

# Building Knowledge from Real-Time Sensor Information

BAC Industry Workshop 2013

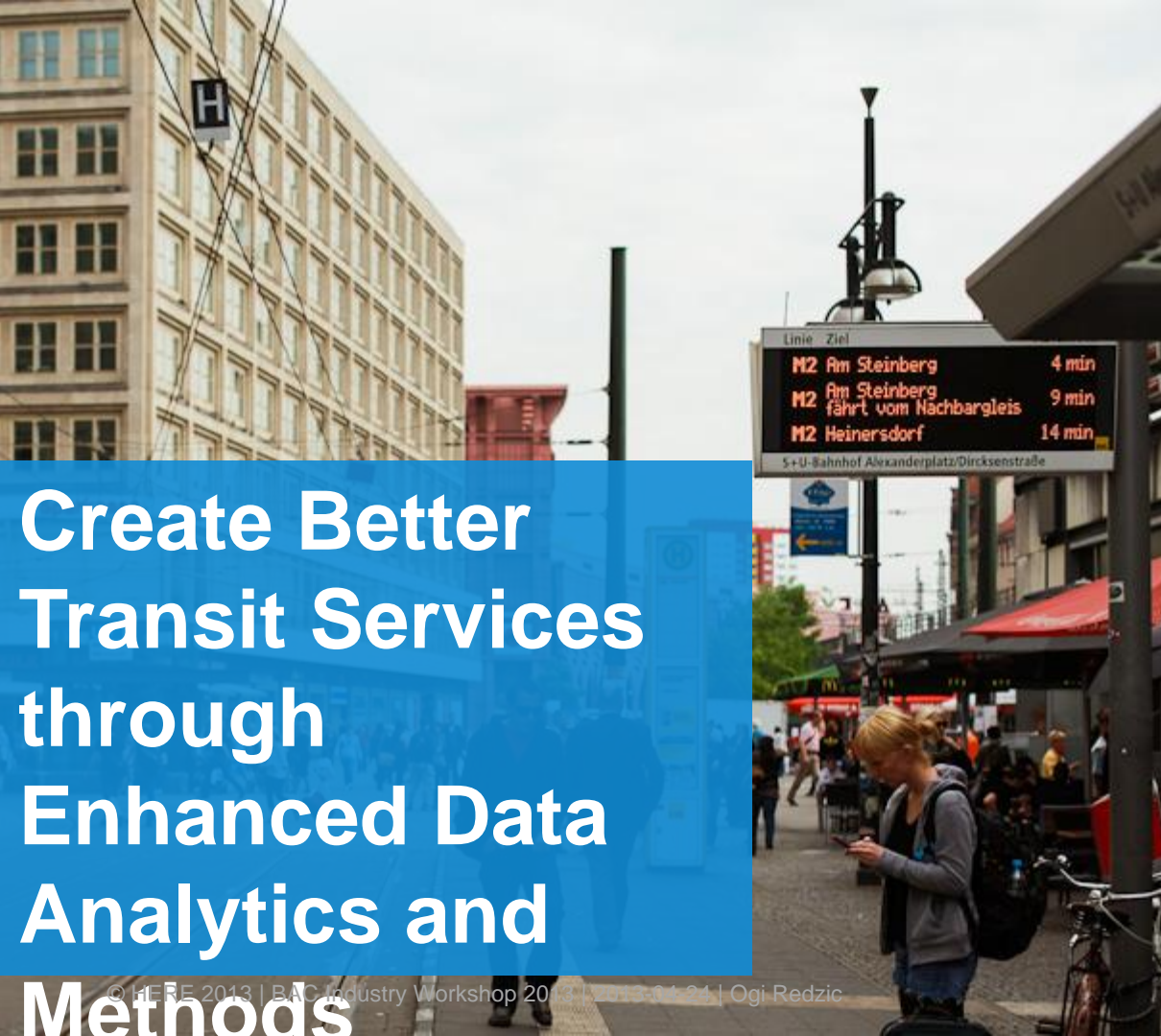
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**NOKIA**

April 24, 2013

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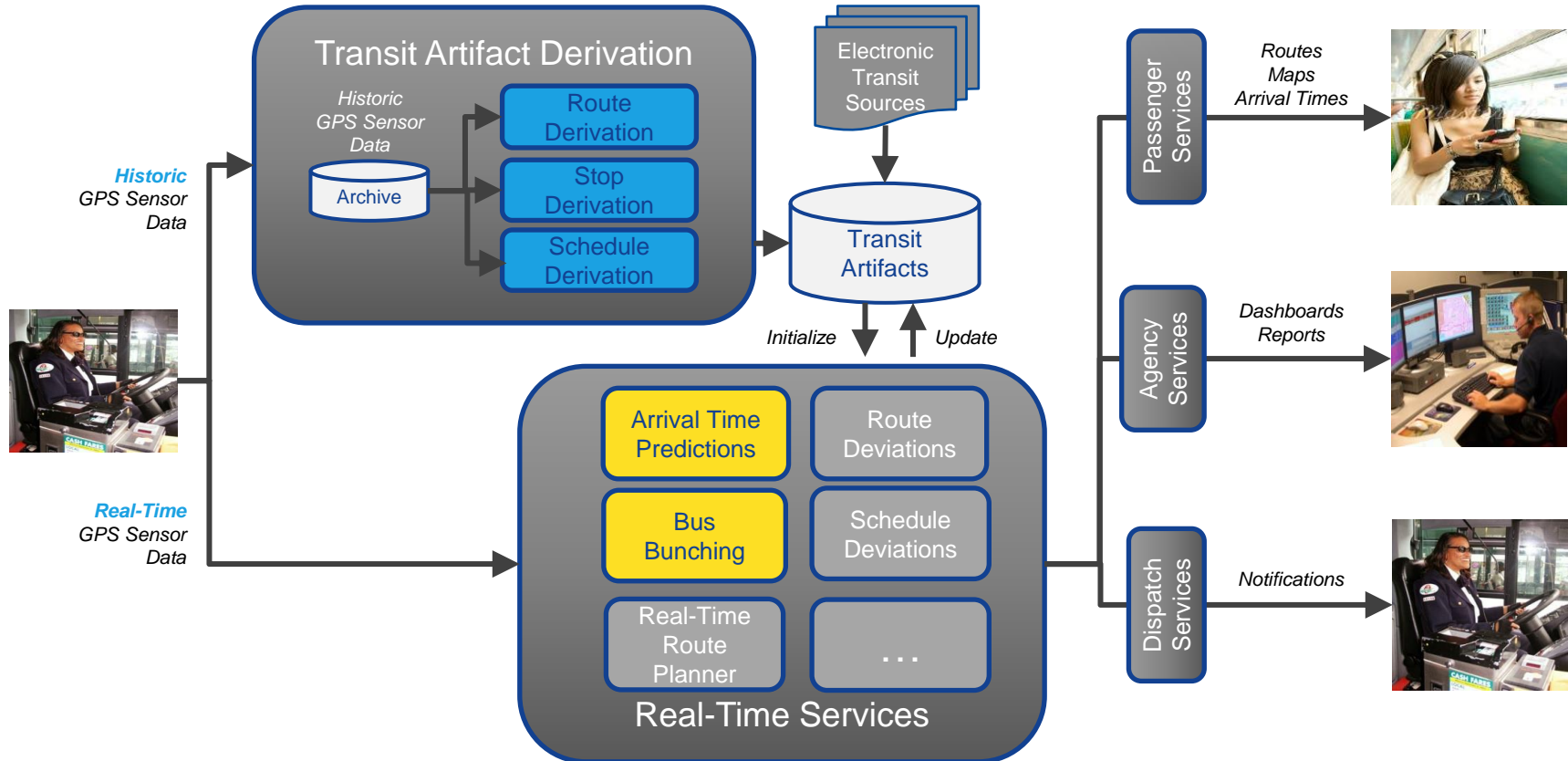
# Create Better Transit Services through Enhanced Data Analytics and Methods

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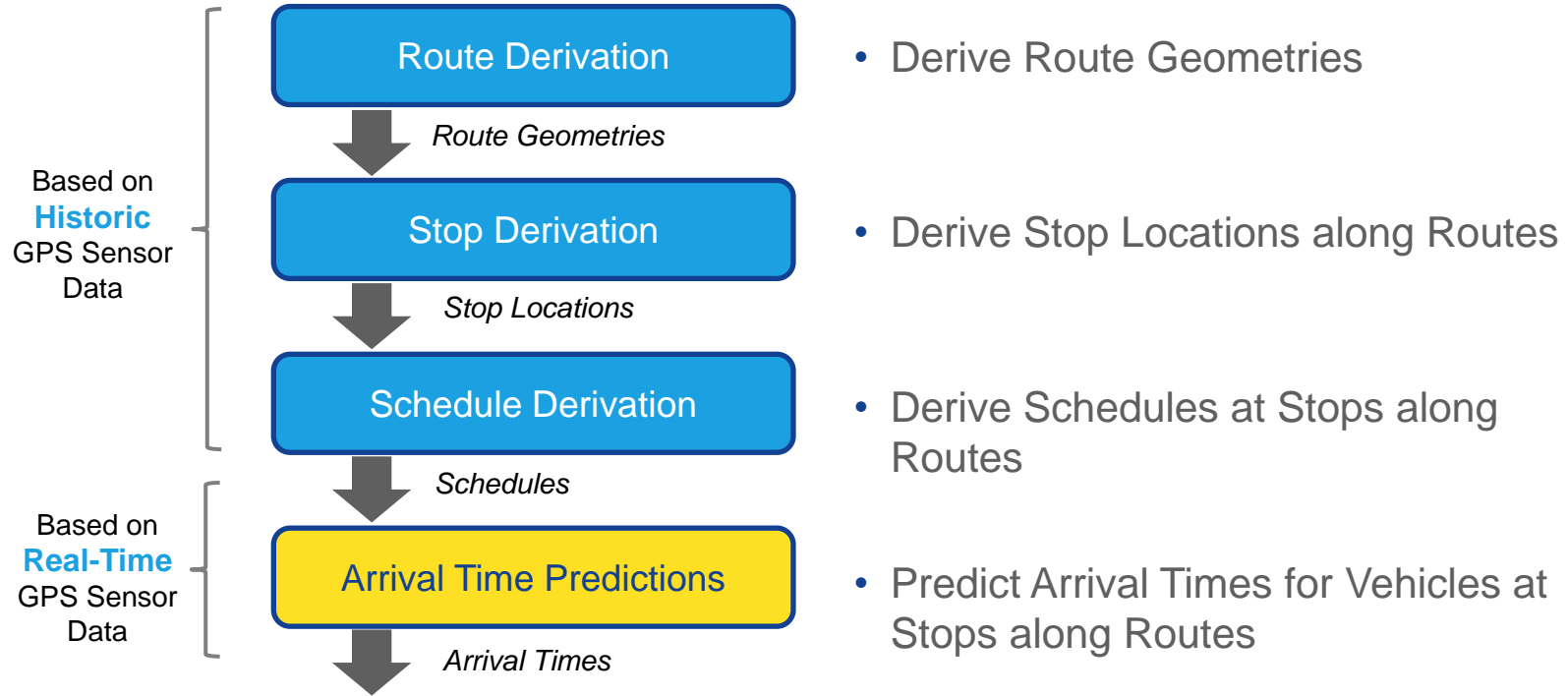
## Real-Time Transit Project Objectives

- Derive/Verify Transit System Artifacts from GPS Sensor Data
  - Route Geometries
  - Stop Locations
  - Schedules
- Monitor Transit Systems using GPS Sensor Data to Enable Integrated Real-Time Services
  - Real-Time Route Planning
  - Accurate Arrival Time Predictions
  - Passenger Service Alerts
  - Driver/Agency Notifications
  - Other Services

# Real-Time Transit Project Overview

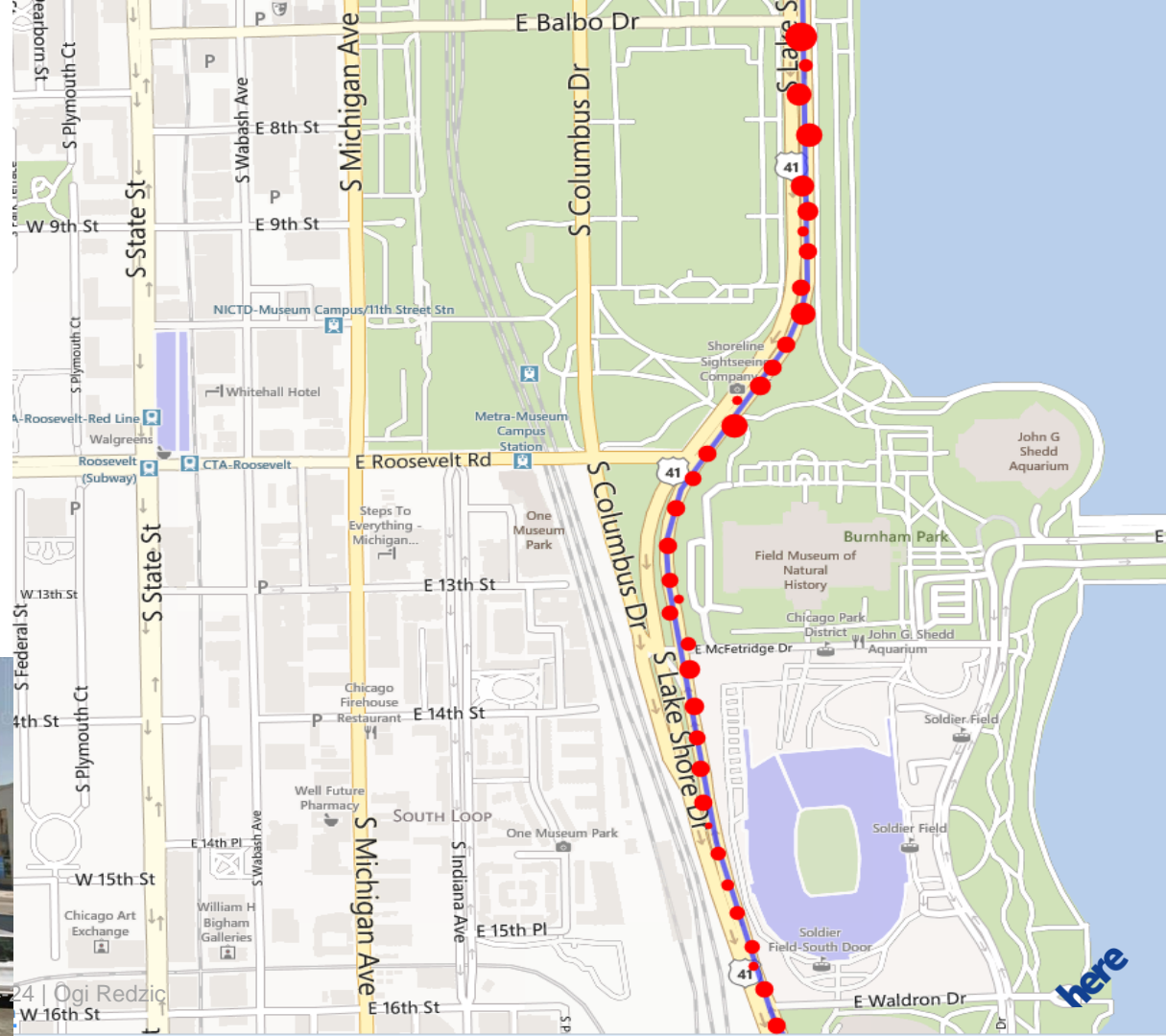


# Building Knowledge from GPS Sensor Data



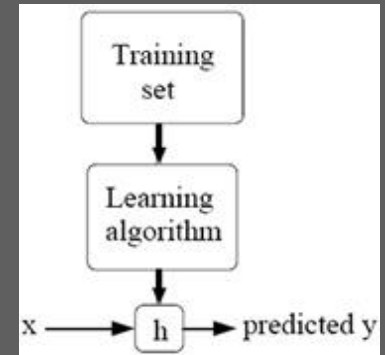
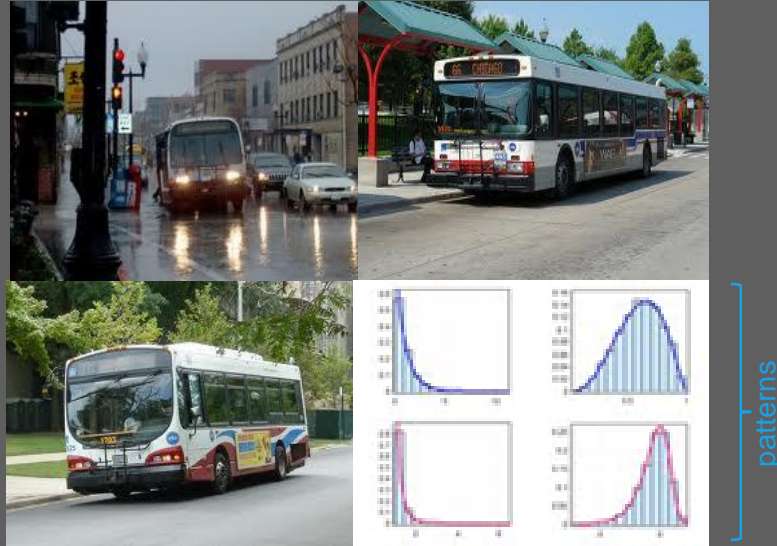
# Route Derivation

- Spatial Clustering of GPS Locations
- Outlier Suppression of Low Density Clusters
- Route Formation through Spatial/Temporal Cluster Ordering
- Refine Cluster Accuracy by Aligning Clusters to Road Network
- Refine Route Accuracy by Adding Intersections



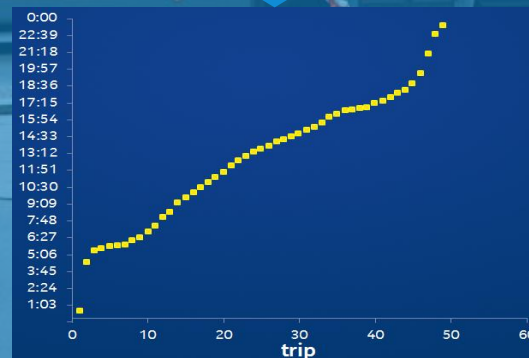
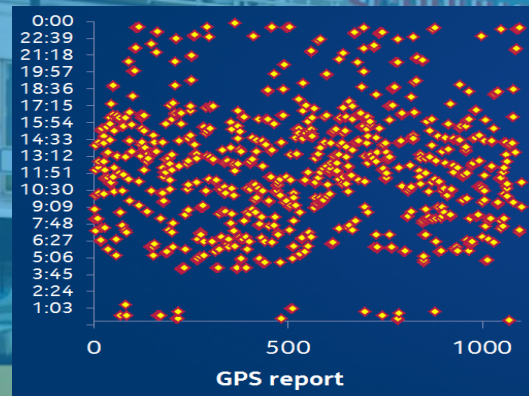
# Stop Derivation

- Uses Supervised Machine Learning Model based on
  - Mini-Clusters at Stop Points
  - Speed
  - Heading
- Training Set (Patterns) Observed in the Real World
  - Transit Stops vs.
  - Stop Signals vs.
  - Stop Signs vs.
  - Combination
- Model Seeded with Training Set
- Artifacts Computed on Most Likely Match
  - Resulting in 90% Accuracy for Stop Derivation



# Schedule Derivation

- Separate GPS Data by Weekday & Weekend
- Cluster GPS Data Temporally (by Time)
- Align Time Clusters with Stops
- Based on the Number of Transit Runs for each Route, for each Stop Compute
  - Mean Arrival Times
  - Standard Deviation (Variances) of Arrival Times



# Real-Time Service: Arrival Time Prediction

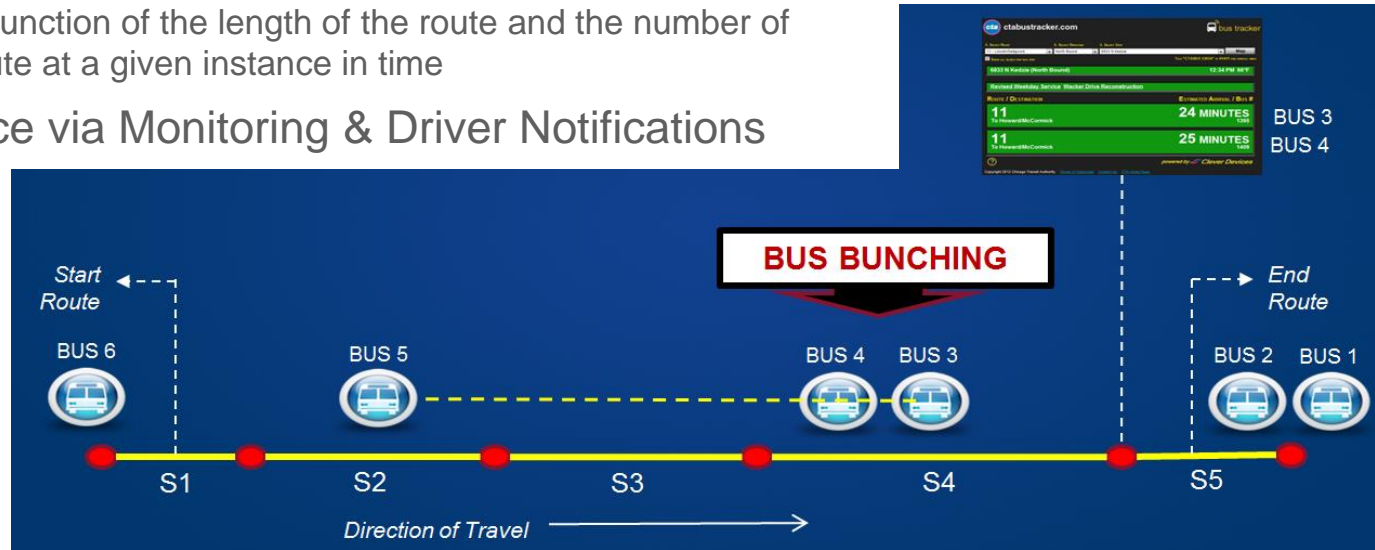
Stop: CTA Washington & Franklin Direction: East Bound or INBOUND
ROUTE: 157 ETA: 924 TIMETABLE: 930
ROUTE: 60 ETA: 933 MINUTES REMAINING: 3 TIMETABLE: 937
ROUTE: 20 ETA: 937 MINUTES REMAINING: 7 TIMETABLE: 938
ROUTE: 157 ETA: 943 MINUTES REMAINING: 13 TIMETABLE: 945
ROUTE: 60 ETA: 946 MINUTES REMAINING: 16 TIMETABLE: 949

- Uses Adaptive **Kalman** Filter
- Dynamic Weighting Between Historic & Real-Time Arrival Times based on
  - Historic Variances (from Derived Schedules)
  - Real-Time Variances (Estimated)
- Accuracy of Predictions On-Par or Better than Agency Arrival Time Services



# Real-Time Service: Bus Bunching

- Bus Bunching occurs when Buses on a Route are too close
  - Bus Bunching leads to *irregular* service
  - *Closeness* is a function of the length of the route and the number of buses on the route at a given instance in time
- Regulate Service via Monitoring & Driver Notifications



# Summary

- Artifact derivation from GPS/sensor data produces accurate Transit Models
  - Enables Route Planning for Agencies without Electronic Sources
  - Provides more up-to-date Models for Agencies with Electronic Sources
- Monitoring Transit Vehicles from GPS/sensor data enables Real-Time Services
  - Enables seamless integration of Real-Time Data & Services
  - Provides Services On-Par or Better than Agency-provided Services
  - Optimizes System efficiencies thus increasing Customer Satisfaction