

Solutions for Planning Smart Hybrid Public Transportation System – Poznan Agglomeration as a Case Study of Satellite Towns’ Connections

Marzena Banach¹ Katarzyna Kubiak² and Rafał Długosz³

¹ Poznan University of Technology, Institute of Architecture and Spatial Planning,
ul. Nieszawska 13C, 61-021 Poznan, Poland

E-mail: marzena.banach@erba.com

² Adam Mickiewicz University

Faculty of Mathematics and Computer Science

ul. Umultowska 87, 61-614 Poznan, Poland

E-mail: kbkubiak45@gmail.com

³ UTP University of Science and Technology

Faculty of Telecommunication, Computer Science and Electrical Engineering

ul. Kaliskiego 7, 85-796, Bydgoszcz, Poland

E-mail: rafal.dlugosz@aptiv.com, rafal.dlugosz@gmail.com

Abstract—A primary goal of the Internet of Things is to create smart spaces, including smart cities and intelligent transportation system (ITS). One of the ITS variants is smart hybrid public transportation system, whose efficient development requires a broad support from the side of information and communication technologies (ICT). For such a system to function optimally, vehicles that are part of it have to be able to exchange data with other road users and road infrastructure. This applies especially to autonomous vehicles, whose trajectories may be in the future controlled through the vehicle-to-infrastructure (V2I) communication network. In the paper we propose a system that can be used to optimize the boundaries of relatively small suburban zones, in which public autonomous vehicles would be allowed to operate. Vehicles of this type may offer the transport only to the nearest local railway stations, from which the travel to the central city of the agglomeration would be continued for example by train. The concept of the proposed solution is based on the Voronoi diagrams, in which particular suburban train stations are treated as local attractors. The proposed software system in one of its stages uses Google Maps engine that allows for the determination of road distances and travel times between particular towns. On the basis of such data it determines the mentioned zones. Their boundaries, as well as optimal routes in a given period of the day may be communicated to the vehicles through the V2I system. The system performance is presented for an exemplary case of Poznan city, Poland.

Keywords—Intelligent Public Hybrid Transport System, Transport Planning, Autonomous Vehicles, Software System

I. INTRODUCTION

The idea of smart cities is frequently connected with technical and social solutions which aim at improving the quality of broadly understood everyday functioning of city dwellers. These solutions include various facilities, in which novel artificial intelligence (AI) as well as information and communication technologies (ICT) are used as a basis [1]. For example, these technologies are used to facilitate the access

to information, offering information systems for passengers, tourists, etc. On a higher level, more advanced solutions are proposed such as remote access to offices [2]. However, one of the main pillars of smart cities is the so-called intelligent transportation system (ITS) [3], which bases on various AI and ICT technologies to a high extent. The ITS is expected to transform the transport toward more functional, flexible and ecological solutions. A truly intelligent system of this type should offer comprehensive solutions at the level of larger areas such as city agglomerations. This aim can be accomplished by developing an intelligent public hybrid transportation system.

Technological solutions used in smart cities should primarily lead to real social benefits in the areas of safety, ecology and economy. With appropriate approach, these benefits can be directly offered by the ITS. One of them, which is the topic of this work, is to improve the competitiveness and flexibility of public transport in towns and villages – satellites of major cities in agglomerations. Their inhabitants, who constitute a significant percentage of all inhabitants of the agglomeration, regularly commute to the central city, mostly for educational and occupational purposes. The lack of an attractive public transport offer, e.g. rare and inconvenient connections, long travel time, causes the car to be a frequently used means of transport (in Poland). It has lead to a growing concern in recent years, which is increasing city traffic which adversely affects the quality of life.

Not unlike most areas of life, transport is subject to market competition. In terms of public transport, a competitive offer is such an offer which is comparable to what individual transport provides. Simply speaking, people demand faster, cheaper, more convenient and more flexible solutions.

One of the solutions to the described problem is to use a combination of two means of transport: own car and public transit. This idea is not new. It has been promoted for many

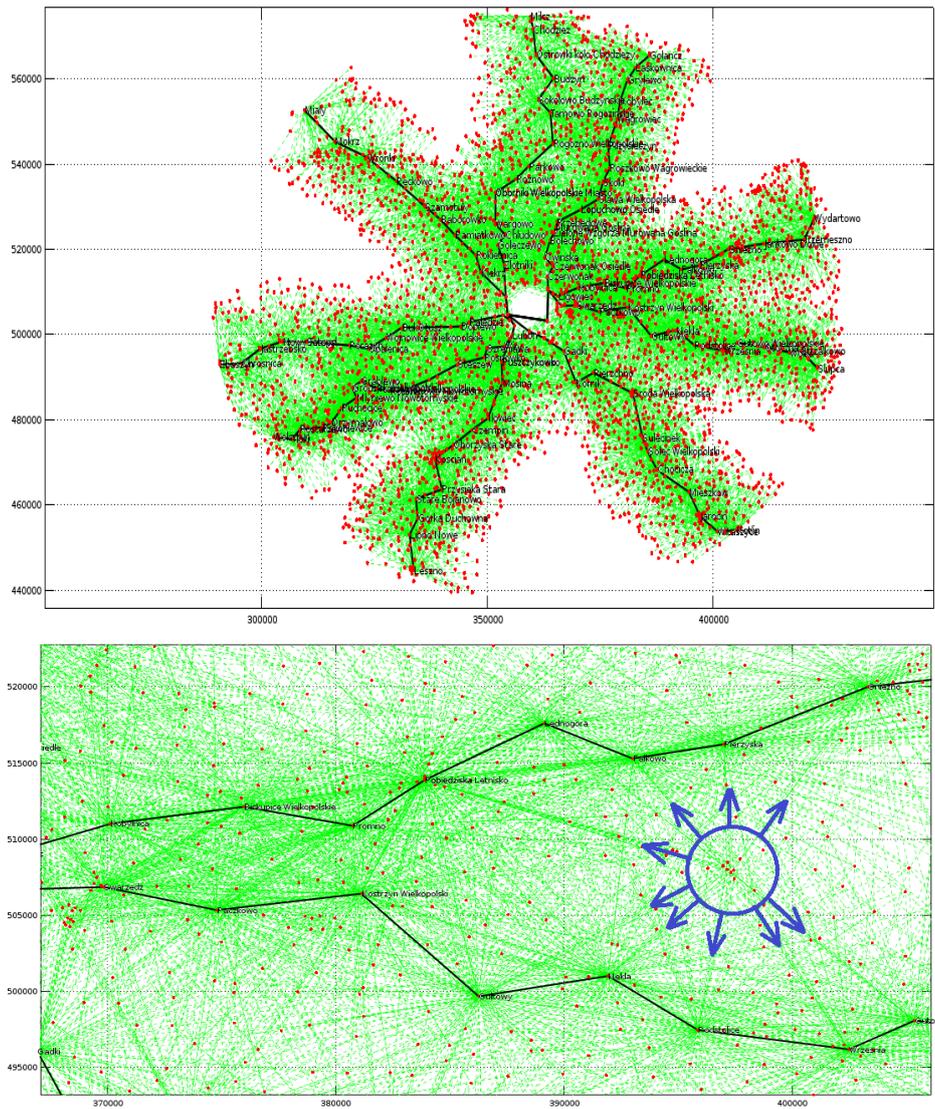


Fig. 3. Illustration of data stored in the $DT2_{l,s}$ datasets: selected settlement-to-station assignments (up). Exemplary area belonging to ROIs of nine stations for r_{\max} set to 22 km (bottom).

The paper consists of several parts. The next section presents a short literature study related to the subject of the work. We briefly discuss public hybrid transport systems and the use of Voronoi diagrams for agglomerations. In the following section we describe the proposed software system, as well as exemplary results for the Poznan agglomeration in Poland. The conclusions are formulated in last section.

II. STATE-OF-THE ART STUDY AND RESEARCH METHODOLOGY

The investigation results presented in this work are for an exemplary case of the Poznan agglomeration. However, the proposed software system can be quickly configured and used for any agglomeration. The methodology applied in our investigations partially results from the following state-of-the art study which showed us the areas of the application of the system.

A. Public hybrid transport systems in Poznan

Combining different means of transport is an increasingly common practice, especially in larger urban agglomerations. The common tariff plan connects buses, trams, subway and suburban trains wherever possible. This combination also includes the synchronization of timetables so as to improve the smoothness of getting around the city. An example of these solutions is the transport system in the Poznan agglomeration. In this case, the BTK (bus, tram, train) offer extends within a radius of approximately 50 km from Poznan, as shown in Fig. 2. The investigation results, presented in next section, were conducted for a similar area.

B. Using Voronoi diagrams

The proposed work is based on the method of dividing the space into ‘zones of influence’, which are often illustrated with the help of the Voronoi diagrams. This method is also

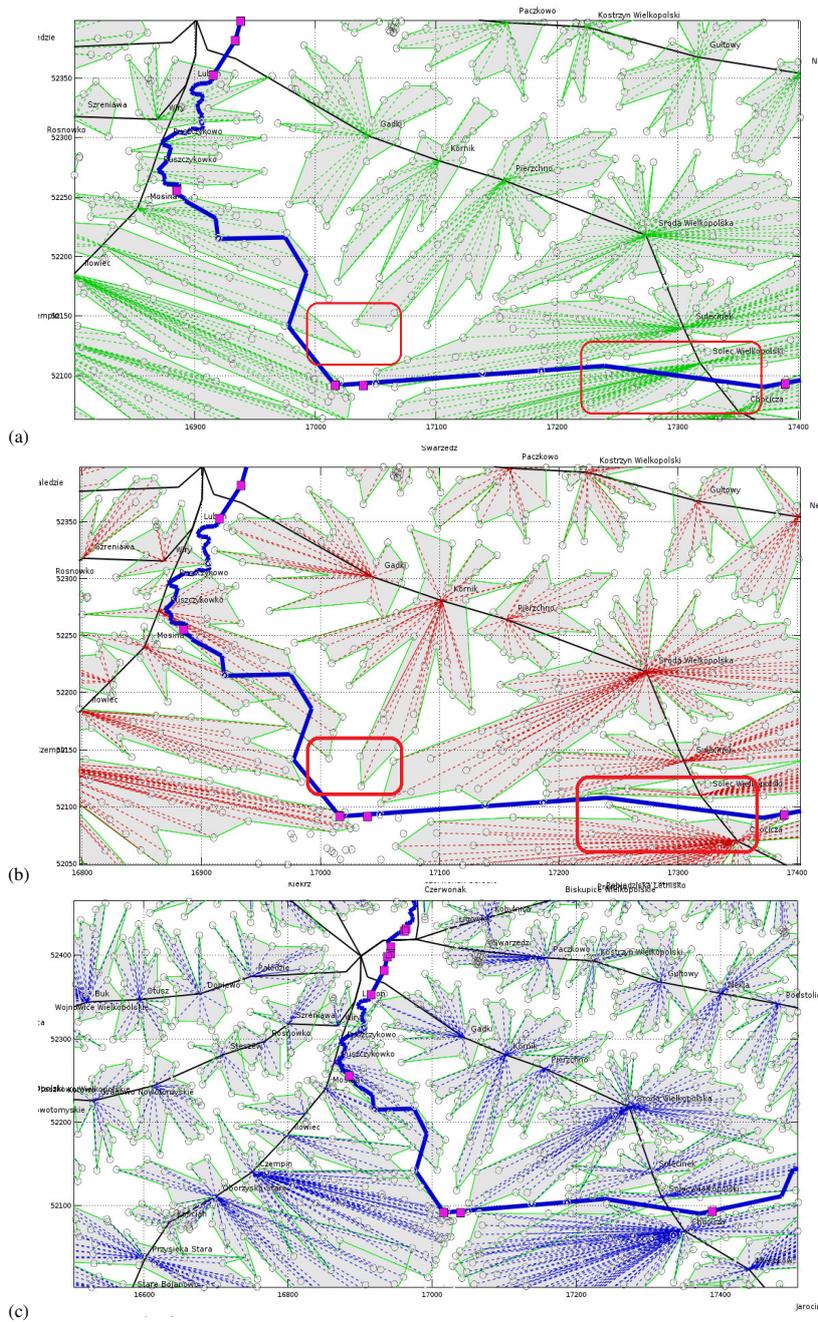


Fig. 5. Voronoi diagrams of selected areas for geographical (a), road (b), and travel time distances (c). The wide blue line is the Warta river, while the magenta blocks are locations of bridges

Then, we define a circular region of interest, denoted as ROI, for every railway station from DR1. ROI is described by two parameters the minimum radius r_{\min} , $r_{\min} > 0$ and the maximum radius r_{\max} . Selecting a non-zero value of the r_{\min} is necessary to exclude internal districts of cities, in which particular train stations are located, from further computations.

Finally, for each station from DT1 a dataset $DT2_{l,s}$ is created, where l is the ID of a given train line, and s is the ID of a given station. Every resultant set $DT2_{l,s}$ is composed of villages located in the ROI of station s from line l and straight line distances from the villages to the station. It is worth to notice that particular ROIs may overlap to some extent.

The values of r_{\min} and r_{\max} were selected to be 3 km and 22 km, respectively. Larger values of r_{\max} did not lead to significant changes in the results, i.e. shapes of particular areas in the obtained Voronoi diagrams. However, larger values of r_{\max} significantly increase the number of operations in the subsequent steps. The larger the value of r_{\max} is, the higher the extent to which particular ROIs overlap. Consequently, a given settlement belongs to a bigger number of ROIs. Selected results are shown in Figure 3. Dashed lines connect particular towns with railway stations. This step was also conducted in C++.

Step 3: Computation of distances according to road map

In the third stage (JavaScript), the system added two additional pieces of information to $DT2_{l,s}$ datasets, i.e. the distance along the road and the travel time from each settlement to its station, thus creating respective $DT3_{l,s}$ datasets. It was achieved with the use of Google `getDistanceMatrix()` service. More than 40,000 combinations were checked for different values of the parameter r . The part of the system developed in JavaScript strongly facilitated the procedure. As the `getDistanceMatrix()` allows to check only 25 combinations in a single run, the system split the $DT2_{l,s}$ datasets into smaller subsets and provided them to the Google service in the appropriate way (timing).

The resultant $DT3_{l,s}$ datasets provide three values for each settlement-to-station assignment: (i) straight line distance based on geographical coordinates (GEO), (ii) distance measured along the road network (GGLD – GooGLE Distance), (iii) travel time (GGLT – GooGLE Travel).

Step 4: Obtaining the final dataset

Now, for each settlement the system determines the nearest station in regard to three distance criteria: GEO, GGLD and GGLT, combining information from $DT1$ and $DT3_{l,s}$ to form the final DV4 datasets for each settlement. This computation process may be regarded as filtering with the `Min()` function.

Step 5: Building Voronoi diagrams

In this step (Octave environment), Voronoi diagrams are finally built for the three above-mentioned criteria. The resultant diagram of the whole Poznan agglomeration for the radius of 50 km is shown in Fig. 4. Fig.5 shows selected areas covered by Voronoi diagrams in regard to the GEO (a), GGLD (b) and GGLT (c) criteria. The results are presented in a coordinate system in which latitude and longitude are coordinate axes in order to provide a legible diagram. Considering a relatively small area (in global sense) of the Poznan agglomeration, it does not introduce noticeable distortions.

IV. DISCUSSION OF RESULTS

As expected, Voronoi diagram for the GEO criterion unambiguously assigned areas which do not overlap. For the two remaining criteria, particular areas may overlap while being visualized according to geographical coordinates. It is a natural effect, as the roads increase the distances, causing local non-linearities.

Also, Figs. 4 and 5 show the Warta river (thick blue line) which is a natural barrier affecting the shape of Voronoi diagrams. Bridges enabling road traffic are also marked. Exemplary areas on which the river presence results in the assignment of some settlements to different ROIs.

On the basis of such Voronoi maps, it is possible to estimate the boundaries of areas in which autonomous vehicles could be used in public hybrid transport in the future. Factors that should be taken into account are not only the distances to particular railway stations, but also the travel time. An important factor is the total travel time which also includes

the train journey to the central city. It is possible that the nearest railway station is located further from the central city, which will additionally increase the total travel time.

One of the possibilities is introducing dynamic shaping zones served by autonomous vehicles based on the travel time, which can be varied during the day, as well as the communication schedule for particular railway lines.

V. CONCLUSIONS

The paper presents an idea of improving public hybrid transport system in the future based on autonomous vehicles. Such cars could be appropriate in areas with less traffic, outside of the central city. The goal is to decrease the number of vehicles in already crowded cities by making public transport more flexible.

Another important issue is the appropriate division of the agglomeration area into zones so as to minimize the total distances traveled by autonomous vehicles in a given area. For this purpose, we designed a software system which determines these zones in regard to both road distance and travel time, basing on publicly available data.

The presented results, considered by us as preliminary, are a stage of a larger project. The purpose of the project is to facilitate the planning of public transport in general.

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