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AVL Vehicles as Speed Probes

AVL-Equipped Vehicles as Speed Probes (Final Phase)

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EXECUTIVE SUMMARY

The Washington State Department of Transportation (WSDOT) operates a central traffic management system (TMS) for both day-to-day surveillance and traveler information. Past efforts developed the ability to create real-time traffic speed information by using virtual sensors that are based on transit vehicle tracking data. In order for this new information source to be merged into the TMS, a number of questions, such as probe density in time and space, needed to be resolved.

This report presents the solution developed at the University of Washington (UW). This solution provides real-time congestion information from Seattle area arterials and

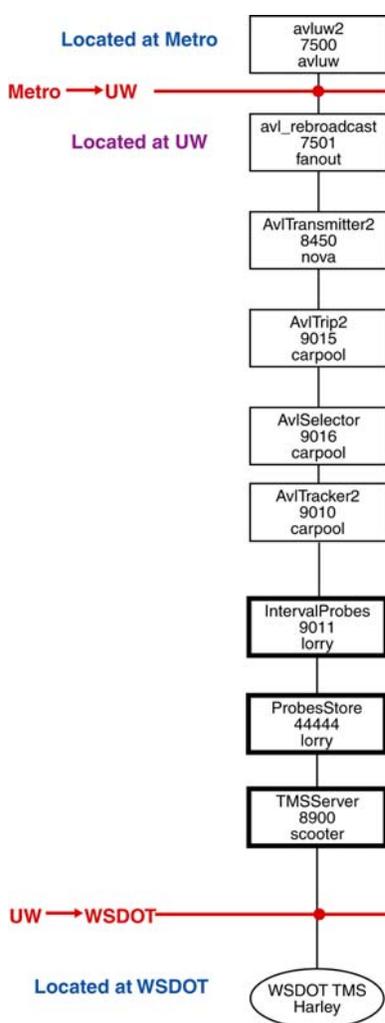


Figure ES1: ITS Backbone

freeways—I-5, I-90, SR 520 and SR 99—to the WSDOT TMS using the Intelligent Transportation System (ITS) Backbone, as shown in Figure ES1. This project harvests existing automatic vehicle location (AVL) data from within King County Metro Transit and transports the raw data to the UW, where a series of operations converts the data into roadway speed information. This roadway speed information is color coded on the basis of specific, localized conditions for the arterials and freeways to reflect traffic congestion. The resulting traffic data product is then provided to WSDOT as a data source for virtual sensors located in roadways where presently there are no inductance loops.

In addition to creating the infrastructure for an AVL-equipped fleet to serve as probe vehicles, this project created several user interfaces for traveler information. One is “StoreView,” a Java application that displays the spatial and temporal average speeds of transit vehicles as bubbles on a map of the major arterials and freeways. The bubbles are color-coded to reflect the local traffic conditions

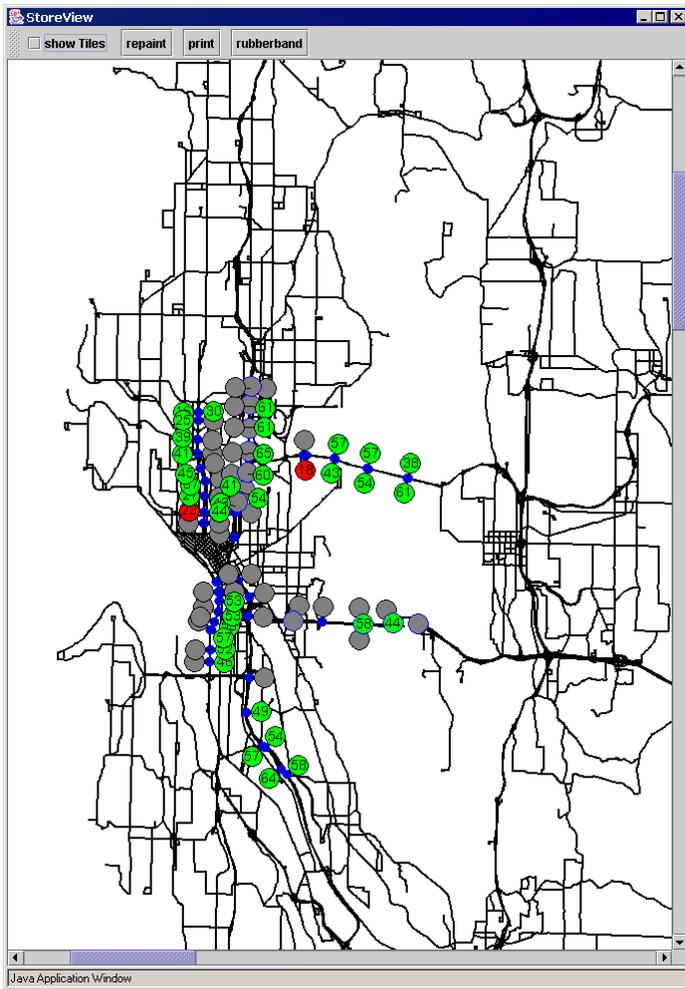


Figure ES2: StoreView

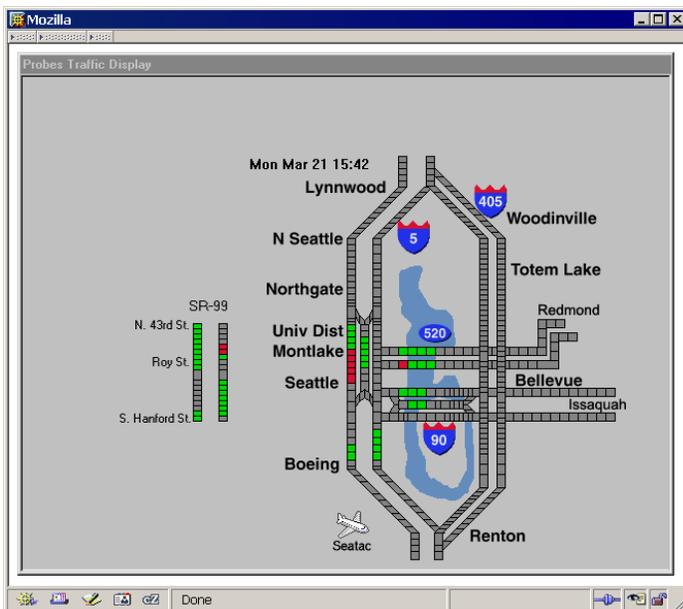


Figure ES3: Virtual sensor traffic congestion map based on the use of transit vehicles as traffic probes.

(see Figure ES2). This application can be found at: <http://www.its.washington.edu/storeview/storeview.jnlp>

Another type of traveler information, analogous to TrafficTV and WSDOT's pictographic traffic maps, is also available. This interface is shown in Figure ES3 and can be found at: http://www.its.washington.edu/probes_traffic/

This report documents both the technical issues addressed in creating a virtual sensor data stream from probe vehicle data and the creation of a set of real-time traveler information applications.

1. INTRODUCTION

The Washington State Department of Transportation (WSDOT) performs congestion monitoring with a network of several thousand inductance loops deployed on the freeways and occasional arterials around Seattle. However, on some important corridors it is not possible, for political and fiscal reasons, to install inductance loops. To overcome this obstacle, the authors have described, in previous papers, the technology to create virtual sensors by using the automatic vehicle location (AVL) system operated by King County Metro Transit for fleet management [1, 2]. The AVL data are extracted from the AVL system and transferred to the University of Washington for processing into traffic probe data. Dailey and Cathey [3, 4] described a Kalman filter approach [5, 6, 7, 8, 9] to make an optimal point speed estimate from the AVL observations as the vehicles pass over the virtual sensors. These estimates compared favorably with inductance loop data from the freeways and, just as with inductance loops, can be used to detect incidents. The speed estimates, in turn, can be used to estimate corridor travel times by integrating a speed function over space and time [10].

The logical extension of this work was to create speed estimates on the un-instrumented arterials and make those data available to WSDOT. This involved some additional technical work: (1) algorithms to refine the speed estimate, (2) identification of suitable corridors and sites that would provide usable amounts of data, and (3) implementation of some additional Intelligent Transportation System (ITS) Backbone [11, 12] components.

The probe vehicle-related ITS Backbone components are shown in Figure 1 as taken from documentation on the ITS Backbone, http://www.its.washington.edu/mdi/status_scripts/images/page2.htm. The AVL data are shown at the top as starting at a source component “AVLUW2,” and the various products are shown as sink components at the bottom. This report describes the technical efforts necessary to make the virtual sensor data suitable and available to WSDOT through the ITS Backbone. In addition, a number of user interfaces to this data stream were developed and deployed on the University of Washington (UW) ITS website.

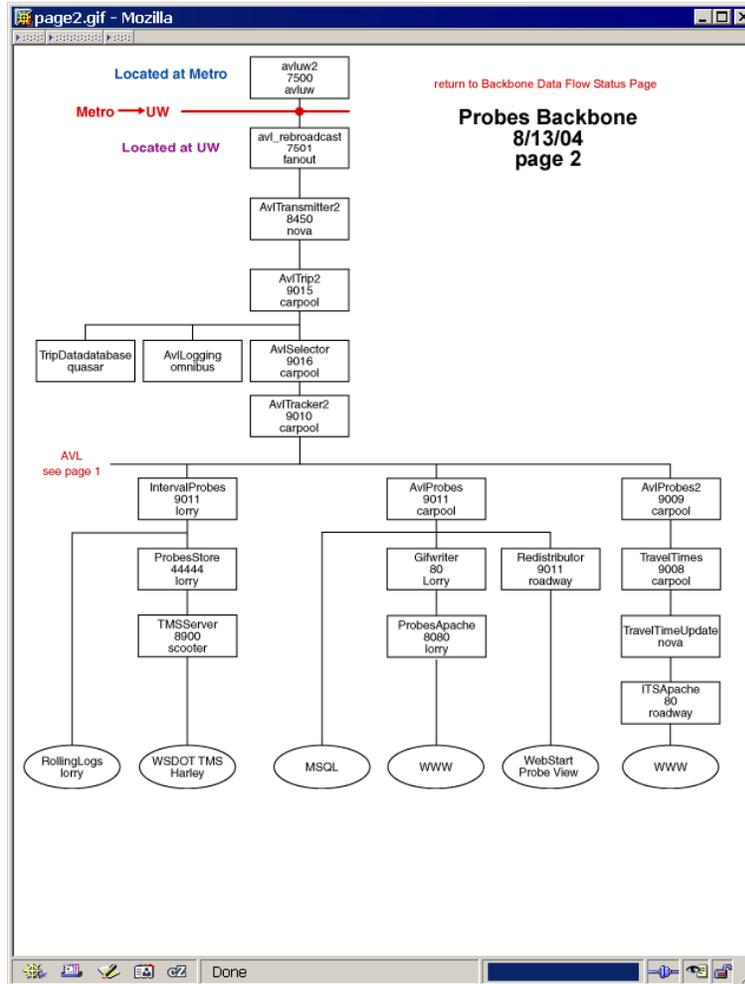


Figure 1: Virtual Sensor Backbone

This report first describes the effort to provide a new data stream, based on virtual sensors constructed by using transit vehicles as probes, to WSDOT’s Traffic Systems Management Center (TSMC) for use in the traffic management system (TMS). This data stream is indicated by the second sink from the left at the bottom of Figure 1, labeled “WSDOT TMS Harley.”

In addition, this report describes alternative application/user interfaces that demonstrate the use of virtual sensors, based on transit vehicles as probes, for traveler information. These additional applications/user interfaces include the following:

- ProbeView is a Java applet that displays vehicle speed as vehicles pass a set of virtual sensors scattered about the Seattle metro area.

<http://www.its.washington.edu/probeview/probeview.jnlp>

- StoreView is a Java applet that displays time and spatially averaged speeds for selected locations on SR 99, I-5, SR 520 and I-90.
<http://www.its.washington.edu/storeview/storeview.jnlp>
- GIFWriter is a set of GIF images captured from a set of regions-of-interest covering the Puget Sound area.
<http://www.its.washington.edu/transit-probes/>
- TravelTime Page is a Web page with travel times for selected routes in the Seattle metro area.
<http://www.its.washington.edu/probes/traveltimes/>
- Pictographic Traffic Map is a traffic map GIF based on probe vehicles and is analogous to the traffic map found on TrafficTV but also includes SR 99.
http://www.its.washington.edu/probes_traffic/

The set of applications and interfaces documented in this report demonstrates the viability of using an AVL-equipped fleet as a regional traffic surveillance system suitable for both traveler information and traffic management. While these ideas were implemented in King County with the King County Metro transit fleet AVL system as input, the underlying concept may be generalized to any area where a fleet of vehicles is tracked in real time.

2. VIRTUAL SENSORS: SPATIAL AND TEMPORAL SELECTION

One relatively un-instrumented facility of interest for WSDOT was State Route 99 (SR 99), which parallels Interstate 5 (I-5) in Seattle. Initially, sensors were requested halfway between signalized intersections for major arterials, or about every ten blocks (see Figure 2. left). The data stream flowing through the components contains data for all of these virtual sensors. However, it was not possible to use all these virtual sensors with the TMS because of constraints on the transit schedule.

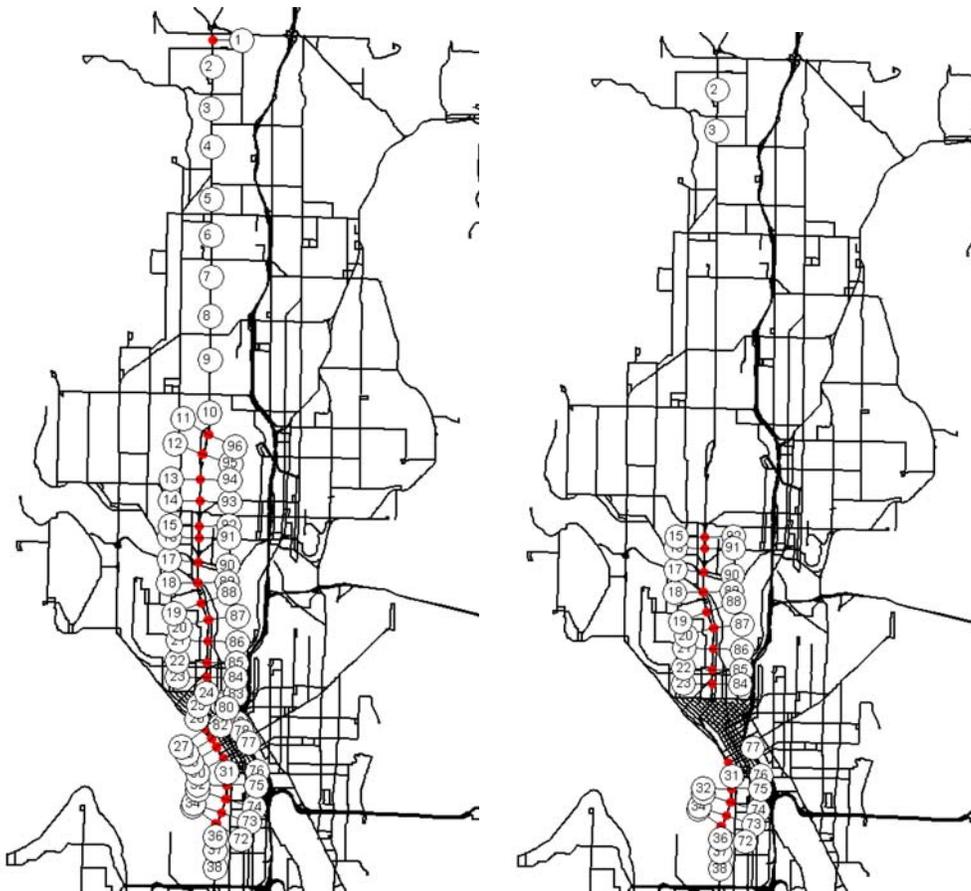


Figure 2: Map of roadways in Seattle. Requested virtual sensors on the left. Sensors with suitable coverage on the right.

WSDOT personnel desired continuous temporal coverage. To evaluate the temporal coverage, the authors examined the schedule database. Bus headways in Seattle are rarely less than 15 minutes on individual routes; however, many routes operate on the chosen facility, SR 99. Because of the variability of the speed estimate from any single vehicle, it

was decided that at least two speed estimates should be averaged to provide the speed estimate for WSDOT. This would create a sliding time window during which two reports from vehicles would likely be observed. There was a tradeoff between the length of this time window and the number of virtual sensors that would qualify as “useful.” When the schedule was examined for each sensor location using the criteria that (1) there must be at least two vehicles scheduled within the selected time window, and (2) there must be at least 20 time windows in a row for which this was true, we were able to qualify some number of virtual sensors as useful. The second criterion of sequential time windows arose from WSDOT’s requirement that for a sensor to be “useful,” it must operate continuously for a reasonable period of time. Twenty sequential windows guaranteed that a sensor would operate continuously for over an hour. Figure 3 is a plot of the number of useful sensors in the corridor versus the duration of the time window for the transit service scheduled for winter 2004-2005.

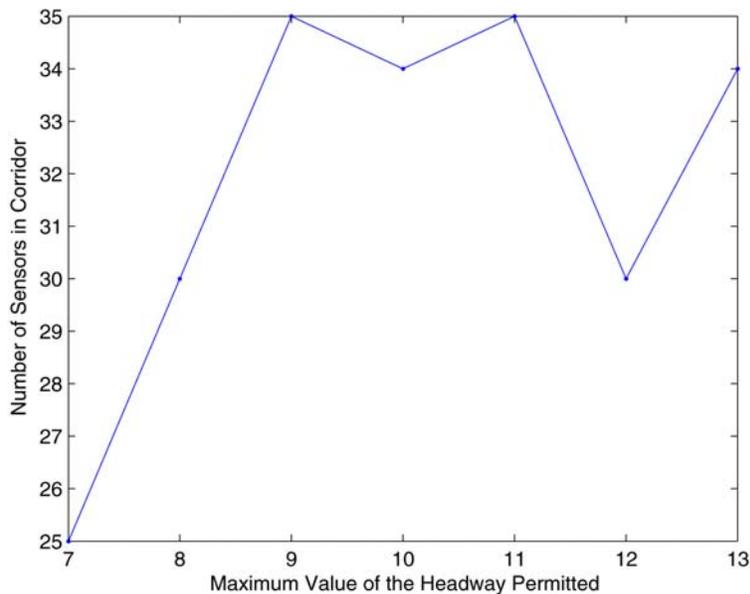


Figure 3: Headway window versus number of useful sensors.

A time window of 9 minutes was selected for time-averaging the transit vehicle reports. Note that the criteria for being a useful sensor only required that it operate continuously over a relatively short period. As it happens, the scheduled trips that met the criteria occurred during the morning/southbound and evening/northbound commute periods.

Table 1 shows the periods of continuous operation on the northbound and southbound roadways of SR 99. Note that within the downtown area (sensors 31-38) monitoring occurred continuously in both the morning and afternoon. Data from some buses outside of these windows could have been used by the virtual sensors, but there would also have been periods when no information about traffic speed would have been acceptable, given the “useful” criteria.

**Table 1:
Example of period of continuous functionality**

| Southbound | | | Northbound | | |
|------------|------------|----------|------------|------------|----------|
| Sensor | Start Time | End Time | Sensor | Start Time | End Time |
| 2 | 6.61 | 8.51 | 2 | 17.19 | 18.74 |
| 3 | 6.42 | 8.31 | 3 | 17.10 | 18.70 |
| 15 | 6.92 | 8.71 | 36 | 7.50 | 8.87 |
| 16 | 6.93 | 8.72 | 36 | 16.57 | 18.31 |
| 17 | 6.48 | 9.26 | 37 | 7.50 | 8.87 |
| 18 | 6.49 | 9.27 | 37 | 16.57 | 18.31 |
| 19 | 6.51 | 9.29 | 38 | 7.48 | 8.85 |
| 20 | 6.52 | 9.30 | 38 | 16.55 | 18.29 |
| 21 | 6.54 | 9.31 | 72 | 7.51 | 8.88 |
| 22 | 7.04 | 9.33 | 72 | 16.58 | 18.32 |
| 23 | 7.05 | 9.33 | 73 | 7.51 | 8.89 |
| 31 | 7.45 | 9.56 | 73 | 16.58 | 18.32 |
| 31 | 11.36 | 17.85 | 74 | 7.52 | 8.91 |
| 32 | 7.20 | 9.57 | 74 | 16.59 | 18.33 |
| 32 | 11.38 | 17.86 | 75 | 7.53 | 8.91 |
| 33 | 7.20 | 9.57 | 75 | 16.60 | 18.33 |
| 33 | 11.38 | 17.86 | 76 | 7.54 | 8.99 |
| 34 | 7.23 | 9.59 | 76 | 16.11 | 18.34 |
| 34 | 11.39 | 17.88 | 77 | 7.55 | 9.40 |
| 35 | 7.23 | 9.59 | 77 | 16.11 | 18.35 |
| 35 | 11.39 | 17.89 | 84 | 13.13 | 18.30 |
| 36 | 7.24 | 9.60 | 85 | 13.14 | 18.30 |
| 36 | 11.40 | 17.90 | 86 | 6.28 | 7.88 |
| 37 | 7.24 | 9.60 | 86 | 13.10 | 18.90 |
| 37 | 11.40 | 17.90 | 87 | 6.29 | 7.90 |
| 38 | 7.26 | 9.62 | 87 | 13.12 | 18.91 |
| 38 | 11.42 | 17.92 | 88 | 6.39 | 7.91 |
| | | | 88 | 13.14 | 18.93 |
| | | | 89 | 6.40 | 7.92 |
| | | | 89 | 13.15 | 18.94 |
| | | | 90 | 6.41 | 7.68 |
| | | | 90 | 13.17 | 15.95 |
| | | | 90 | 16.10 | 18.95 |
| | | | 91 | 16.83 | 18.07 |
| | | | 92 | 16.84 | 18.07 |

The traffic management community is accustomed to having sensors report at fixed intervals. The WSDOT polls inductance loops, intersection master controllers, and traffic counters at intervals of from 20 seconds to 15 minutes. However, the virtual sensors created with probe vehicles only update when a vehicle passed the location assigned to the virtual sensor. This created the need for new components for the Traffic Probes application. The software that implements the “transit vehicle as traffic probes” concept was built in a modular manner and is made up of collaborating components, running on several computers, shown as individual boxes in Figure 4. Each component has a name, port, and computer name (Figure 4), and self-describing data (SDD) [11] flow between the components on the TCP ports indicated on the figure. Each component performs a specific operation on the data flow. For example, the component labeled Tracker implements the Kalman filter described by Dailey and Cathey [3]. To support the additional requirements of integrating these data into the transportation management framework, three additional components, shown in bold in Figure 3, were added: *Interval Probes*, *ProbesStore* and *TMSServer*.

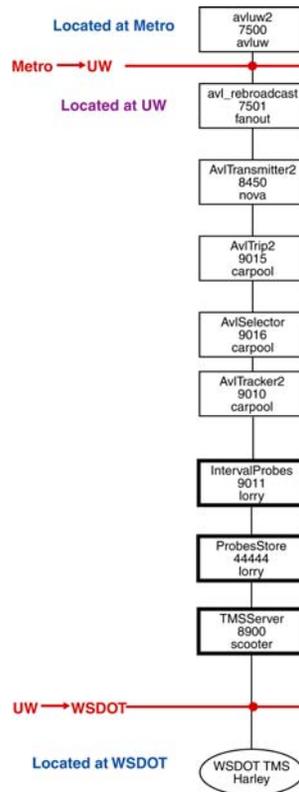


Figure 4: Application as collaborative components.

2.1 New Interval Speed Estimates

In past work, the authors created virtual sensor reports only when a vehicle passed the exact geographic location of the virtual sensor [3]. In an effort to create both more accurate speed estimates and more frequent speed estimates, the project used the notion of an interval along the roadway around the virtual sensor to select the probe vehicle reports that would be associated with a specific virtual sensor.

To accomplish this, the researchers used a geographic information system (GIS) graph of arcs and nodes that represented the road system of King County. With this graph we created “corridors” that were directed paths or sequences of adjacent arcs that covered freeways and arterials (e.g., SR 99, I-5, I-90)

“Virtual sensors” and “probe intervals” are distributed along the corridors. A virtual sensor location is specified by an arc and its distance from the start of the arc. The location of a virtual sensor on a corridor is determined by its distance from the start point of the corridor. Non-overlapping adjacent linear intervals are constructed around each virtual sensor location on each corridor.

For each transit AVL report, the software determines which corridor the vehicle is on, if any, and which probe interval it is in. The speed of the vehicle is estimated in the component labeled *AvlTracker2*.

This speed estimate is a member of the data structure for the AVL report. As the vehicle travels along the corridor, its position may change from one interval to another or stay in the same interval. For each AVL report, virtual sensor speed reports are output for the interval the vehicle is in, and interpolated speed reports are output for intermediate intervals traversed since the last report.

The component *Interval Probes* (see Figure 4) implements the spatial expansion of the virtual sensor to an interval of roadway. These data are averaged in the downstream *ProbesStore* component to create speed estimates from a region of the roadway and an interval of time. Increasing the number of vehicle speed estimates used to create an estimate of roadway speed improves the confidence in the roadway estimate.

2.2 New “Store” Component

The *ProbesStore* component was added to support the averaging of the vehicle speed data over the selected time window. In addition, it implements the selection of specific

sensors and maps the virtual sensors into the data structures required by the TMS. The TMS uses the notion of “Cabinets,” which are both physical roadside cabinets that hold the inductance loop equipment and a data structure in the TMS software that stores the loop data.

The *ProbesStore* component has two parts, an SDD receiver and a request/response server. The SDD receiver obtains the probe data, in SDD format, that is made up of the probe ID, the direction of travel, the time, the speed, and the vehicle ID. The server responds to data requests from the TMSServer.

At startup, the *ProbesStore* component obtains the list of sensors requested by WSDOT from a file. This file ties the virtual sensor information to the notion of a “cabinet,” a data structure in the TMS that uses: probe ID, roadway, road type, cross street, mile markers, corridor, x, y, and cabinet ID. There is a unique sensor ID for each roadway and direction pair, and several sensor IDs are associated with a cabinet ID, much as several loops (e.g., northbound, southbound, and reversible) are assigned to a cabinet.

Using the list of sensors, *ProbesStore* creates a hash table to contain the actual reports received. As *ProbesStore* receives a sensor report, it uses the hash key to look up the appropriate record, prunes the list of reports to include only the reports in the last nine minutes, adds the new report, and sets the last update time for that sensor.

The server side of *ProbesStore* waits for requests, and upon receiving a request, it prunes the list for the sensors to enforce the time window, computes the average speed, and sends the appropriate report containing sensor ID, direction, road type, count, speed, number of vehicle IDs, and the time since last update.

In the case of the TMS, the polling cycle is 20 seconds, and so the store responds with the averaged data every 20 seconds. As mentioned above, the scheduling of the vehicles means that a sensor is effectively off-line when there are no transit vehicles. This effect can be seen in Figure 5, which shows a bar chart of the average speed measurement over the course of the day at a downtown virtual sensor. On the left is the speed reported for each 20-second interval when two or more vehicles have been reported for that virtual sensor in the last time window. On the right of Figure 5 is the same plot, but for one or more vehicles. For practical purposes, to have the maximum surveillance period, the virtual sensor data are transmitted when one or more vehicles are in the last time window.

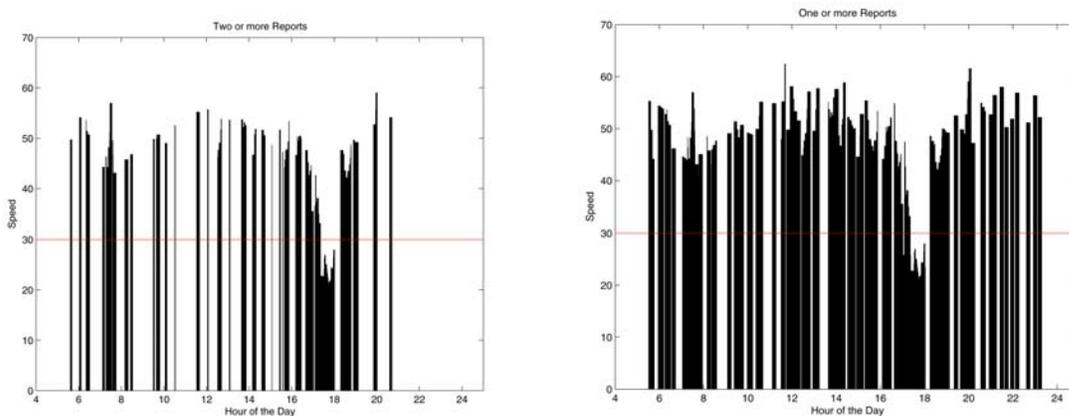


Figure 5: Virtual sensor data from the *ProbesStore* every 20 seconds over the course of a day.

2.3 New Transmitter Component

The final new component is the *TMSServer*. This component listens for requests from the TMS and responds to the TMS with virtual sensor data. The TMS polls all of the field equipment every 20 seconds. When the poll is received, the *TMSServer* makes a request to *ProbesStore* for the virtual sensor data and relays them to the TMS.

The TMS was designed to handle inductance loop data in two forms. The first form is that of a “loop,” in which the information is (1) “volume,” number of vehicles passing over the loop, and (2) “scan count,” the number of 1/60th-second scans of the loop in the last 20 seconds that the loop had a vehicle above it. The second form of TMS data is a “speed trap,” which consists of two physical loops, but the data reported are average speed and average length. WSDOT requested that the virtual sensor data be cast into the “loop” data structure. Furthermore, the TMS uses a derivative of the scan count, “occupancy,” the fraction of time that the loop is covered by a vehicle, as the measure of congestion, and it creates a traffic condition map based on thresholds on the occupancy.

The “loop” structure does not contain any notion of speed. However, the authors desired a painted traffic map similar to the existing occupancy-based map. The existing map has three thresholds for occupancy: green (1-15 percent), yellow (16-22 percent), and red (22-30 percent).

To create a similar quantization for the virtual sensors, the researchers created histograms for the selected sensors along SR 99. Figure 6 shows the histogram for two months of data for the same virtual sensor used in Figure 5. We concluded from examining

the resulting histograms that it was unrealistic to obtain a tri-modal distribution from the virtual sensor data. Instead, a bimodal distribution is proposed—congested and uncongested—with a distribution boundary at 30 miles per hour for the example sensor.

Because of the different road geometries found on arterials, an analysis of the probability distribution for each sensor was used to create a threshold between the two modes for that sensor. The modes corresponded to red and green for the TMS traffic map. Using a threshold on the probe vehicle speed, we assigned one of three values to the scan count: (1) Scan count equal to zero indicates that no probe vehicles passed in the last time window. (2) WSDOT defines congested as more than 22 percent occupancy, and under these conditions it would paint the congestion map red. To be conservative, this would be equivalent to a scan count of 300 for the sensor described above, and so, when the example virtual sensor speed drops below 30 MPH, the scan count is set to 300. (3) When the example virtual sensor speed is greater than 30 MPH, the scan count is set to 120, and the TMS paints the traffic map green in the region of the virtual sensor. The volume is set to the number of vehicles observed in the interval of the virtual sensor for the last time window. In this way, the virtual sensor data are reformatted so that they can be used by the existing TMS applications for traffic management and traveler information without any software changes by WSDOT. This incorporates the virtual sensor system into the TMS.

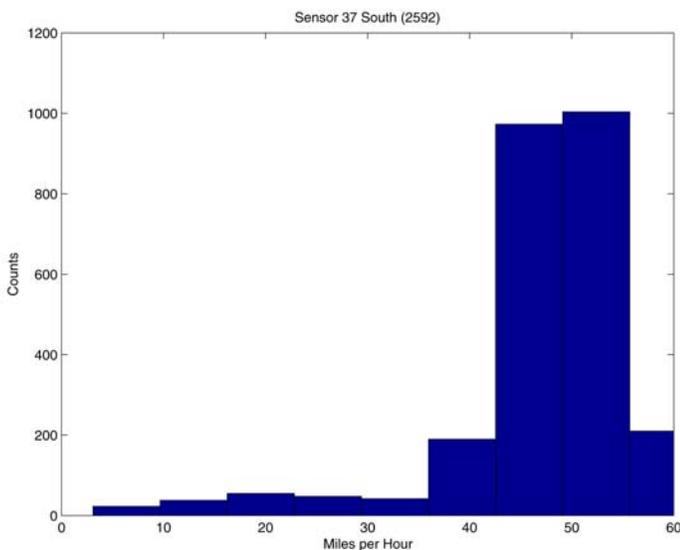


Figure 6: Histogram for two months of speed data at one virtual sensor (2,592 observations).

2.4 Summary: Virtual Sensors for Traffic Surveillance

This project created an application that expands the sensing capabilities of the Washington State DOT to areas where it does not have installed infrastructure. Past work has described algorithms to create virtual sensors on arterials and freeways by using existing transit vehicles. This section described modifications to the algorithms necessary to allow the virtual sensors to be used in the existing traffic management system in Seattle. It examined the transit schedule and proposed criteria for selecting virtual sensors that are “useful” to the TMS. This section also documented a threshold that WSDOT uses to paint a traffic map, and it described the overall framework that will provide WSDOT with expanded surveillance capabilities by reusing data from another agency with algorithms from the University of Washington.

3. PROBEVIEW

ProbeView is an interface to the virtual sensor data that displays the vehicle speed as vehicles pass a set of virtual sensors scattered about the Seattle metropolitan area.

<http://www.its.washington.edu/probeview/probeview.jnlp>

ProbeView was built as a Java Swing application that provides a map-based view of a real-time probe data stream. It was configured to run as a Java Webstart application and may be accessed from the ITS UW Web server. The application displays the roads traversed by King County Metro transit vehicles, probe sensor locations, and current vehicle speeds. In addition, probe data history can be displayed for any selected probe sensor location.

3.1 Using ProbeView

The application opens with a default viewport showing a rectangular region of an underlying “canvas” on which are painted the roadways, sensor locations, and speed bubbles. The default scaling is approximately 60 feet per pixel, or 1 mile per inch on a high-resolution display. Scrollbars on the bottom and right side of the display enable the user to scroll over the canvas. A right-button click of the mouse at given canvas points will pop up a menu of zoom options: zoom-in, zoom-out, reset, and rubberband (see Figure 7).

1. The zoom-out option re-centers the viewport on the location of the mouse click and doubles the current scale factor.
2. Similarly, the zoom-in option re-centers the viewport but halves the current scale factor.
3. The “rubberband” option allows the user to perform a “rubberband zoom” of the display: press the left mouse button anywhere on the canvas and drag down and to the right to trace out a rectangle. (Note that the aspect ratio of this rectangle is constrained to equal that of the canvas.) When the mouse is released, the current scale factor is multiplied by the ratio of the size of the rectangle to the size of the viewport, and the rectangle becomes the viewport.
4. The “reset” option changes the scale factor to the default value and re-centers the view on the default center point.

There are several buttons in a detachable ToolBar at the top of the display: repaint, print, and rubberband (same functionality as described above). There is also a “show Tiles” checkbox. When this box is checked, a 1-mile square grid is superimposed on the canvas.

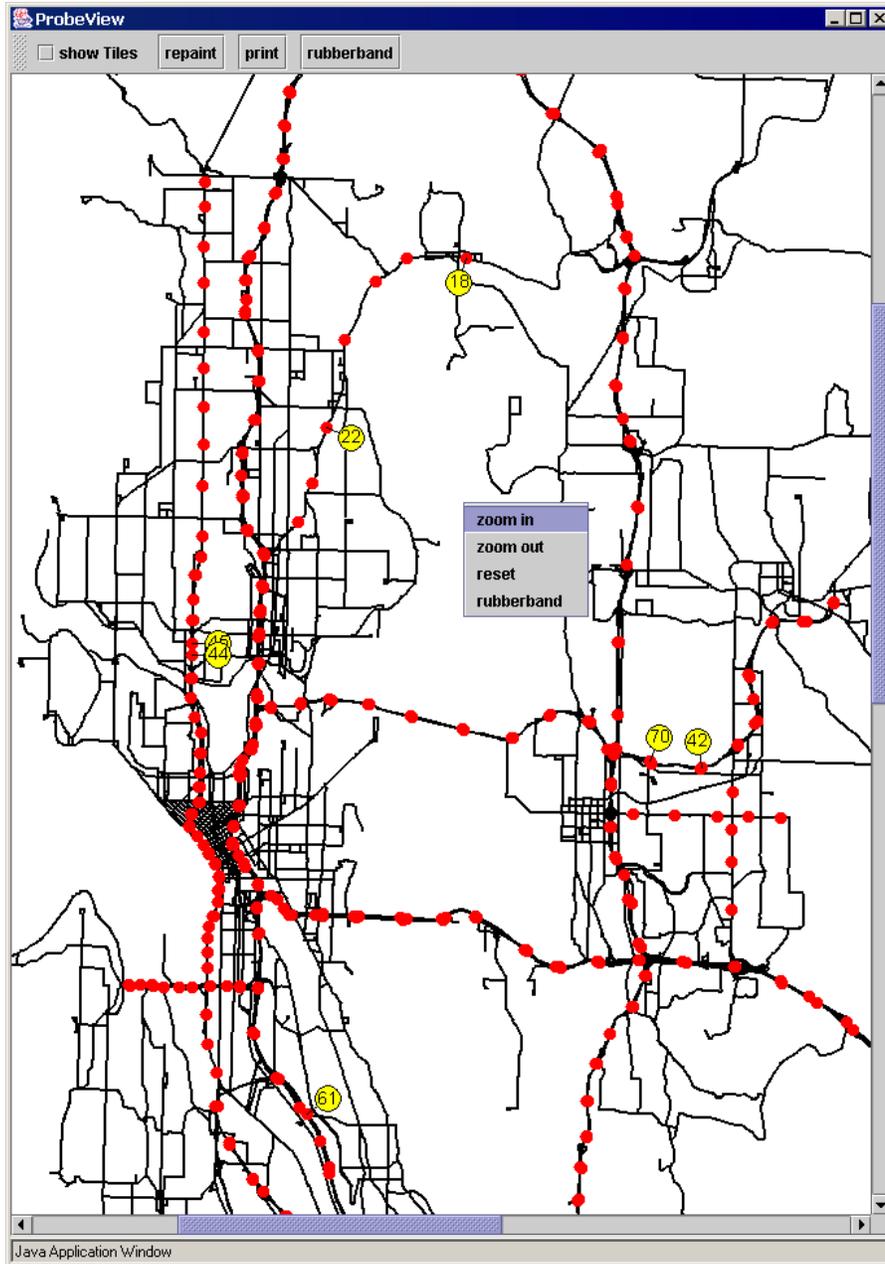


Figure 7: ProbeView user interface

The application has a ToolTip that displays roadway and sensor location information. When the mouse is over a roadway arc, the arc’s name is displayed, and when the mouse is over a probe sensor, it displays probe sensor location information. This

includes the following: id, arc name, traffic directionality (one-way or two-way), angle of arc tangent, and arc id.

Clicking the left mouse button when the mouse is over a sensor location pops up a frame, called a *SensorView*, that shows report data collected over the day (either since the start of the program or the start of the day, whichever is later). The data are presented in a table beneath a time series plot of the speeds. The following report items are listed in the table: vehicle ID, vehicle direction (1 or -1, depending on whether the reported vehicle was moving in the direction of the arc tangent), date, time, speed, speed sigma, and some corresponding schedule information: route ID, block ID, and trip ID. Points in the time series plot are colored green if the vehicle direction is 1 and red if the direction is -1.

3.2 Software Architecture (Detail)

The *ProbeView* application is based on the standard MVC (Model-View-Controller) paradigm. It provides access to the roadway graph structure and the grid of virtual tiles covering the graph. In addition, the *ProbeModel* is connected to an SDD probe data transmitter and maintains a table of sensors and a matching table of corresponding probe report histories. A component called *ProbeCanvas*, which extends *BasicArcCanvas*, plays the role of the View in the MVC paradigm. In addition to the basic functionality of showing the roadway graph, *ProbeCanvas* displays sensor locations and speed bubbles. The Controller aspect of the application consists of the basic mouse-activated viewing functionality described above, namely scrolling, zooming, and viewing probe report history. These controls are defined in the main class *ProbeView*. Note that the *ProbeModel* is autonomous, driven only by the input probe data stream, and is not affected by user controls.

The interaction between the *ProbeModel* and the graphical components is implemented by using the Java paradigm of event dispatching and handling. The *ProbeCanvas* (and any active *SensorViews*) are registered as *ProbeEventListeners* on the model. Each time the model is updated with a probe report, the model constructs a *ProbeEvent* and “fires” it at the listeners, which repaint themselves accordingly.

3.2.1 ProbeModel

ProbeModel extends the *BasicArcModel* class and hence supports all the basic roadway graph handling and tiling operations. When *ProbeModel* is run as a Java Webstart application, a classLoader loads the graph as a resource specified in the WebStart .jnlp

configuration file. When it is run as a stand-alone, the graph is generally loaded from the file system. The graph is a subgraph of the full King County graph; only those arcs are included that lie on a schedule `time_point_interval` (i.e., that are traversed by some bus), or else they are marked as type `F(reeway)` or `P(rimary)`. (The full graph is quite large and results in sluggish graphics response. It is used in the `SensorCorridorBuilder` tool when precise cross street information is desired.)

The `ProbeModel` runs an `SDD Receiver` thread that is connected to a probe data `SDD Transmitter`. When a “Sensors” contents table is received, the `ProbeModel` initializes its internal sensor table and clears all report history. The sensors are doubly indexed, or “tiled,” with the 1-mile square grid that tiles the roadway graph in order to facilitate rapid regional access to sensor data. For each tile there is a list of pointers to the sensors located within the tile.

When a probe data report is received, it is appended to the corresponding sensor report history, and a `ProbeEvent` is fired. This event provides access to the current data as well as the report history. All report histories are cleared at midnight local time.

3.2.2 *ProbeCanvas*

`ProbeCanvas` extends the `BasicArcCanvas` class and hence provides all of its functionality. However, several basic methods have been superseded. The `printCanvas` method is modified to use the `jnlp PrintService`. This permits printing when the application is deployed over the Web. (By default Webstart applications, like applets, are denied access to the local file system and other devices.) Also, the `paintComponent (Graphics)` method is modified to draw sensors and speed bubbles. This method is described briefly below.

The `paintComponent` method starts by computing the state-plane coordinates of the current clipping rectangle and the range of tiles that cover this clip. The only model objects actively drawn are those that lie on one of these tiles. (Attempting to render any others would simply waste time.) The shapes rendered are (1) (precomputed) `GeneralPaths` representing roadway clipped arcs, (2) small circular dots representing sensors, and (3) larger circles (speed bubbles) showing the last current vehicle speed reported near the sensor. (Stale data are not displayed.) For sensors on “Reversible” type expressway arcs, the bubble is centered on the sensor location. For all others, the direction of vehicle motion is used to determine whether to draw the bubble on the left or right side of the associated arc.

3.2.3 *ProbeView*

ProbeView is the outer MVC framework that creates the ProbeModel, ProbeCanvas, and the mouse-activated controller functions. It creates the Buttons in a detachable ToolBar, the Scrollpane/Viewport on the ProbeCanvas, and the PopupMenu of zoom actions. It also creates an anonymous “ShowSensorView” mouse control function, which displays a SensorView if the mouse is clicked near a sensor.

4. STOREVIEW

StoreView is a Java applet that displays time and spatially averaged speeds for selected locations on SR 99, I-5, SR 520 and I-90.

<http://www.its.washington.edu/storeview/storeview.jnlp>

StoreView is a variant of ProbeView that displays ProbeStore speed information in red, green, or gray bubbles. Like ProbeView, it has an MVC architecture.

The StoreView model (StoreModel) receives data from the “StoreTransmitter.” Like the ProbeModel, it accumulates sensor report histories. However, the algorithm for saving history is slightly different because much duplicate data must be filtered out. Because data are broadcast every 20 seconds, not at vehicle location report update times, multiple reports will be received with the same value for report_time. Only one of these is added to the accumulation list. Recall that the StoreTransmitter is an SDD version of ProbeStore that broadcasts a batch of reports every 20 seconds. Each report is actually a pair of reports with the same sensor ID: a ProbeStore report (time-average) and the last associated CorridorProbes report (road-interval average). The former report is kept in the model until the next input, but no history is accumulated; the latter report is added to sensor history if it is not a duplicate of the preceding report.

The StoreCanvas component of the application is much like ProbeCanvas but with a slightly more complicated painting method (see Figure 8). It paints a bubble for every probe sensor location, whether or not current data are available. The following color scheme is used:

- gray: no current report
- green: current report with scancount ≤ 120
- red: current report with scancount ≥ 300

The speed value shown in the bubble is the current time average speed. The scancount is an indication of whether the average speed is above a certain sensor-dependent threshold. The display is repainted every time the model receives data, which is a nominal rate of every 20 seconds.

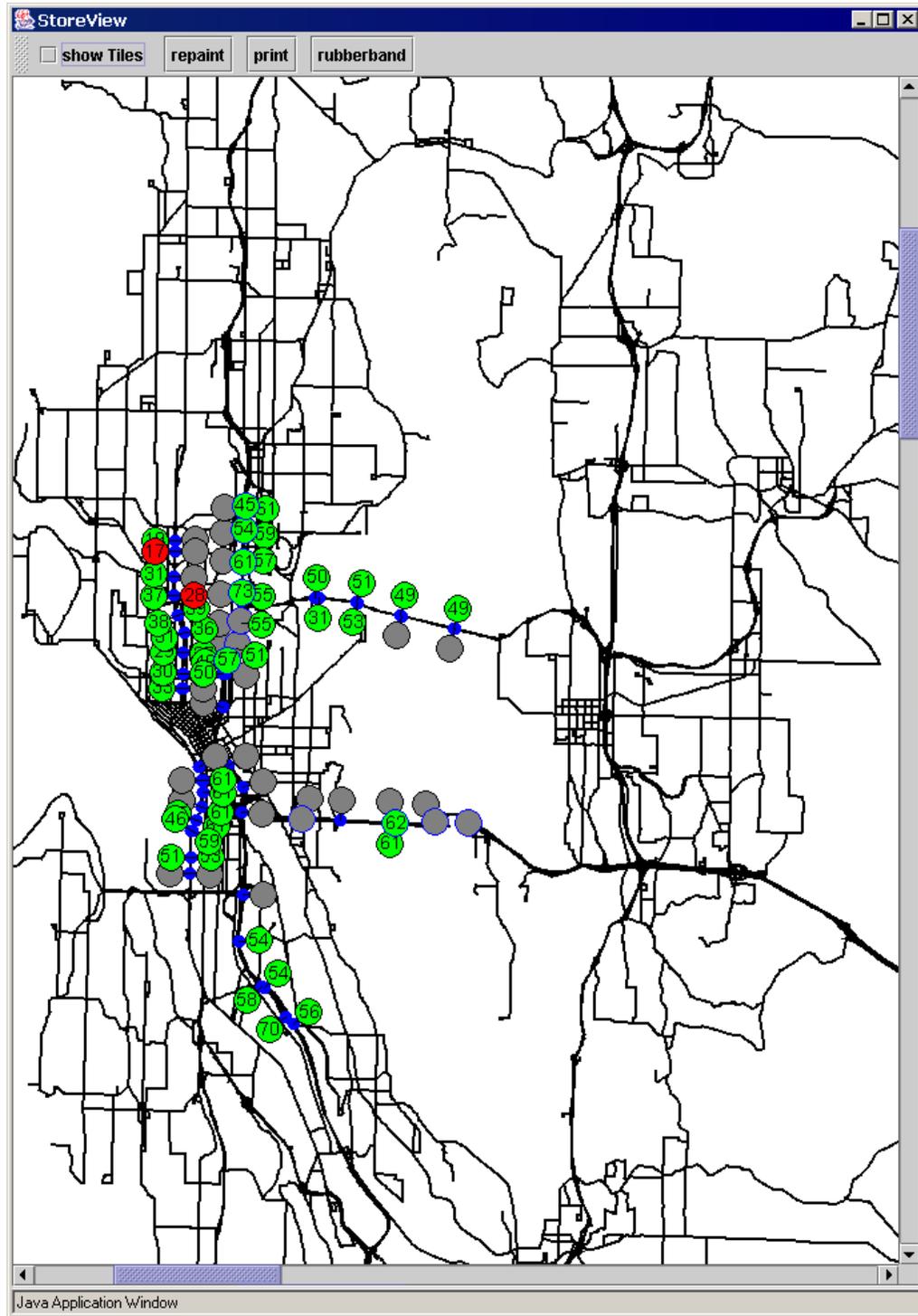


Figure 8: StoreView user interface

5. GIF WRITER

GIFWriter is a set of GIF images captured from a set of regions of interest covering the Puget Sound area (<http://www.its.washington.edu/transit-probes/>). Figure 9 shows the default set of regions for display. When a region is selected, a map image for that region with the most recent speed data is displayed, as in Figure 10.

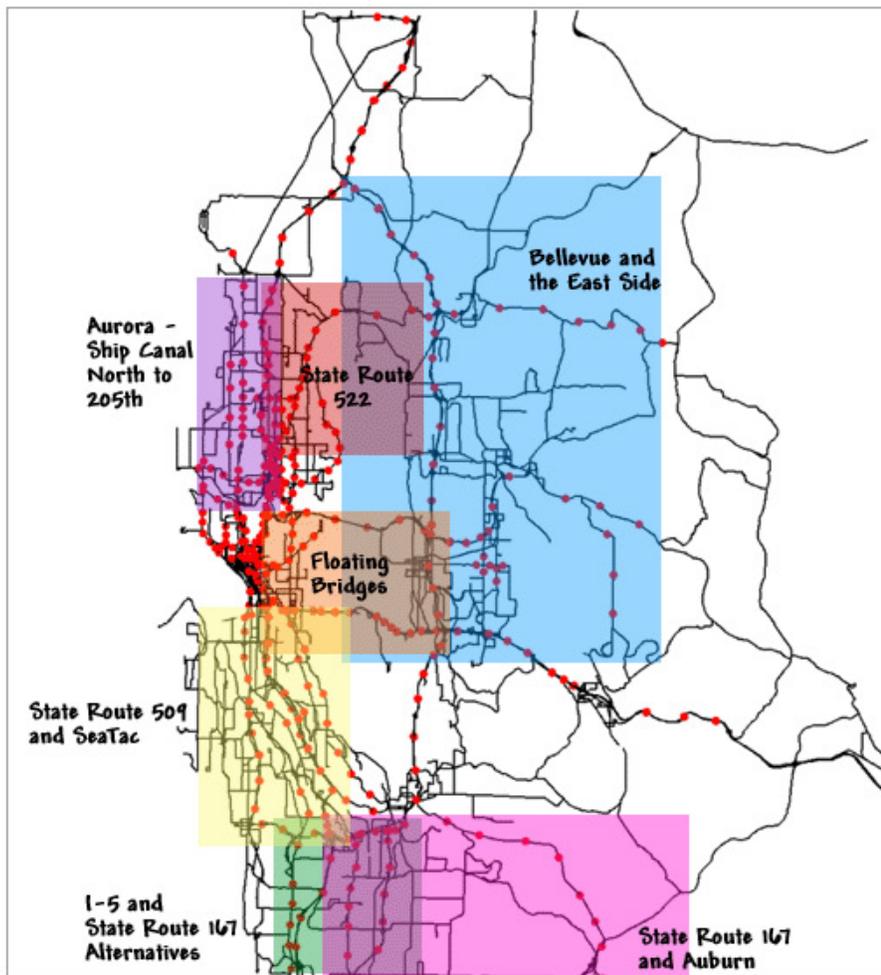


Figure 9: GIFWriter area selection page

The GIFWriter is a non-interactive, non-visual variant of ProbeView in which user controls are replaced by a program that writes GIF images (see Figure 10). This program cycles through a user-configured list of map locations and paints off-screen images, such as

would be seen with ProbeView, and saves the images to disc in GIF file format for subsequent viewing in a web browser. The GIFWriter also writes a file of “hot spots” associated with sensors at each viewing location. The GIFs and “hot spots” are assembled into HTML files by a Web server application. When the user positions his/her mouse over a bubble, the underlying probe location and ID are shown in a “tooltip.”

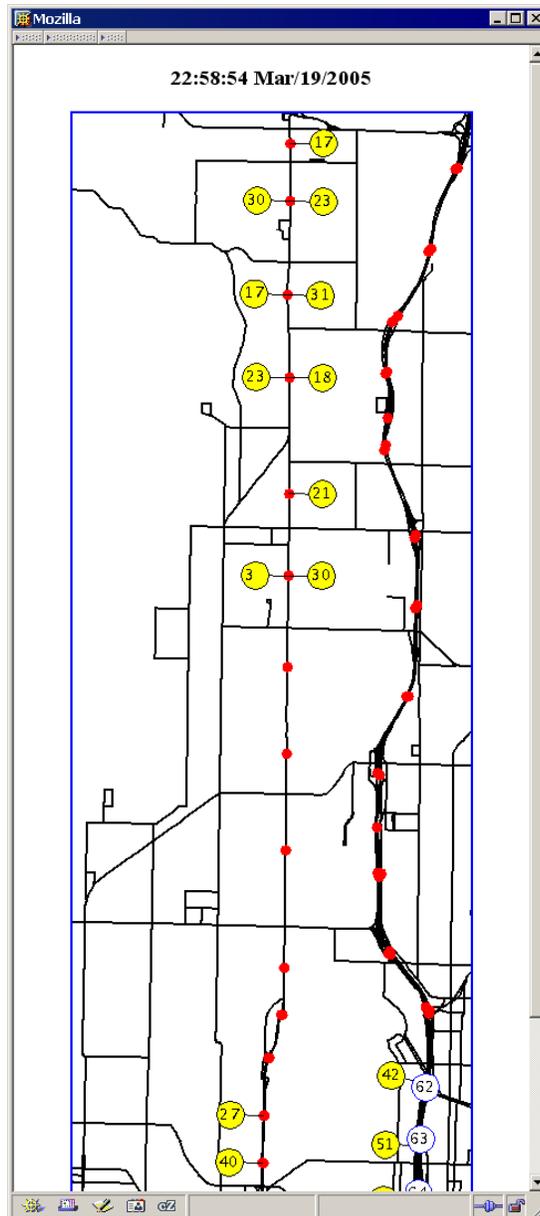


Figure 10: GIFWriter speed page

The application requires a configuration file that lists the specified view locations, view parameters (viewport rectangles and zoom scale factors), and names for the corresponding image GIF files. The SensorCorridorBuilder tool is used to select the locations and record the view parameters.

GIFWriter has a Model-View-Controller architecture like ProbeView. The GIFModel coincides with ProbeModel, while GIFCanvas extends ProbeCanvas with a function for directly setting the zoom factor and a function for accessing speed bubble coordinates. The GIFWriter control structure is described in more detail below.

When the GIFWriter is instantiated, it sets up a list of Jobs according to the configuration file. Each Job specifies the file name for generated GIF (and hot spots), the view rectangle (x, y, width, height), and the model to canvas zoom factor.

The set of sensor “hot spot” image coordinates are computed and recorded on disk for every Job, and then the Jobs are “processed” in cyclic fashion at a rate of one every 10 seconds. Processing consists of the following steps: (1) Create an (off-screen) image object from the GIFCanvas with the Job specified width and height. Any drawing on the canvas will be “rendered” on this image object. (2) Set the canvas zoom scale and clipping rectangle to Job-specified values and paint (see the discussion of ProbeView). (3) GIF encodes the image and writes to a Job-specified output file.

6. TRAVELTIME WEB PAGE

The TravelTime page, shown in Figure 11, is a Web page with travel times for selected routes in the Seattle metropolitan area, (<http://www.its.washington.edu/probes/traveltimes/>). These travel times are derived from the speeds measured by the virtual sensors.

ITS Research Program, UW
Travel Times

| CORRIDOR | LENGTH (Miles) | TRAVEL TIME (Minutes) | AVERAGE SPEED (MPH) |
|--|----------------|-----------------------|---------------------|
| Aurora Ave North from Downtown to NE 50th St | 3.47 | 6.37 | 32.7 |
| Aurora Ave North from Greenlake to NE 200th St | 6.38 | 21.58 | 17.7 |
| Aurora Ave South from NE 200th St to Greenlake | 6.38 | 32.35 | 11.8 |
| Aurora Ave South from NE 50th St to Downtown | 3.47 | 6.46 | 32.2 |
| I5 Express lanes South from Northgate to Seattle | 6.98 | 7.86 | 53.3 |
| I5 North from Seattle to Northgate | 7.71 | 8.35 | 55.4 |
| I5 North from Southcenter to Seattle | 11.11 | No Info | No Info |
| I5 South from Northgate to Seattle | 7.78 | No Info | No Info |
| I5 South from Seattle to Southcenter | 12.07 | 12.21 | 59.3 |
| I90 East from Seattle to Factoria | 7.92 | 8.05 | 59 |
| I90 Express lanes East from Seattle to Factoria | 5.90 | No Info | No Info |
| I90 West from Factoria to Seattle | 7.91 | No Info | No Info |
| SR-520 East from Seattle to Redmond | 7.44 | 8.16 | 54.7 |
| SR-520 West from Redmond to Seattle | 7.45 | 10.09 | 44.3 |
| SR-99 North from W Seattle Fwy to Seneca St | 3.09 | No Info | No Info |
| SR-99 South from Seneca St to W Seattle Fwy | 3.08 | No Info | No Info |

Last updated at 2005-05-02 10:51 am

Figure 11: TravelTime list page

A program called TravelTimeUpdate runs on nova.its.washington.edu, which is an SDD receiver listening to the TravelTimes transmitter that is shown on the right in Figure 1 and deployed on carpool.its.washington.edu using TCP port number 9008. The transmitter sends two different data tables: TRAVEL_TIMES, which lists the travel times for several corridors, and SPEED_DATA, which gives speeds for each segment of a single corridor. TravelTimeUpdate receives an SDD packet and checks to see which type of table it contains. TravelTimeUpdate adds html to the data to improve the formatting/ readability, and http posts the result to the Web server computer. If the table is a TRAVEL_TIME table, it also requires several additional modifications. If the travel time for a given corridor is invalid (a value of -1), it changes the displayed data to a more friendly “No Info.” Also, if the corridor does have a valid travel time, the name of the corridor is made into an active html link, pointing to an appropriate speed table. It also computes an average speed for the corridor and adds that to the table. If the table is a SPEED_DATA table, a parameter, *&speeds*, is set to the corridor name and is appended to the POST. On the Web server computer, a php script, index.php, first checks to see whether it has received a POST or a GET request. If it was a POST, it checks the IP address to verify that the POST came from a UW computer, and, if so, it saves the contents of the post to a file in the /tmp directory of the server. TRAVEL_TIME tables are saved to a file called “currentTravelTimeState.txt.” SPEED_DATA tables are saved to files named “currentSpeedState(name of corridor).txt.” If index.php receives a GET request, it adds some surrounding html and includes the stored currentTravelTimeState.txt file, to produce the final TravelTime Web page. The corridor names in the displayed table of this page will be active links only if there are valid travel-time data. The links point to a second php script, speeds.php, with an added parameter indicating the name of the corridor. The speeds.php script adds a little surrounding html and displays the contents of the appropriate currentSpeedState file. It also checks to see whether the currentSpeedState file is more than 10 minutes old, and, if it is, the page displays a 'No current speed data' message instead of the contents of the file.

7. PICTOGRAPHIC MAP FOR VIRTUAL SENSOR SPEEDS

A third example of traveler information is the Traffic Map created with transit vehicles as probes on the freeways and arterials. The Pictographic Traffic Map is analogous to the traffic map found on TrafficTV. It is a GIF based on probe vehicles and includes SR 99 (http://www.its.washington.edu/probes_traffic/). This project interfaced both to the King County Metro AVL system and to the WSDOT TMS so that speed data from the probe vehicles could be converted into appropriate threshold values to indicate congestion and then input to the TMS for operator display and management functions. An example of a display congestion map containing both the freeways and SR 99, where there are no inductance loops, is shown in Figure 12.

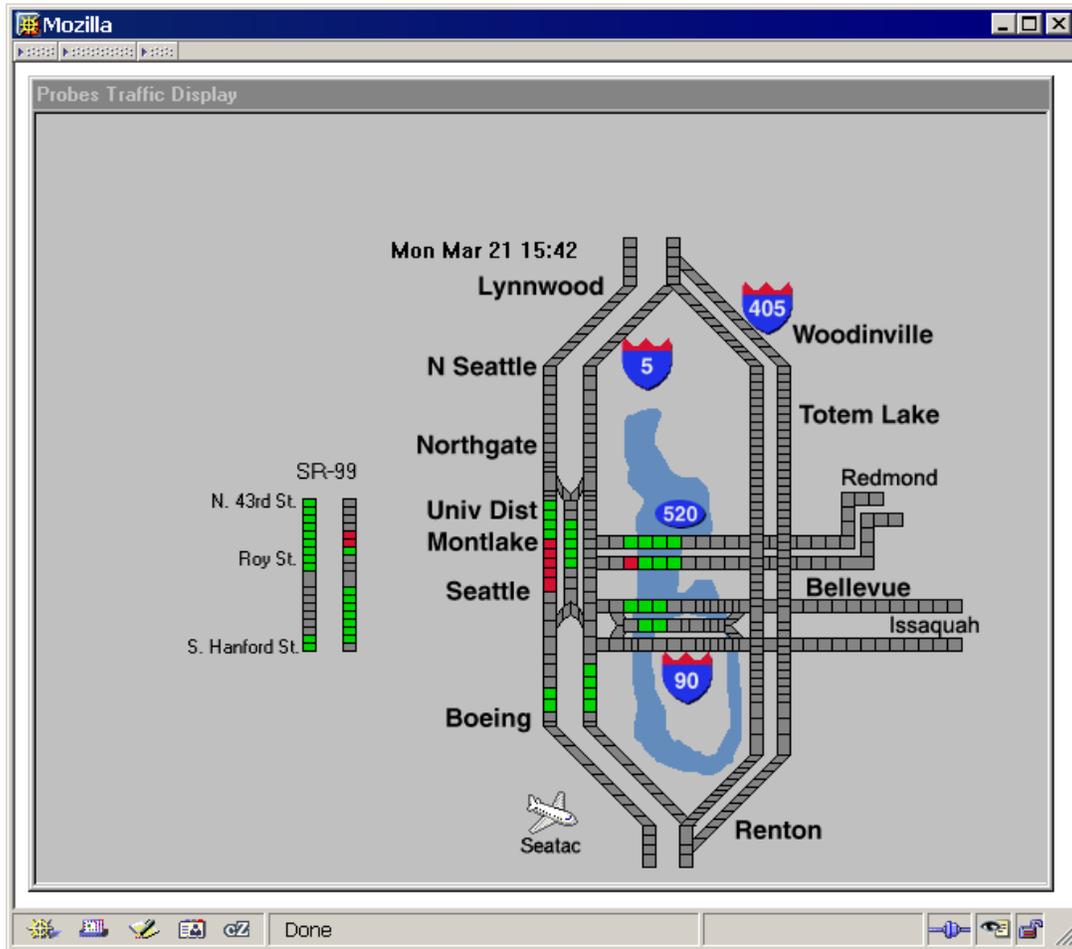


Figure 12: Virtual sensor traffic congestion map based on the use of transit vehicles as traffic probes

8. CONCLUSIONS

The WSDOT operates a central TMS for both day-to-day surveillance and traveler information. Past efforts developed the ability to create real-time traffic speed information by using virtual sensors based on transit vehicle tracking data. In order for this new information source to be merged into the TMS, a number of questions, such as probe density in time and space, had to be resolved.

This report presents the solution developed at the University of Washington (UW). This solution provides real-time congestion information from I-5, I-90, SR 520 and SR 99 to WSDOT's TMS by using the ITS Backbone. This project harvests existing AVL data from within King County Metro Transit and transports the raw data to the UW, where a series of operations converts the data into roadway speed information. This roadway speed information is color coded on the basis of specific, localized conditions for the arterials and freeways to reflect traffic congestion. The resulting traffic data product is then provided to WSDOT as a data source for virtual sensors located in roadways where currently there are no inductance loops.

In addition to creating the infrastructure for an AVL-equipped fleet to serve as probe vehicles, this project created several user interfaces for traveler information. One is "StoreView," a Java application that displays the spatial and temporal average speeds of transit vehicles as bubbles on a map of the major arterials and freeways. The bubbles are color-coded to reflect local traffic conditions. This application can be found at <http://www.its.washington.edu/storeview/storeview.jnlp>.

Another type of traveler information, analogous to TrafficTV and WSDOT's pictographic traffic maps, is also available. This interface can be found at http://www.its.washington.edu/probes_traffic/.

This report documents both the technical issues addressed in creating a virtual sensor data stream from probe vehicle data and the creation of a set of real-time traveler information applications.

This work demonstrated the creation of a set of practical real-time virtual sensors based on probe vehicles. Furthermore, it identified a framework in which an existing transit fleet can be used as probe vehicles. It created the software to implement this new data source

within the existing TMS at WSDOT's TSMC. WSDOT personnel at TSMC are presently evaluating the use of probe data to populate a traffic map for Aurora Avenue (SR 99).

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