WELCOME TO THE
ITS-NY
23rd ANNUAL MEETING AND
TECHNOLOGY EXHIBITION

ITS: Transforming Transportation – Meeting the Challenge of Expanding Horizons
1:30 p.m. Panel 2: Real-Time Data for Transit Mobility
   Panel Moderator: Dr. Rob Jaffe, ConSysTec
   “Regional Real-Time Data Feed for Transit,” Robert Bamford, TRANSCOM
   “Integrating Static and Real-Time Transit Data Across New York State,” Tom Vaughan, NYSDOT
   “Big Data/SIRI&GTFS-RT Integration,” Dr. Catherine Lawson, SUNY Albany
   “Service Management Decision Making with Real Time Bus Information,” Gary Roth, MTA New York City Transit
Regional Real-Time Datafeed for Transit

Robert Bamford
Project Manager
TRANSCOM
Where’s my train?
NOOOO!!!!! WAIT!!!!!!
TRANSCOM Real-Time (RT) Feeds

- Based on review with Member Agencies and RT implementations available and developments underway the following RT feed specifications have been identified for development/implementation:
  - General Transit Feed Specification – Real-Time (GTFS-realtime)
  - Service Interface for Real Time Information (SIRI)
- Goal – establish a set of uniformly defined RT datasets.
GTFS-realtime

- Extension of GTFS, which must be referenced
- Provides three types of information
  - Trip Update: WHEN will the vehicle arrive?
  - Vehicle Position: WHERE is the vehicle?
  - Alerts: WHAT events/incidents are affecting service?
- Full feed is provided at once - can’t request data for just a specific trip.
- Used by MTA’s rail services (NYCT Subway, LIRR, MNR)
SIRI

- Standard maintained by European Committee for Standardization (CEN)

- TRANS.COM implements three SIRI services:
  - Stop Monitoring (SM): ETA for trips to a specific stop
  - Vehicle Monitoring: Vehicle Information-focused on ETA for a specific trip.
  - Situation Exchange: Alert and event information
  - Other seven services not implemented

- Unlike GTFS-realtime, SIRI allows user to submit request and receive results for specific trip, stop, etc.

- Used by MTA’s Bus Services- MTA BusTime.
Potential Uses for Real-Time (RT) Transit Data

- Data input for Regional ATDM initiatives:
  - New Jersey Northeast Corridor ICM
  - I-495 Corridor ICM
  - Lower Hudson Transit Link

- Assist for Member Agency need for stratified RT data feeds to support:
  - Operational support
  - Traveler information

- Unique transit element of RT data – fully owned by public agencies
TRANSCOM Transit RT Implementation Status

- **Agencies implemented:**
  - NJ Transit Rail

- **Agencies in development:**
  - NJ Transit Bus
  - MTA NYCT Rail
  - MTA MNR
  - MTA LIRR

- **Agencies proposed for 2017:**
  - MTA Bus (MTA and NYCT Bus)

- **Other future agencies**
  - PATH
  - ConnDOT Rail/Bus
  - AMTRAK
  - Private Carriers??

---

```
header {
  gtfs_realtime_version: "1.0"
  incrementality: FULL_DATASET
  timestamp: 1463080565700
}
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  id: "1001"
  is_deleted: false
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    trip {
      trip_id: "121"
      start_time: "15:23:00"
      schedule_relationship:宋 SCHEDULED
      route_id: "2"
      direction_id: 1
    }
    stop_time_update {
      stop_sequence: 20
      arrival {
        delay: 0
        time: 1463066580000
      }
      departure {
        delay: 0
        time: 1463066580000
      }
      stop_id: "34"
    }
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      stop_sequence: 21
      arrival {
        delay: 0
        time: 1463066940000
      }
      departure {
        delay: 0
        time: 1463066940000
      }
      stop_id: "35"
    }
    timestamp: 1463080565700
  }
```
Real-time Multimodal Display
Current Status for Individual Trains

Train #6654 to New York on Morris & Essex Line
will make the following station stops (estimated arrival times)

<table>
<thead>
<tr>
<th>Station</th>
<th>Estimated Arrival Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dover</td>
<td>DEPARTED At 15:19</td>
</tr>
<tr>
<td>Denville</td>
<td>DEPARTED At 15:28</td>
</tr>
<tr>
<td>Morris Plains</td>
<td>DEPARTED At 15:36</td>
</tr>
<tr>
<td>Morristown</td>
<td>DEPARTED At 15:40</td>
</tr>
<tr>
<td>Convent Stn</td>
<td>DEPARTED At 15:45</td>
</tr>
<tr>
<td>Madison</td>
<td>DEPARTED At 15:48</td>
</tr>
<tr>
<td>Chatham</td>
<td>DEPARTED At 15:52</td>
</tr>
<tr>
<td>Summit</td>
<td>DEPARTED At 15:57</td>
</tr>
<tr>
<td>Maplewood</td>
<td>DEPARTED At 16:06</td>
</tr>
<tr>
<td>South Orange</td>
<td>DEPARTED At 16:09</td>
</tr>
<tr>
<td>Mountain Stn</td>
<td>DEPARTED At 16:11</td>
</tr>
<tr>
<td>Highland Ave.</td>
<td>DEPARTED At 16:15</td>
</tr>
</tbody>
</table>

Last updated: Just now
Current Status at Train Station

**Newark Penn Departures**

<table>
<thead>
<tr>
<th>DEP</th>
<th>TO</th>
<th>TRK</th>
<th>LINE</th>
<th>TRAIN</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>16:23</td>
<td>NY Penn -SEC</td>
<td>1</td>
<td>Northeast Corridor Line</td>
<td>3856</td>
<td>in 8 Min</td>
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<tr>
<td>16:27</td>
<td>Jersey Ave</td>
<td>4</td>
<td>Northeast Corridor Line</td>
<td>3721</td>
<td>in 9 Min</td>
</tr>
<tr>
<td>16:32</td>
<td>Trenton</td>
<td>3</td>
<td>Northeast Corridor Line</td>
<td>3943</td>
<td>in 14 Min</td>
</tr>
<tr>
<td>16:38</td>
<td>So. Amboy</td>
<td>4</td>
<td>North Jersey Coast Line</td>
<td>3895</td>
<td>in 18 Min</td>
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<td>NY Penn -SEC</td>
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<td>Northeast Corridor Line</td>
<td>3858</td>
<td>in 21 Min</td>
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<td>16:42</td>
<td>Long Branch</td>
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<td>North Jersey Coast Line</td>
<td>2605</td>
<td></td>
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<tr>
<td>16:44</td>
<td>High Bridge</td>
<td>5</td>
<td>Raritan Valley Line</td>
<td>5733</td>
<td></td>
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<td>Jersey Ave</td>
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<td>Northeast Corridor Line</td>
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<td></td>
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<td>Trenton -SEC</td>
<td>4</td>
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<tr>
<td>16:57</td>
<td>Bay Head -SEC</td>
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<td>17:06</td>
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<td>North Jersey Coast Line</td>
<td>3260</td>
<td></td>
</tr>
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<td>Jersey Ave -SEC</td>
<td>4</td>
<td>Northeast Corridor Line</td>
<td>3165</td>
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</tr>
</tbody>
</table>
Future RT Datafeed Uses

PGA CHAMPIONSHIP
July 25-31, 2016 | Baltusrol Golf Club, Springfield, New Jersey

transportation camp

NEXT TRAIN
NEC #435
18 MINS @ 10:25
Proposed TRANSCOM Tools for RT Transit

- Envisioned functions:
  - Transit Dashboard
  - Transit Performance Measures
    - Map-21 (if needed)
  - Assessment of buses as roadway probe data source
Integrating Static and Real-Time Transit Data Across New York State
Public Transit in New York State?

• Yes – plenty of it
• 116 Transit Services (Bus, Rail, Ferry)
• Rural and Urban Services
• Public Agencies and Private Operators
• Fixed route and Demand Response
Public Transit in New York State
Why Does NYSDOT care about Transit Data?

- Investment
  - Statewide Mass Transportation Operating Assistance Program (STOA)
    - Over 5 Billion per year in assistance, mostly to MTA, but to everyone else in proportion
  - 10% project costs Support for non-MTA Capital Projects
  - FTA funding administered by NYSDOT Public Transit Bureau for rural operators

- Reliability
  - Transit has to work to contribute to quality/quantity of life
  - Putting schedules out there helps make transit more relevant

- Economic Activity
  - Making central business districts, major corridors and destinations work
511NY Transit Trip Planner

- First launched in NY Metro as TRIPS123
- Statewide Transit Trip Planner started as part of 511NY
- Open Trip Planner (OTP) platform released in 2014
- Request itinerary based on Origin/Destination, Start Time, Preferred Mode, Transfer Preferences
- Receive Itinerary
- Coming Soon: Drive-to-transit directions and Fare Information
Why the 511NY Transit Trip Planner?

- Major systems have their own trip planners
- There is Google
- Why 511ny trip planner?
  - Getting the word out is important
  - Accurate, consistent information is the key
- This is an additional outlet for info.
  - Basing it on the same schedule data should be provide and additive effect
511NY Transit Trip Planner

From 106 Avenue of the Pines, Saratoga Springs, New York
To 521 Broadway, Saratoga Springs, New York

Submit

Option 1: 20 min
5:45pm - 6:05pm
> to Ballston Ave Trailhead

Option 2: 31 min
5:19pm - 6:50pm
> to Broadway

Option 3: 49 min
5:19pm - 6:08pm

Drag start and end location pins on the map or use the form above to adjust trip settings.
Statewide Static Transit Dataset

Currently, Open Trip Planner uses GTFS: General Transit Feed Specification

- Old version of Transit Trip Planner also used NYSDOT’s Schedule Data Profile (SDP) format

GTFS Data Manager is used to manage statewide GTFS schedule data repository.

- Formerly used Web Data Maintenance System (WDMS) to manage data.
- Version updates, moving to production, testing deployments
# GTFS Data Manager

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<tr>
<th>Name</th>
<th>Public</th>
<th>Deployable Retrieval method</th>
<th>URL/GTFS Editor Agency</th>
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<th>Loaded successful count</th>
<th>Route count</th>
<th>Trip count</th>
<th>Stop time count</th>
<th>Valid from</th>
<th>Expires</th>
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<td>2</td>
<td>128</td>
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<td>2</td>
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<td>2</td>
<td>128</td>
<td>600</td>
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<tr>
<td>C TRAN</td>
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<td>C TRAN</td>
<td>27th Oct 2015</td>
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<td>2</td>
<td>128</td>
<td>600</td>
<td>13th Jan 2015</td>
</tr>
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</table>
Data Collection Effort

- Transit Service Information & Transit Technical Support for New York Agencies
- Effort to Maintain Dataset of Agency Schedules in GTFS format
- Previously less than 20 services actively maintained - mostly large regional agencies
- Effort underway to collect data for all 116 transit services in NYS
Data Collection Effort

- Different categories of agencies have different data they can provide:
  - Category 1: Agencies who produce their own GTFS and submit it
  - Category 2: Agencies who receive assistance using GTFS Editor to create GTFS
  - Category 3: Agencies where data entry is performed by TSI & TTS consultant team in GTFS Editor
Agencies by Category
GTFS Editor

GTFS Editor is used to create GTFS files for agencies that do not have existing tools for this purpose.

- User friendly interface - user can create stops, patterns, and timetables.
- Used by Agency Staff (Category 2) and Consultant Staff (Category 3).
Next Step: Real-Time Information

- Currently no real-time transit data in 511NY Transit Trip Planner
- Previous version of the trip planner displayed transit alerts for each leg
- Currently Exploring integration of real-time transit information
  - Bringing the consistent data to the exploration allows for a more thorough test
  - Real time data is more complex than static schedules
Benefits of Real-Time Information for NYS

- All customers benefit from knowing the status of their transit trip
- Customers of agencies with infrequent service are better informed of bus arrival and less likely to avoid long waits for the next bus
- Customers of agencies with flex-route service will be able to better know when bus is arriving
Real-Time Implementation Strategy

- Identify user needs and requirements for real-time information
- Identify standards/specifications to be used
  - SIRI- European standard providing multiple types of transit information
  - GTFS-realtime- extension of GTFS, which is already used in 511NY
- Identify which agencies have real-time feeds
- Work with agencies/consultants to integrate data into 511NY Transit Trip Planner
Real-Time Implementation Strategy

Strategies -
- Incident leg based
  - Reroutings
- Delays on arrival – variance from schedule
- Missed Trips – there will be no bus today

Issues -
- AVLs are straightforward and built to provide data
- What other techniques can we use to gather data and present it to public
Stop: 50 Wolf Rd (10523)

Arrivals By Route

INTERNATIONAL REAL TIME ARRIVAL

Current time: 12:21 pm  Refresh

1 Central Avenue ((East) Colonie Center to Downtown Albany via Central Ave)

<table>
<thead>
<tr>
<th>Time</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>12:21 pm (due Now)</td>
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</tr>
<tr>
<td>12:41 pm (due 20 minutes)</td>
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</tr>
<tr>
<td>12:51 pm (due 30 minutes)</td>
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</tr>
<tr>
<td>1:06 pm (due 45 minutes)</td>
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</tr>
<tr>
<td>1:21 pm (due 1 hour Now)</td>
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</table>

117 Guilderland/Colonie Crosstown ((South) Colonie/Guilderland Route7- Malls-Corporate Cir.)

<table>
<thead>
<tr>
<th>Time</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:45 pm (due 24 minutes)</td>
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Summary

- There is a need for transit customers throughout NYS to obtain static and real-time transit information at the same time.
- Effort currently underway to integrate static schedule information for entire state.
- Need to determine strategy for integrating real-time information.
Thank you

 Animator Vaughan, Acting Director
 Public Transportation Bureau
 50 Wolf Rd – POD 54
 Albany, NY 12232
 (518) 457-7248
 Tom.vaughan@dot.ny.gov
Translation Software: GTFS-R to SIRI

Dr. Catherine T. Lawson
University at Albany/AVAIL
ITSNY
Saratoga Springs, NY
6/9/2016
Call for GTFS-R from the subway ---

Call from SIRI for a bus ---
Application Programming Interfaces (APIs)

Time to call a Data Scientist!!!!
Data Scientists reweave data strands --
Essential Ingredients

• General Transit Feed Specifications (GTFS)
  • Scheduling data as a “backbone”
• General Transit Feed Specifications – Realtime (GTFS-R)
  • From the subway system
• Service Interface for Real Time Information (SIRI)
  • From the bus system
GTFS Analyst Tool

http://gtfs.availabs.org
Functional Requirements

• To determine the location of the vehicle

\[ D_{ratio\_covered} = \frac{T_{cur} - T_{prev}}{T_{eta} - T_{prev}} \]

\[ D_{along\_cur} = D_{along\_prev} + (D_{prev\_rem} \times D_{ratio\_covered}) \]
Challenges

• Projecting Stops onto the Route Paths
  • SOLUTION: a dynamic programming algorithm capable of performing the projection.

• Indices
  • SOLUTION: Building interconnected indices queryable by trip key, route key, and/or stop key (with wrappers that abstract details).
In other words, you could read every word or get the answer instantly!

The Issue of Caching
Event-based Logging:
Whatever you hear – you write it down!
GTFS-R to SIRI API updates with new data every 30 seconds.
This data is as good as gold!!!!!!
Next Steps

• MTA launching the API for developers by the end of June.

• Developing the event-based messaging system into a user-friendly analytics dashboard.

• Exploring the integration of Automatic Identification Systems (AIS) data from ferry systems.
Service Management Decision Making with Real Time Bus Information

June 2016

Gary Roth
New York City Transit
Bus Technology Systems
Managing bus service in New York City is complex

<table>
<thead>
<tr>
<th>Statistic</th>
<th>Value</th>
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<td>2.5 million average weekday customers</td>
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<tr>
<td>5,740 buses</td>
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</tr>
<tr>
<td>315 bus routes</td>
<td></td>
</tr>
<tr>
<td>28 bus depots</td>
<td></td>
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<tr>
<td>12,000+ bus operators</td>
<td></td>
</tr>
<tr>
<td>54,000 daily bus trips</td>
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<tr>
<td>125 million annual revenue miles</td>
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<tr>
<td>2.1 billion passenger miles</td>
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</table>
Real time bus location information in an open format fundamentally changed our outlook/perspective

- Bus Time available citywide in 2014
- Real-time bus information to customers
- Over eight million customer visits/month
- Cloud-based infrastructure, commercial off-the-shelf hardware, and open sourced software allows for full control of expansion and improvements
- Data available to all end users and external developers
- New buses pre-wired for ‘Plug and Play’ Bus Time hardware installation
Bus Time Architecture

Wireless Carriers

GPS Trimble DRU Plus

Route Information

Bus Time server

Service Management Applications

dispatcher(s)

Customer(s)
What is Automatic Vehicle Location (AVL) data and what forms does it take?

**Internal Data**
- On Time Status
- Bus Number
- Operator
- Gap
- Run
- Scheduled Pull In/Out
- Incidents
- Bus Type
- Bus Occupancy

**External Data**
- Route
- Stop Location
- Bus Location
- Headway
Automatic Vehicle Location (AVL) technology is the center of modernizing bus operations.

- BusTime
- OBAV
- Traffic Signal Priority
- Complaint Validation
- NTD Data Collection
- Maintenance Alerts
- FleetView
- Performance Management
- Service Management
- Incident Management
- Schedule Optimization
- Bus Trek
- Ticketing*
- Yard Trek

* For systems with zone-based fares
Who Owns AVL Data?

- Movement of public transit vehicles
- Vehicles and services paid for with public funds
- Data is owned by the public?
- Sometimes yes, sometimes no
Having AVL data in a proprietary format leads to “Vendor Lock In”

- Some vendors maintain ownership of data
  - Trapeze / AssetWorks
- Ownership of data or functionality creates a “sticky” relationship
- Extra fees charged to use the data for new features
- Only the original vendor knows how to work with their system.
Owning the PLATFORM is key to managing your business and destiny

- Cornerstone of development
- Must be owned by transit agency
- Forms a basis for all future development
- Owning one is valuable
  - Microsoft Windows
  - Apple iOS
  - Facebook
  - Uber
  - Amazon

Image: www.economist.com
Owning Bus Time data powers the rapid development of the following:

- **MTA Bus Time**
- **Bus Trek**
- **FleetView**
- **MTA Yard Trek**
Before
Bus Trek provides real-time service management.
FleetView provides depot operations real-time bus locations and status information

**Buses for Depot: EN**

<table>
<thead>
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<th>Bus #</th>
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<th>Distance from depot</th>
<th>Sched.</th>
<th>Road Calls</th>
<th>Run</th>
<th>Rev. Route</th>
<th>Last Fuel</th>
<th>Equipment</th>
<th>Hardware Status</th>
<th>Camera Equipment</th>
<th>Operator Barrier</th>
<th>Idling</th>
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<tbody>
<tr>
<td>X</td>
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<td>6.78 miles as of 05/26/16 16:44</td>
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Depot Bus Locator will provide bus locations with the depots
Thank You