followed by adjustment of brightness that sets the threshold  $\alpha$  that is mentioned in the definition of the clusterization problem in chapter 1 (Fig.4, part f).

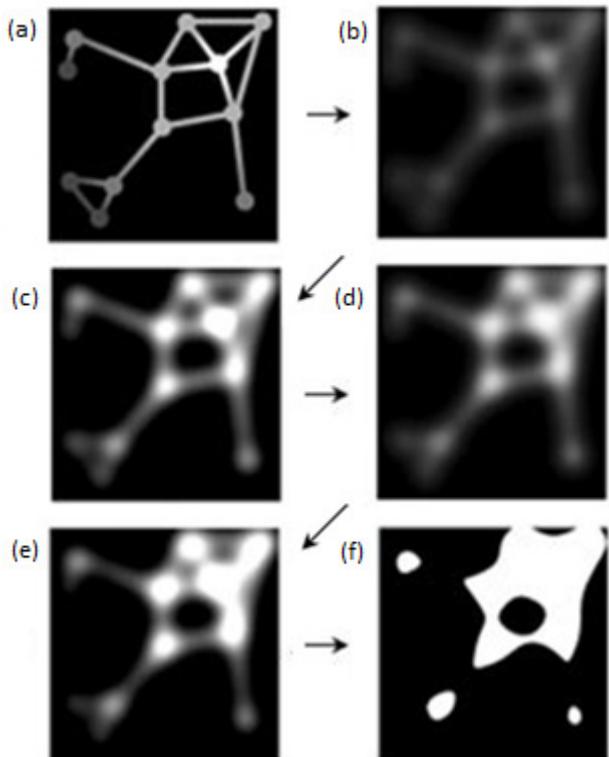


Figure 4. Chain of image processing transformations

In order to evaluate statistical effect of application of these filters, the arithmetic mean and standard deviation of resulting color intensity were calculated for each step – refer to graph in Fig. 5.

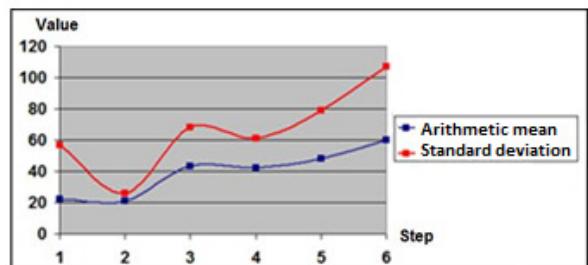
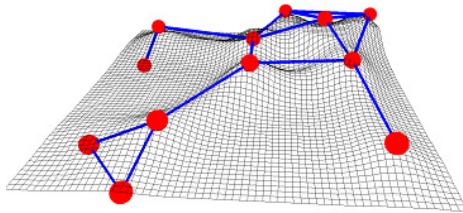


Figure 5. Color intensity graph

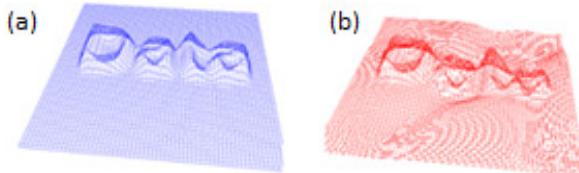
During the fifth, final step of the algorithm, the function surface is visualized together with graph body in three dimensions that allows for the user to obtain general combined vision.

Construction of the surface is as simple as placing an array of vertices in space that conforms to the characteristics of each individual heightmap pixel (position and color intensity) and connecting these in any suitable mode – with individual lines \ line strips \ quad polygons, etc. – refer to Fig.6.



**Figure 6.** Combined visualization of graph body and function surface

The usage of heightmaps brings opportunity to combine multiple data sources into single united representation which is constructed by applying mathematical operations to the input data. As an example, refer to figure below, where subtraction of one data set (Fig.7, part *a*) from the other data set (Fig.6) results in a new heightmap (Fig.7, part *b*).



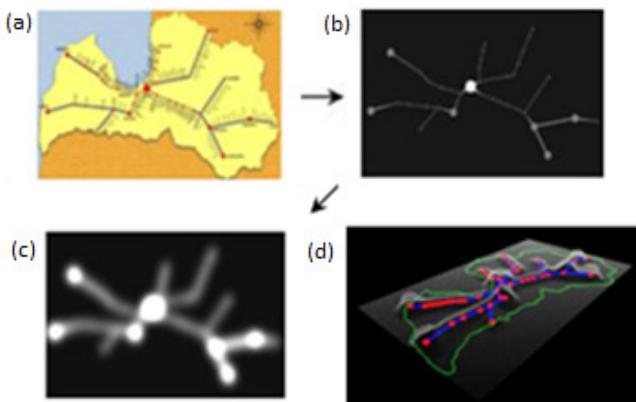
**Figure 7.** Construction of united heightmap

### III. Case studies

#### A. Analysis of railroad infrastructure in Latvia

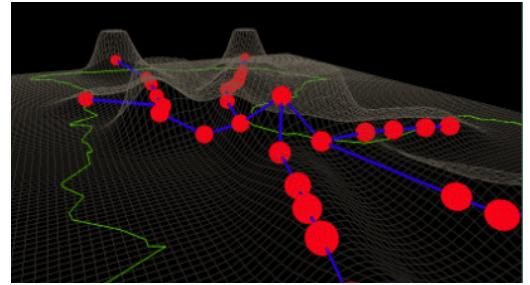
By utilizing such tools as dynamic three-dimensional camera, color management and similar visualization techniques, it is possible to represent distribution of useful values in convenient homogenous form.

The structure of Latvian railroads was used as real dataset for analysis using proposed method. Official map of interconnected Latvian cities and routes [9] was chosen as the input – radius of nodes depicts averaged amount of passengers per each station (Fig.8, part *a*). This map was converted to appropriate heightmap (Fig.8, part *b*) and processed by utilizing above-mentioned procedure (Fig.8, part *c*). The last heightmap visualization step with the distribution of averaged activity is shown – see Fig.8, part *d* for overall perspective.



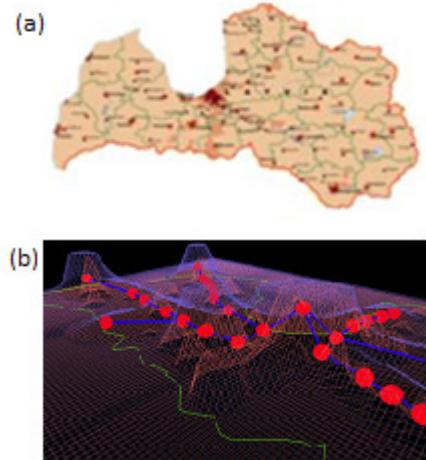
**Figure 8.** Railroad network of Latvia

Region close up is presented in Fig. 9.



**Figure 9.** Close up of railroad network region

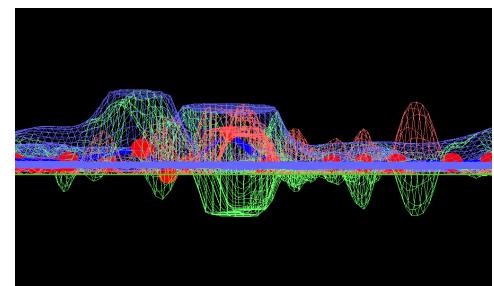
In order to locate suitable regions for further expansion, the map of population density in Latvia (based on [10]) was used (see Fig.10, part *a*).



**Figure 10.** Combination with averaged population density

According heightmap was extracted and added to the previous result using visual separation with surface color (activity – blue, density – red). In this case color image was desaturated so that only pixel luminance defined the input. As a result, it is possible to visually identify regions with high population level and low railroad coverage (see Fig.10, part *b*).

Application of subtraction operator allows identifying on the spot those regions where railroad coverage potential is higher than population density in according area (resulting heightmap values are greater than zero) and those where demand of services might be higher than current infrastructure can offer (resulting heightmap values are less than zero). Visualization of the combined heightmap (green) is presented in Fig. 11 (view along negative Z axis direction in right-handed Cartesian coordinate system).



**Figure 11.** Visualization of subtraction result

Although these images provide useful information about infrastructure of Latvian railroad system and its demographic environment, there was no intention perform real optimization, as it depends on many other (including historical) relevant aspects and constraints that are not taken into account during evaluation. As it was stated in introductory part of this work, the main emphasis of the proposed method is put on preliminary analysis during design stage.

### B. Spatial analysis of air traffic for ATC decisions

Another usage of proposed method is described on the ATC (air traffic control) base – a service provided by ground-based controllers who direct aircraft on the ground and in the air in order to prevent collisions (utilizing lateral, longitudinal and vertical separation) as well as organize and expedite the flow of traffic. The primary tool for such activity is an ODS (Operational Display System) – computer-driven systems showing maps, weather info, airplane routes and digitized real-time radar tracks on an ergonomic console. Considering that most signals come in digital form, additional functionalities might be embedded on optional base (such as trajectory prediction, conflict warnings, arrival optimization, etc.). Another important feature of such system is ability for pilots to submit flight plans (information about intended flights – general shape of route, waypoints, altitudes of flight control points, etc.) that could be displayed on ODS screen. Integration of all this data on ATC controller's screen usually results in complex visual image with multiple objects that must be monitored by a human in real time (for example, refer to Fig.12).



**Figure 12.** Fragment of ATC display data

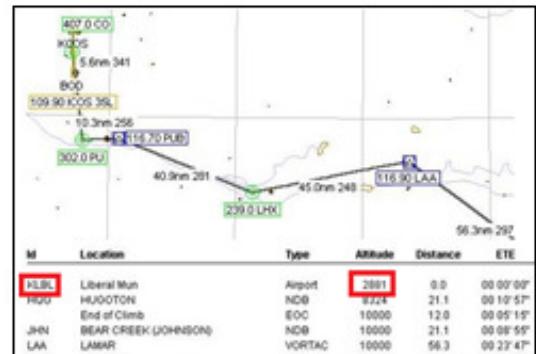
In case of busiest airports density of such data volumes might increase even more. Considering that ATC process is a mission-critical task (same relates to any avionics software involved), it is of primary importance to relieve controller's work by providing him with all required information, at the same time making it in most possible convenient way [11].

Upon close inspection of Fig.12 it is possible to conclude that such kind of data can be interpreted as a graph structure with multiple nodes corresponding to objects such as aircrafts, waypoints, towers, etc. At the same time, such concepts as flight paths, borders that separate different control space regions, etc. might be interpreted as graph edges.

In this case heightmaps can be used to determine airspace regions with higher expected activity. This will increase situation awareness for individual controllers and also might

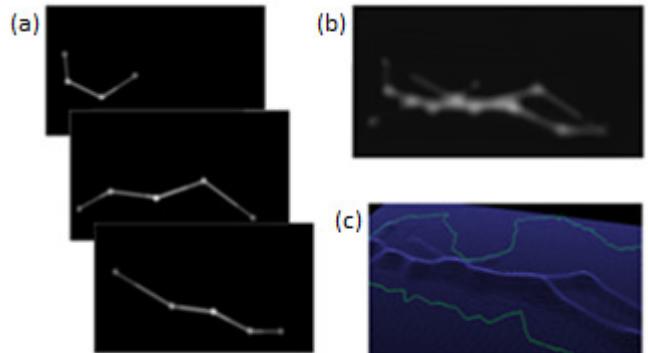
help service providers to identify required distribution and assign controllers in the most effective way possible.

Submitted flight plans will serve as the primary data source in this case. These documents provide definition of such aspects of a flight as departure and arrival locations, flight path waypoints, expected altitude, vertical speed, distance travelled, amount of fuel, communication frequencies in each of these points, etc. Geographical position of these waypoints and assigned altitude is the data that is sufficient for construction of appropriate graph (refer to Fig.13).



**Figure 13.** Part of flight plan that serves as the data input

Information from all submitted flight plans must be processed according to the procedure described above, in order to make an array of heightmaps (see Fig.14, part a) which is indexed by timetable of flights. At any given time appropriate heightmaps will be merged together (see Fig.14, part b) and rendered as united spatial grid that will dynamically depict current traffic (see Fig.14, part c).



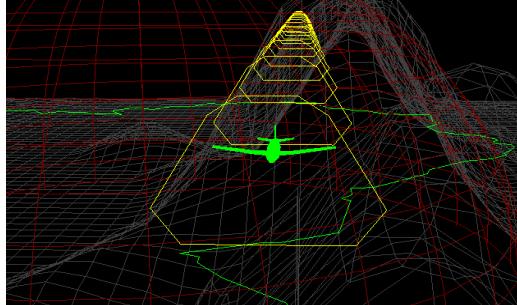
**Figure 14.** Emerging of united grid for dynamic ATC

It is important to note that the proposed method is developed for three-dimensional visualization environment. In case of railroad analysis in previous chapter, the XZ plane was used to map spatial information, while Y axis held values of an abstract property. In this case, all axes represent true spatial data, considering that Y axis maps to the altitude of an aircraft.

This brings out the concept of full-fledged 3D ATC system that would incorporate not only common tools for managing of air traffic (such as symbolic markers of aircrafts, text labels with supplementary information – altitude, course, squawk codes etc.), but also advanced visual techniques that modern computer graphics can offer for enhanced visualization capabilities.

Visual identification of the density of traffic that becomes possible based on proposed approach is one of such additional

capabilities. Other features are possible for better comprehension, such as the ability to manage virtual camera in three-dimensional space to enable local spectator mode for an individual aircraft, visualize its flight path in relation to certain restriction or danger zones, etc. One such prototype is presented in Fig.15.



**Figure 15.** Tracking an aircraft plane in 3D environment with heightmaps enabled

The usage of proposed method is not limited to the ATC services. Representation of data with heightmaps can be useful for other tasks, where geographical information can be directly mapped to the virtual spatial model, such as marine GIS (Geographic Information Systems), monitoring of public transportation and other mobile objects.

#### IV. Related work and comparison

The concept of Spatial Decision Support (SDS) emerged in the 80-th and stays as active topic since then. It also relates to the concept of GIS as described in [12]. The author of this paper argues that GIS are general in their nature, while SDS are more focused on the rules of specific knowledge domains that utilize spatial characteristics of objects. Considering that in most cases making of spatial decisions is based on multiple criteria simultaneously it is of great importance to summarize according existing methods [1], [2], propose methodological improvements of these [13] and define future trends as in [14].

The problem of construction of continuous functions that may serve for the analysis purposes is closely related to construction of Digital Elevation Models (DEM) that are at the heart of modern GIS and other topographic systems [15]. According paper explores different algorithms for interpolation for a set of discrete points obtained during measurement and offers improvements that aim to increase the accuracy of the result.

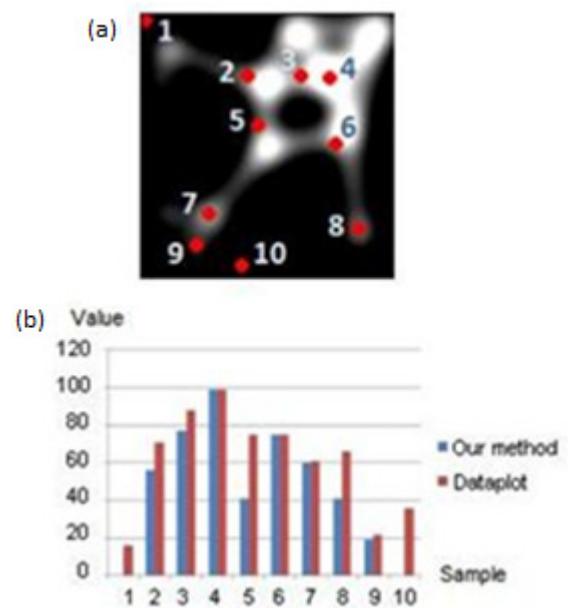
Solving of the general (multidimensional) interpolation task is very general problem that has been researched for generations, resulting in application of techniques ranging from basic linear averaging to much more complex nonlinear methods. For example [16] use directional filter banks; in [17] Laplacian Pyramid is used for decomposition and prediction of local high frequency components; [3] uses the technique for designing wavelets and performing the discrete wavelet transform; in [4] channel decoding interpretation of the problem along with belief propagation process is being used; [18] proposes an iterative method for smoothing based on level set theory and curves of constant intensity; in [19] the use of bilinear interpolation and correction of the error with the interpolation error theorem are being used, etc.

Clustering is another important concept in the business analysis. Detecting of dense semantic relationships among certain entities may influence ongoing management strategy and even trigger development of new business rules crucial for increasing income. Authors of [20] provide an outline of methods for clustering of spatial networks based on a graph model. Paper [21] introduces another original approach to clustering problem that is able to perform efficiently without assumptions about distribution of the data and input of the thresholds. Authors of [22] propose a method for density-based notion of clusters that is designed to discover clusters of arbitrary shape.

Visualization of data as a continuous surface is described in [5] and [23] along with custom smoothing techniques and modifications for produced triangular mesh. The authors of [6] use same Gaussian blur for the first step of data visualization, however according to this approach, data is presented in two-dimensional space using rainbow gradient for visual distinction of regions with different data density.

It is necessary to note that opposite solutions are also known in an attempt to generate topological information in form of graphs from spatial data encoded in heightmaps – refer to [24].

In order to evaluate interpolation results produced by our method in comparison with other approaches, additional experiments were performed. A set of ten test samples has been chosen on demonstration data defined in chapter 2 (see Fig.16, part a). Target values  $X_i$  obtained with our approach were compared with results generated by “Dataplot” software (refer to description of according interpolation method in [25]) running on the same dataset. Comparison results are presented in Fig.16, part b.



**Figure 16.** Comparison of methods

As it might be perceived from the chart, similarity exists between both results. The main distinction is that our method “fadeouts” obtained values faster, although this can be flexibly controlled by amount of brightness and contrast applied during image processing.

## V. Conclusion

The traditional approach in solving general analysis problems, that tend to be topological and numerical simultaneously, requires application of complex mathematical methods – both continuous and discrete. In case the data under investigation can be represented with graph elements and associated quantitative properties, authors of this article propose to make a shift to the methods of computer graphics (based on previous researches in graph visualization and according analysis as in [11], [26]) by combining three-dimensional visual representation of data with its processing with standard filters for two-dimensional images that can be found in most modern raster graphics editors. Even such common techniques as blurring \ contrast \ brightness might serve as effective tools for preliminary analysis and making spatial decisions if applied in combination and in correct order. The main contribution of this work is the proposed approach to combine topology of graphs and heightmaps that treats previously mentioned problems in a single elegant way by defining several strategies for application of well-known processing techniques for general analysis scenarios (“blur – contrast” for interpolation, “contrast – brightness” for clustering).

According to the experiments, blurring decreases both the mean and standard deviation of the intensity while contrast increases these characteristics. By applying the described chain of smoothing and contrasting iterations it is possible to obtain distribution of values that ensure smoothly averaged surfaces.

The proposed approach is suitable for objects geometrically located both in two and three-dimensional space. In the first case the third dimension is reserved for processing of abstract data, associated with these objects. In the second – all three dimensions are mapped to real-world spatial coordinates.

During further development of proposed approach it is planned to increase number of attributes. This can be done by representing these with such properties as dynamically calculated color of the heightmap grid, width of its lines, transparency of filling polygons, etc. In this case information storing and processing can be based on color images that use RGB / RGBA channels for individual attributes, although this approach is limited with number of supported data dimensions.

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