

Regional Bus Subcommittee: Real-Time Transit Information 101

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Reason for Review

- Requested by RBS members following discussion at January 2013 meeting and presented at July 2013 RBS meeting
 - Discussion of regional use of transit data (GTFS) held by WMATA and/or available publicly from agencies
- Institutional context
 - Multiple agencies -> multiple data sources
 - Different formats, different uses
 - Liability for data accuracy & integrity
 - Use of data for purposes other than the original intent
 - Relationships with third parties (i.e., NextBus)
 - Cost of providing data

Transit Info: Real-Time and Static

What do we use transit data for?

- *Traveler Applications* built for desktop, web and mobile platforms
- *Transit Agency Operations and Planning Applications* that leverage the data to improve safety, efficiency, regulatory compliance, and customer satisfaction of transit operations
 - MWCOG uses for planning and Regional Data Clearinghouse

What transit data is there?

- *Static Data* – most static transit data is now available in electronic form provided in:
 - Trip planners via the web, and
 - In standard formats like GTFS
- *Real-time Information* – larger transit providers are now providing in:
 - Various forms via web tools and applications
 - In various formats

Static Data: Data Visualization

The screenshot shows a blog post from PlanItMetro, the Washington Metropolitan Area Transit Authority's planning blog. The post is dated February 11th, 2013, and is by Michael. The main content is a video titled 'Washington, DC transit (WMATA): one day of acti...'. Below the video, the text explains that the visualization shows Metrorail, Metrobus, and Circulator transit data from a GTFS file. It notes that Metro regularly exports this data for regional travel demand models and that the visualization is best viewed full-screen in HD mode. Some interesting things to note include the use of timed transfers (pulse points) at transit centers, the representation of MARC and VRE commuter rail as white tadpoles, and the expansiveness of the commuter rail network.

Washington Metropolitan Area Transit Authority

PlanItMetro

Metro's Planning Blog

Engage In The News Metro 101 Planning Studies Strategic Planning

Home > Engage

One Day of Washington Region Transit

February 11th, 2013 Michael

Go to comments Leave a comment

Washington, DC transit (WMATA): one day of acti...

Recently we showed you a visualization of Metrorail, Metrobus and Circulator transit created by a STLTransit. The developer had created the previous visualization from the GTFS file available from the WMATA developers resources page.

Metro regularly exports all of the data from our Trip Planner into a separate GTFS file which we share with COG/TPB for updating regional transit schedules in their travel demand model. We are working to make this file publicly available. In the mean time, we were able to share it with STLTransit who kindly created the updated fully regional visualization of Washington area transit, embedded above.

As with last time, this visualization is best viewed full-screen and in HD mode.

Some interesting things to note:

- Frederick County TransIT service use of timed transfers (or pulse points) at transit centers is very noticeable.
- MARC and VRE commuter rail are illustrated as white tadpoles, not to be confused with the colored tadpoles representing Metrorail service.
- The expansiveness of the commuter rail network becomes very apparent, as those white tadpoles shoot towards the edges of the map to the northeast, northwest and south.

New Studies Map!

See a map of all location-specific studies!

Site Pages

- About PlanItMetro
- Non-Metro Regional Transit Projects
- Regional Transportation Links

PLAN Links

- Metro Board Items
- Metrobus Studies
- Metrobus Studies on Twitter
- Planning and Development page at WMATA.com

Recent Posts

- Visualization of Metrorail Station Activity
- Next Generation Communications
- Goal 3 – Improve Regional Mobility and Connect Communities
- Critical Board Accomplishments
- Improving Quality of Life

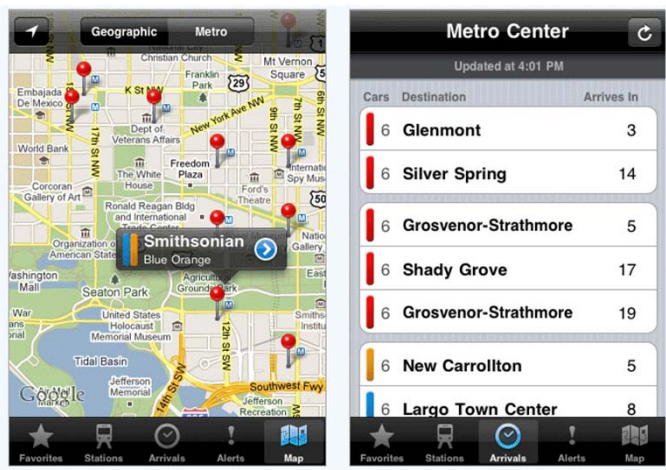
Recent Comments

- Andrew on New Blue Line Connections

- Initial version presented at Jan 2013 RBS meeting.
- WMATA requested permission to provide data to developer (STL Transit) for all regional agencies.
- 2nd version published February 2013.
- *Essentially* – data version of traditional paper schedules.

http://www.youtube.com/watch?v=J8sjGQV_beo#at=31

Real-Time Data



– What customers want!

- Smartphones
- Displays

– Also used for operations:

- Dispatching / service control
- Incident response

DC Metro Rails

Get real time train arrivals and rail alerts for the Washington DC Metro

Get around the city with DC Metro Rails and your Android phone. Use real time train arrivals and rail alerts to help you catch the next train. Find the nearest station entrance and get there with the map and compass. Favorite your most used stations or make a shortcut to them on your home screen.



What data formats are out there?

Static data

- GTFS - general transit feed specification
 - common format for public transportation schedules and associated geographic information.
 - has emerged as a national standard for static information and for the most part is the standard in Virginia

Real-time data standards have yet to formally emerge:

- GTFS-RT – variation of above for real-time info
 - allows public transportation agencies to provide real-time updates about their fleet to application developers.
- SIRI (Service Interface for Real Time Information)
 - European standard specifically designed for public transport
- APTA Transit Communications Interface Profiles (TCIP) Standard
 - Developed in 2001. Use in industry?

What is an API?

- Application Programming Interface (API)
 - “Specifies how software components should interact with each other. In practice, most often an API is a library that includes specifications for routines, data structures, object classes, and variables.”
 - Formatted data exchange between two computer systems
 - Specific data request (e.g., what time next bus at place X?)
 - Specific data response (e.g., looks at all bus lines that serve X.)
 - Requires common format/standards
 - Not just language or format, but what terms, what order, etc., in a common “vocabulary”.
 - Popular formats include: JSON, XML, Protobuf
 - Requires management: WMATA uses Mashery to control data access -> which limits speed at which data can be accessed
 - *These APIs are typically proprietary to the developers*

Using an API

- Two kinds of API: *Everything* and *Transactional*
 - “Everything” – lots of data -> maps, displays, and high-connectivity situations.
 - “Transactional” – limited data -> ask a specific question, useful for smart-phones or low-connectivity situations.

- Mode of Transportation (Bus, Rail)
 - Information Type (Static, Real-time, Support)
 - Data Category (Groups similar information, e.g., Agency Information, Stop Information, Route Information)
 - Data Element (Defines individual data elements available via the API)

Where is the transit industry on real-time data formats?

- NYC – modified SIRI (for bus) and GTFS-realtime (for rail)
- LA – internally developed API and Nextbus API
- CTA – Clever Devices BusTime API, separate rail API by QuicTrak
- SEPTA – internally developed API
- Muni – nextbus API
- WMATA – internally developed API that includes bus and rail

Where is our region on real-time data?

With APIs/real-time data:

- WMATA – internally developed API that includes bus and rail
 - (Note: NextBus Inc. under contract to use this data for bus predictions)
 - WMATA in process of moving to open API
- Montgomery County Ride-On – Ride-On Real Time (own API), GTFS-RT
- Arlington ART – Data available in multiple formats (Mobility Lab); contractor Connexionz also provides GTFS-RT
- Prince George's The Bus, Fairfax City CUE, DC Circulator – use Nextbus API
 - ❖ Ride-On and ART also provide data to RITIS. WMATA soon (?)

All local agencies have data available to create static GTFS feeds:

- Alexandria DASH, Fairfax Connector, Fredrick TransIt, Loudoun County Transit, MTA Commuter Bus: status of AVL?



Search



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API Explorer

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FAQ

App Gallery

Change Log

Welcome to WMATA Developer Portal

The collection of data offered here allows developers to create new and innovative applications for the web or mobile devices. We encourage you to integrate Metro data into your applications and mashups to help get people the information they want about getting around. Use of our APIs and other data is free of charge, but we ask Developers to [register](#) with us to receive a development key and agree to the guidelines outlined in our [Developer License Agreement](#). Once registered, our open data will be yours to creatively show off your passion for programming and Metro to make something great!



Metrobus: Build with Washington DC Metro API

Join our developer community and build great applications.



Register

Register and get an API key.



Metro API

Real time Metrorail & Metrobus info & status updates on elevators/escalators.



GTFS Data

Google open format with Metro schedule data.



Service Alerts

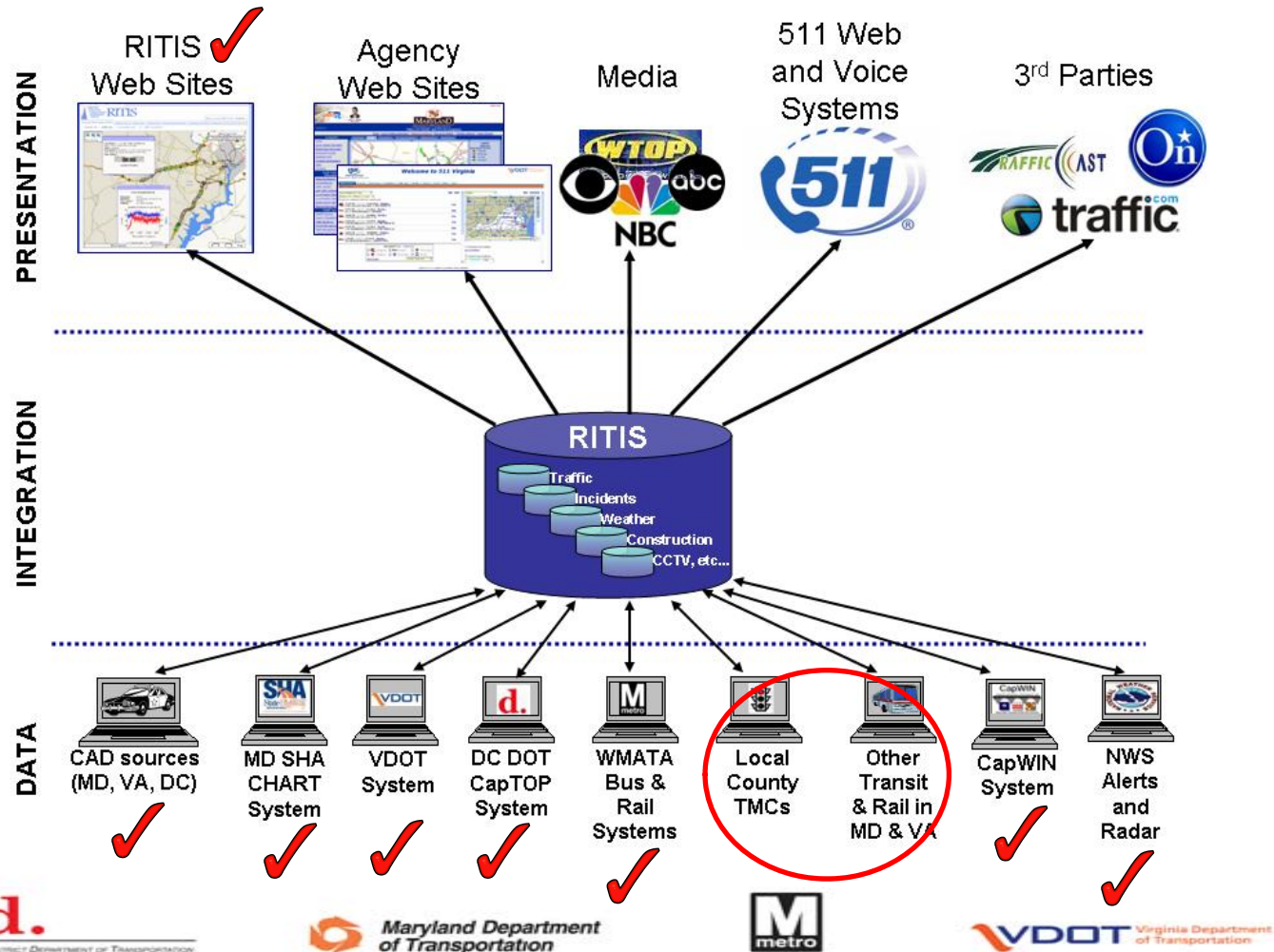
Alert & advisory feeds and press releases.

Characteristics of Data Set Definition

- Standard data sets enable subsystem and multi-agency communication
- Proprietary formats can be restrictive or cost prohibitive to convert to a non-proprietary format
- The national trend is for transit agencies and others to make static and real-time information openly available to developers at no charge
- Information clearinghouses like Regional Integrated Transportation Information System (RITIS) and VA 511 can also be data receivers
- We need to develop a better understanding of the cost implications of these choices

RITIS

Regional Integrated Transportation Information System



"Working together to reduce incident-related travel delays through improved coordination, cooperation, and information-sharing."

Regional Coordination in Virginia

- Make real-time and historical data available to the public and to 3rd party developers in order to
 - Improve passenger information,
 - Improve government transparency,
 - Improve multimodal transportation options.
- DRPT leading efforts for the state:
 - Real-time and static data collection regionally is needed as much for transit planning purposes as for creation of public-facing applications.
 - Scope of this project is to develop the real time API, not the data warehouse specifications
 - Using standards working group to define transit traveler information goals and leverage regional efforts
- The potential benefits of this approach include;
 - Strengthening of standards-based sharing,
 - Out of the box interoperability,
 - Cost efficiencies to agencies by leveraging the existing investment.

Key Findings in Virginia

- Many agencies have either recently procured, currently evaluating or soon issuing RFPs for AVL technology
- All agencies are interested in participating in the real time API
- RITIS is an important stakeholder in the API development. Most agencies underscored the importance of ensuring that providing data to the API and RITIS are as similar as possible
- The three most critical issues facing local agencies in providing real time data:
 - Integrating information from the many disparate transit systems that are in place within each agency
 - Encouraging vendors to provide data in an open, standards-based format
 - **Obtaining technical help given the lack of IT resources within most transit agencies**
- **Most agencies do not have dedicated information technology departments.**
 - Heavily dependent upon city/county IT resources or outside contractors
 - Agencies need guidance from the real time API team on how to ensure AVL vendors provide data in the proper format

Virginia Regional Architecture

To implement in Virginia, need the following:

- Jurisdictional agreements, potential public policy actions
- Standard formats, standard real-time data format
- Hosting locations for static and real-time data
- It is the responsibility of the participating local agencies to:
 - Format all local data as defined in the API specification.
 - Integrate the required data with the regional format
 - Provide a location (or locations) within each agency's infrastructure for retrieving the data required for the API.
 - Periodically update the data and provide to other agencies.

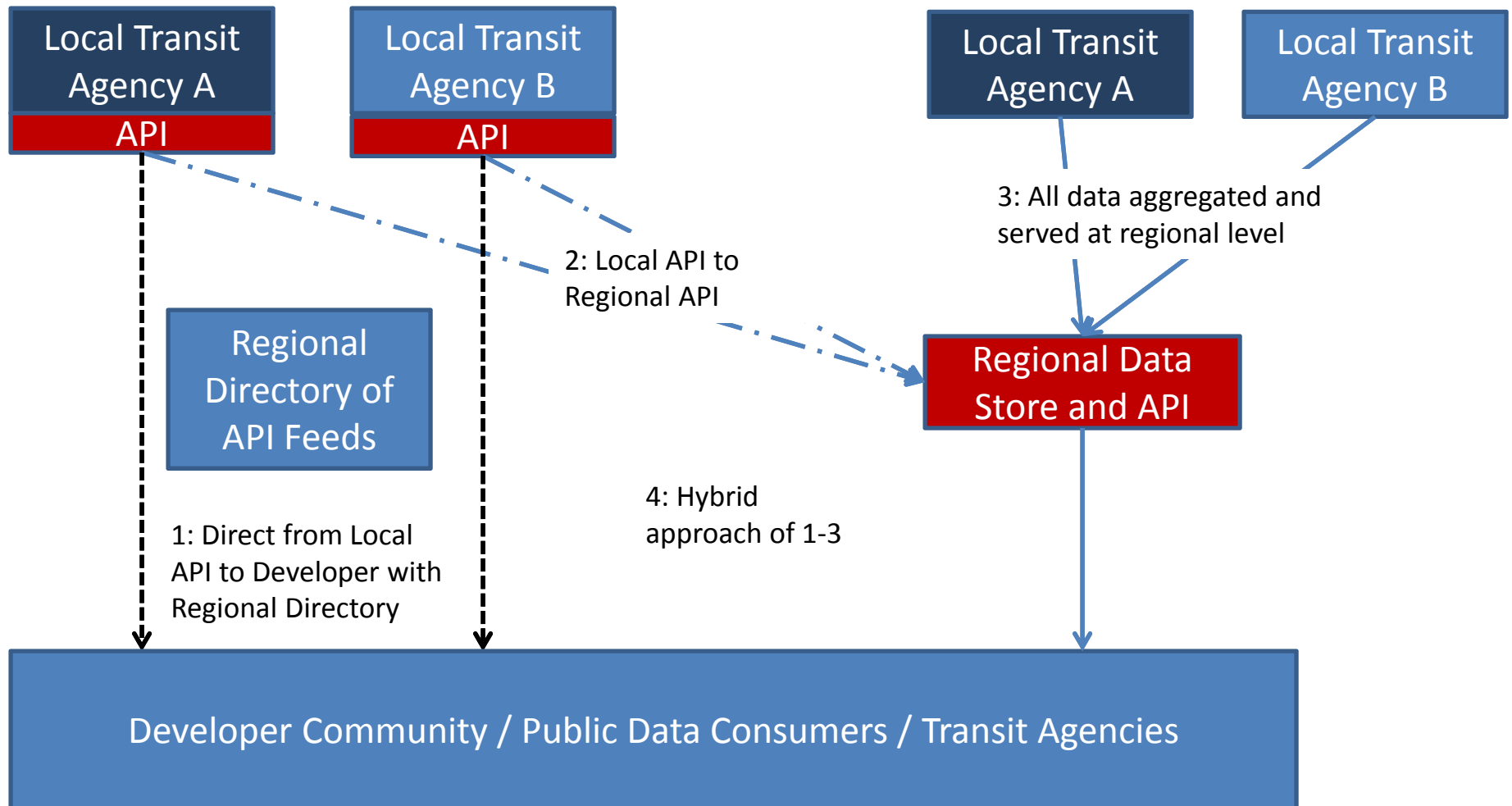
Virginia Regional API Concept

- Need to decide on the approach to the “Regional” API.
- Is the goal to facilitate each transit agency’s ability to publish its own standard’s based API, or is the idea to have all of the regional data fed into a regional API?
- If each local agency publishes its own API, the regional responsibility would be to ensure that each agency is truly standards-based and interoperable. There would be a regional directory of agency API feeds, but each agency would be responsible for building and maintaining its own API.
- There could be a hybrid approach in which the Regional API would aggregate data from each local API. The Regional API would in essence become a consumer of each local API’s data and in turn provide that information to the public.

Business Model Options

1. Individual agency publishes its own API
 - This is the current practice. Burden is on the application developer to pull various sources.
2. Have all of the regional data fed into a regional API
 - Would require investment/support for this regional API.
3. A regional directory of agency API feeds, but each agency would be responsible for building and maintaining its own API.
 - Less regional investment/support; more burden on agencies.
4. Hybrid approach in which the Regional API would aggregate data from each local API.
 - RITIS might be able to serve this role.
 - Arlington County's contractor, Redmon Group, serves a similar role today for pulling static and real-time schedule from various transit agencies and use the consolidated data to feed to the electronic displays (kiosk-type displays).
 - COG, WMATA, and MDOT can ride on Arlington's contract according to the Rider Clause, but DRPT and VDOT are not on the list.

Four Regional Approaches



Considerations for Regional Coordination

- What would be the regional standard?
- Who would build and manage the infrastructure?
- How would local agencies provide the funding and technical support required to for support of the regional directory or regional data hub?
- What type of governance would be implemented?
 - Ensuring format, regional transit stop identification, periodic updates, etc.
 - Responding to public uses of data, which may alter or use information in unintended ways.

References / Resources

- Marullus Williams, DRPT
 - Presentation of April 19, 2012
- David Alpert, Greater Greater Washington: Three part series: Jan 16, 18, & 23, 2013
 - <http://greatergreaterwashington.org/post/17386/whats-up-with-nextbus-part-1-the-disappearing-app/>
 - <http://greatergreaterwashington.org/post/17402/whats-up-with-nextbus-part-2-a-pile-of-apis/>
 - <http://greatergreaterwashington.org/post/17460/whats-up-with-nextbus-part-3-where-ride-on-is-the-leader/>
- Kurt Raschke, blogger
 - <http://www.kurtraschke.com/>
- WMATA PlanIt Metro
 - <http://planitmetro.com/2013/02/11/one-day-of-washington-region-transit/>
 - <http://planitmetro.com/2013/07/19/next-generation-communications/>
- Mike Harris, Kimley-Horn
- Amy Tang McElwain, VDOT

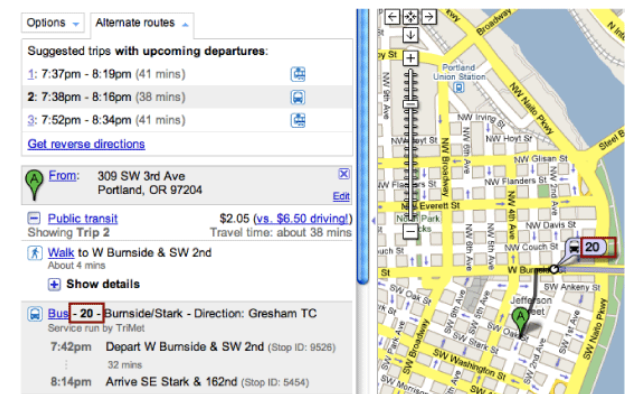
Extra Slides

Data Set Definition

- Standard data sets foster subsystem and multi-agency communication
- Proprietary formats can be restrictive or cost prohibitive to convert to a non-proprietary format
- The national trend is for transit agencies and others to make static and real-time information openly available to developers at no charge
- Information clearinghouses like Regional Integrated Transportation Information System (RITIS) and VA 511 can also be data receivers
- Google transit information data standard, general transit feed specification (GTFS) has emerged as a national standard for static information and for the most part is the standard in Virginia
- Real-time data standards have yet to formally emerge
- The working group reviewed local existing data formats including;
 - Washington Metropolitan Transit Authority (WMATA) real-time data format,
 - SIRI – transit-specific, highly extensible, and
 - Virginia Tech Bus Tracker

GTFS

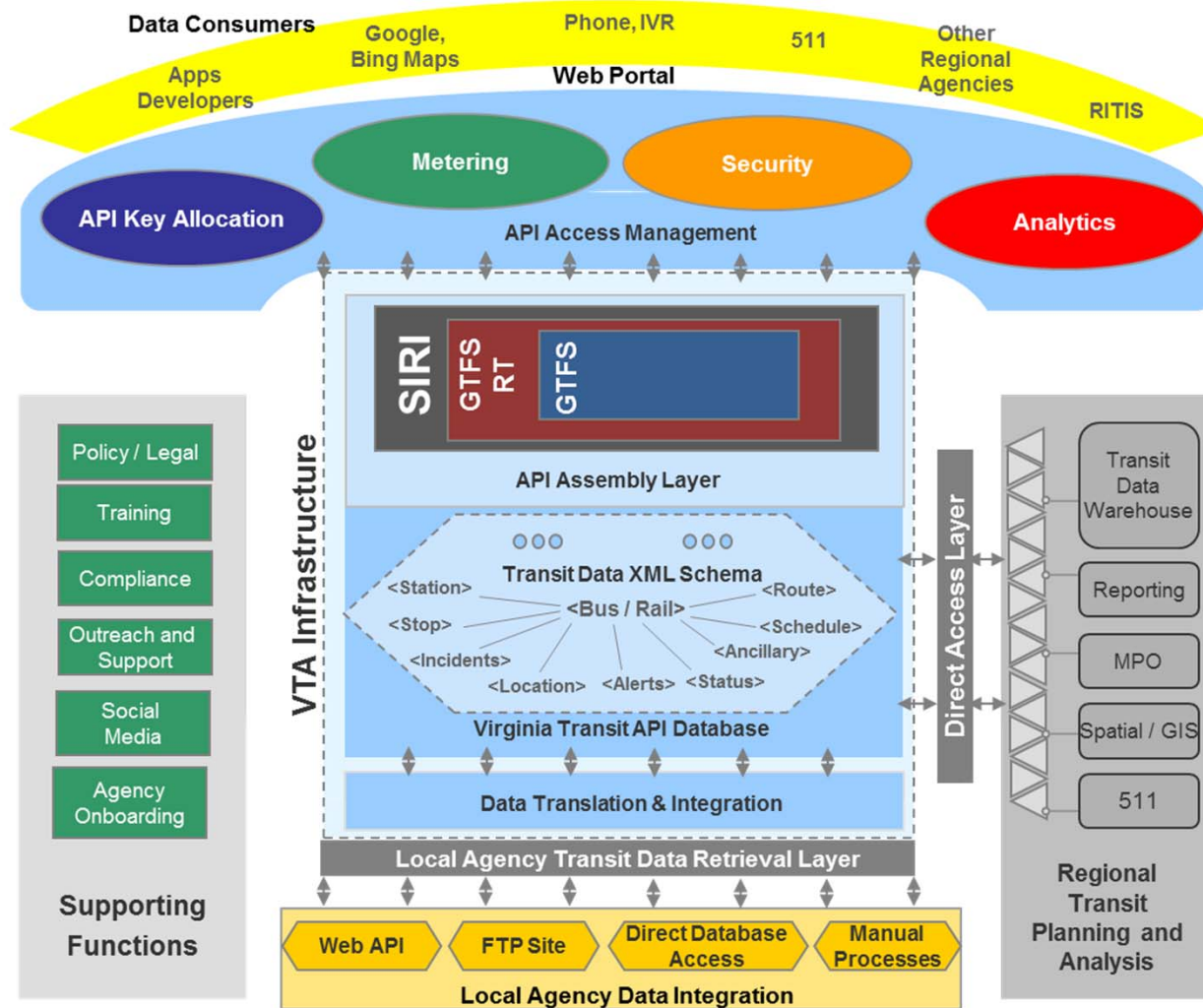
- GTFS transit feed specification defines a common format for public transportation schedules and associated geographic information. GTFS-RT is a feed specification that allows public transportation agencies to provide real-time updates about their fleet to application developers.
- GTFS Advantages:
 - Supported by Google. Google provides significant marketing resources for publicizing the availability of agencies' GTFS data feeds. Easy for agencies to adopt standard and quickly display data via the popular Google Maps service.
 - Robust online documentation and forums to provide support to transit agencies
 - Free to connect to GTFS
 - Many transit technology vendors have adopted GTFS
 - There is a large community of developers familiar with Google's API specifications
- GTFS Disadvantages:
 - Completely dependent upon Google's support; if Google ceases support for GTFS, the standard would be in jeopardy of obsolescence
 - Google does not provide access to raw data that it collects from agencies
 - Must agree to Google's inflexible legal terms regarding indemnification



SIRI

- SIRI is managed by a CEN Working Group - TC278 WG3 SG7. SIRI allows pairs of server computers to exchange structured real-time information about schedules, vehicles, and connections, together with general informational messages related to the operation of the services. The information can be used for many different purposes, for example:
 - To provide real time-departure from stop information for display on stops, internet and mobile delivery systems.
 - To provide real-time progress information about individual vehicles.
 - To manage the movement of buses roaming between areas covered by different servers.
 - To manage the synchronization of guaranteed connections between fetcher and feeder services.
 - To exchange planned and real-time timetable updates.
 - To distribute status messages about the operation of the services.
 - To provide performance information to operational history and other management systems
- SIRI Advantages:
 - Vendor-neutral standard
 - Supports significantly more data elements than GTFS
 - Widely used Internationally
 - Extensible; agencies can create their own custom data fields
- SIRI Disadvantages:
 - Complex to implement
 - Not used as much in the US as in Europe

Concept of Operations OV-1



Rolling Out a Successful API Project

- Agreeing to data sets to be published
- Implementing a standards-based approach
- Connecting all required data elements to the API
- Creating a fast, reliable infrastructure by leveraging cloud services and API-specific solutions like Mashery
- Publicizing the API
- Communicate regularly with the developer community
- Building an API forum / community using tools such as Facebook, Twitter
- Managing updates to the API. Good documentation is key.
- Identifying and managing all legal, policy and security risks.
- Monitoring the use of transit data by developers and the public.

API Assembly Layer

- The Feed Assembly Layer packages data that will be provided to Data Consumers. The interface to this layer will be HTTP-based REST protocol, which will respond in one of the supported output formats, SIRI and GTFS/GTFS-RT.
- This layer will have specific modules for converting to XML, Protobuf and JSON formats depending on the request. Protocol buffers (Protobuf) is a binary format used by GTFS-RT and is a flexible, efficient, automated mechanism for serializing structured data.
 - It is smaller, faster, and simpler than XML. JSON is also a small

API Management

- An API Management tool like Mashery would provide the following benefits to the API:
 - Eliminates the need to internally develop API gatekeeping functionality
 - Well-supported and currently employed by WMATA, Best Buy, Netflix, Cnet and others to support publication of APIs for third-party developer use
 - Provides API registration, access and self-service provisioning
 - Provides key issuance and credential management
 - Allows usage control: throttling and limiting tied to key, user, method or group
 - Caches frequently used calls
 - Supports business rules configuration based on filters, parameters, and methods
 - Provides real-time insight to all activity and data export available for independent analysis
 - Provides reports that measure uptime, track errors, and show cache activity
 - Provides API usage information including call volumes, top method calls, and top user activity
 - Includes content management, versioning and documentation change control