# SIGNS WITH SMART CONNECTIVITY FOR

# BETTER ROAD SAFETY

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# Introduction:

Roads are the foremost source of linking between cities and villages. Due to theease of traveling by road, vehicles have become the main way people travel. The chances of vehicular accidents (Vas) have increased with the growing number of vehicles on the roads. During a journey, one does not know what will happen on the next road, particularly during bad weather conditions (BWC). In such a situation, driving can be difficult due to bad visibility, which can lead to an accident. It was alsonoticed that in BWC, multiple vehicle collisions (MVCs) can occur owing to delays in receiving information about an incident. According to one study by the Islamabad police, there were 9582 accidents from 2016 to 2017 all over Pakistan, involving 11,317 vehicles, leading to 5047 fatalities and 12,696 persons injured

Digital technologies like the Internet of Things (IoT) are reshaping road safetymeasures. Many technology initiatives are undertaken the world over to make smarter and safer roads, the ones that can interact with traffic and pedestrians. Assuming that bygiving in vehicle technology information to the driver, accidents can be averted, severaltechnology-based products have been developed. The latest technology researchers are working on is based on the Internet of Things (IoT). IoT is all about data. Data is becoming a valuable resource for our world.

Many sectors and industries have adopted IoT to reduce errors and improve performance in manufacturing, energy, health care, and communication. The WHO describes different measures that can be implemented with minimal economic impactsin its "Save LIVES: Road Safety Technical Package". A cornerstone of these steps is realizing economic systems for "monitoring road safety by strengthening data systems". Meanwhile, a key theme in the package is motivating the adoption of a SafeSystem approach, which is a holistic approach to road safety that parts from traditionalmanagement solutions by emphasizing safety by design.

Mobile-phone-based applications use built-in sensor data to detect the speed limitbased on environmental situations.

The main contributions of this research are,

1. Abriefsurveyonthestateoftheartrelatedtopre-accidentaswellaspost-accident models, frameworks, and techniques;

2. Identificationandreportingoflimitationsinpreviousstudiesrelatedtoaccident detection;

3. The concept of a smart road with an event-sensing capability, plus implementation and testing through various experiments;

4. Demonstration of a new and modern way to quickly detect accidents and communicate with nearby vehicles and EOCs.

The risks for loss of life, injuries, and other damage may increase if an incident is not reported to an EOC in a timely fashion. Lives can be saved by sending timely information about an accident through an automated mechanism. Moreover, quick automobile accident detection and an alert system are required to protect approaching vehicles against an MVC. Several methods have been implemented in advanced vehicles (Avs) for avoiding an accident. An accident threat is detected through sensors installed in vehicles or by using smartphone sensors. Previous researchers have used accelerometers, smoke detectors, infrared (IR) obstacle sensors, proximity sensors, and biosensors to detect an accident.

## Project Overview:

The main aim of this project is to help people automate the roads by providing them with a Web App through which they can monitor the parameters of the road like temperature, speed limit, and visibility of the road. They also show guides for schools and provide services of displaying hospitals, and restaurant signs accordingly.

## Purpose:

A large amount of research is being carried out in the domain of accident avoidance and accident alarms by a large number of researchers and practitioners. To avoid accidents, many approaches are utilized to enhance safety. For ease of reference, the literature on accident detection and avoidance is separated into three approaches: stand-alone, cooperative, and hybrid. Stand-alone approaches use sensors, such as radar and light detection and ranging (LiDAR), for accident avoidance and detection, whereas cooperative approaches rely on V2X technology and hybrid approaches.

## LITERATURE SURVEY:

### Abstract:

In present Systems the road signs and the speed limits are Static. But the road signs can be changed in some cases. We can consider some cases when there are road diversions due to heavy traffic or due to accidents then we can change the road signs accordingly if they are digitalized. This project proposes a system that has digital signboards on which the signs can be changed dynamically. If there is rainfallthen the roads will be slippery and the speed limit would be decreased. There is a web app through which you can enter the data on road diversions, accident-prone areas, and information sign boards can be entered through the web app. This data is retrieved and displayed on the signboards accordingly

## Introduction:

An automated deep learning (DL)-based system was developed for detecting accidents from video data. The system uses visual components in temporal order to represent traffic collisions. As a result, the model architecture is composed of a visual-features-extraction phase followed bytransient pattern identification. Convolution and recurrent layers are used in the training phase to learn visual and temporal features. In public trafficaccident datasets, an accuracy of 98% was attained in the detection of accidents, demonstrating a strong capacity for detection independent of theroad structure. The solution is limited to automobile crashes, not motorbikes, bicycles, and pedestrians. Furthermore, the model makes mistakes when determining accident segments under poor illumination (e.g., at night), at low resolutions, and when there are occlusions.

An accident management system was proposed in that makes use of cellular technology in public transportation. This method enables communication across various components, including those in ambulances, RSUs, and servers. Furthermore, in this system, an optimal route-planning algorithm (ORPA) is proposed to optimize aggregate spatial utilization of road networks while lowering the travel cost to operate a vehicle. The ORPA was evaluated through simulations, and findings were compared with other current algorithms. In congested areas, the proposed method can also be used to offer fast routes for ambulances. All vehicles, including ambulances, are required to have a route indicator installed, as well as the ability to use remote correspondence. The ORPA outperformed in terms of average speed and travel duration, according to the evaluation data. The proposed system only works forpredicted patterns and can fail due to the unpredicted behavior of traffic.

## Existing problem:

## The Safe System Approach

The Safe System (SS) approach to transport networks originated with the "Safe Road Transport System" model developed by the Swedish Transport Agency. In its essence, the approach migrates from the view that accidents are largely and automatically the driver's fault to a view that identifies and evaluates the true causes of accidents. Through the categorization of safety into the safety of three elements (vehicle, road, and road user), SS minimizes fatalities and injuries by controlling speeds and facilitating prompt emergency response. The model has been widely adopted since its introduction and is currently motivated by the WHO as a basis for road safety planning, policy-making, and enforcement

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## Problem  Statement Definition

A problem statement is a concise description of an issue to be addressed or a condition to be improved upon. It identifies the gap between the current (problem) state and desired (goal) state of a process or product. Focusing on the facts, the problem statement should be designed to address the Five Ws. The first condition of solving a problem is understanding the problem, which can be done by way of a problem statement.

In present Systems the road signs and the speed limits are Static. But the road signs can be changed in some cases. We can consider some cases when there are road diversions due to heavy traffic or due to accidents then we can change the road signs accordingly if they are digitalized. This project proposes a system that has digital signboards on which the signs can be changed dynamically. If there is rainfall then the roads will be slippery and the speed limitwould be decreased. There is a web app through which you can enter the data onroad diversions, accident-prone areas, and information sign boards can be entered through the web app. This data is retrieved and displayed on the signboards accordingly.

**IDEATION & PROPOSED SOLUTION:**

**Empathy Map Canvas:**

### What do they THINK AND FEEL?
what really counts
major preoccupations
worries 8 aspirations

- Will the sign boards function without any error?
- Will the sign boards satisfy the current traffic rules?
- Will the sign boards reduce accidents and regulate traffic flows?
- Will the sign boards is clear and understandable by all?

### What do they HEAR?
what friends say
what boss say
what influencers say

- There are possibilites of sign board malfunctioning
- Number of sign boards is not sufficient
- Expected more clarity in signs

### What do they SEE?
environment
friends
what the market offers

- Difference between the analog and digital smart board signs
- Reduction in traffic and accidents comapered earlier.
- Process of installations of sign boards without nuisense to the public

### What do they SAY AND DO?
attitude in public
appearance
behavior towards others

- Appropriate position for smart sign boards.
- Check out various smart signs according to the surrounding geographical land scape.
- Analog will be more precise and legible.
- It should be reliable and cost efficient.

### PAIN
fears
frustrations
obstacles

- Placement of wrong smart road safety signs.
- In place of malfunctioning of sign boards, leads to increase in traffic flows and accident rate.
- Will public follow the smart sign boards as directed.

### GAIN
"wants" / needs
measures of success
obstacles

- Reduction in accident and traffic .
- Public reaches their desired destination safely on-time
- Clarity on the diverted traffic and travel safety directions.

# Ideation &Brainstorming:

# Proposed Solution:

The project team shall fill in the following information in the proposed solution template.

| Parameter | Description |
| --- | --- |
| Problem Statement(Problem to be solved) | To replace the static signboards, smart connected sign boards are used which get the speed limitations from a web app usingweather API and update automatically. |
| Idea/Solution description | Predicting the speed limit from data acquired through weather map and pass through a web user interfacewhich in turn used by user |
| Novelty/Uniqueness | Controlling the speed limit by weather map. |
| Social Impact/Customer Satisfaction | Based on traffic diversion signs ,guide signs and warning signs are displayed to the public. |
| Business Model(Revenue Model) | Smart connectivity and better road safety model. |
| Scalability of the Solution | The process of understanding and operating this Model is easy and its highly scalable withproper efficiency. |

# Problem Solution fit:

## Problem-Solution fit canvas 2.0
Purpose / Vision

### 1. CUSTOMER SEGMENT(S) — CS
*Define CS, fit into CC*

Who is your customer?
i.e. working parents of 0-5 y.o. kids

- Public who uses transport
- Officers who maintain and regulate road safety

### 6. CUSTOMER CONSTRAINTS — CC

What constraints prevent your customers from taking action or limit their choices of solutions? i.e. spending power, budget, no cash, network connection, available devices.

- Public who have/use automobiles(any type)
- Government Transport
- The vehicle should have digitally supported sensors which canbe compatible with the smart sign boards

### 5. AVAILABLE SOLUTIONS — AS
*Explore AS, differentiate*

Which solutions are available to the customers when they face the problem or need to get the job done? What have they tried in the past? What pros & cons do these solutions have? i.e. pen and paper is an alternative to digital notetaking

- Already available analog road safety signs which are ineffective
- Signs painted on walls and roads by the corporation which disappeared or perished in a period of time
- Non reliable and rigid road safety signs which gets damaged during natural disaster or calamity

### 2. JOBS-TO-BE-DONE / PROBLEMS — J&P
*Focus on J&P, tap into BE, understand RC*

Which jobs-to-be-done (or problems) do you address for your customers? There could be more than one; explore different sides.

- Hard to maintain data accuracy
- Choosing the position of placing the smart sign board
- Possibility of malfunction of sensors placed in the smart sign boards
- Damage of the sign boards due to external/ internal factors

### 9. PROBLEM ROOT CAUSE — RC

What is the real reason that this problem exists?
What is the back story behind the need to do this job?
i.e. customers have to do it because of the change in regulations.

- Position of static sign boards is not visible and is inappropriate
- There is no way to predict the weather in the desired destination through the static boards

### 7. BEHAVIOUR — BE
*Focus on J&P, tap into BE, understand RC*

What does your customer do to address the problem and get the job done? i.e. directly related: find the right solar panel installer, calculate usage and benefits; indirectly associated: customers spend free time on volunteering work (i.e. Greenpeace)

- As public use various routes for travelling, prediction of the desired routes should be on hand with the weather there
- Static boards are not reliable to find weather in the destination

### 3. TRIGGERS — TR
*Identify strong TR & EM*

What triggers customers to act? i.e. seeing their neighbour installing solar panels, reading about a more efficient solution in the news.

- People want to make their travel easier and comfortable
- Public are aware of the traffic situations around them

### 4. EMOTIONS: BEFORE / AFTER — EM

How do customers feel when they face a problem or a job and afterwards? i.e. lost, insecure > confident, in control - use it in your communication strategy & design.

- Public are not aware of the static sign boards, so the smart sign boards are introduced which is more attractive
- People get more info about the needful resources in the route

### 10. YOUR SOLUTION — SL

If you are working on an existing business, write down your current solution first, fill in the canvas, and check how much it fits reality.
If you are working on a new business proposition, then keep it blank until you fill in the canvas and come up with a solution that fits within customer limitations, solves a problem and matches customer behaviour.

- Connect the smart sign boards to access the applications provided by them such as speed limitations and weather predictions

### 8. CHANNELS of BEHAVIOUR — CH
*Extract online & offline CH of BE*

**8.1 ONLINE**
What kind of actions do customers take online? Extract online channels from #7

- Video tutorial is made to educate the public about the smart sign board
- Online influencers can advertise the smart sign boards through their influencing medium

**8.2 OFFLINE**
What kind of actions do customers take offline? Extract offline channels from #7 and use them for customer development.

- Traffic law maker should give awareness programs to the public

# REQUIREMENTANALYSIS:

## Functional requirement:

| FR No. | Functional Requirement (Epic) | Sub Requirement (Story / Sub-Task) |
|---|---|---|
| FR-1 | **User Visibility** | Sign Boards should be made with LED's whichare bright colored and are capable of attractingthe drivers attention but it should also not be too distracting or blinding cause it may lead to accidents. |
| FR-2 | **User Need** | The smart sign boards should be placed frequently in places it is needed and less in places where it is not needed much to avoid confusion for the user during travel. |
| FR-3 | **User Understanding** | For better understanding of the driver, the signs should be big, clear and legible and it can also include illustrations which will make it easily understandable to the driver. |
| FR-4 | **User Convenience** | The display should be big enough that it should even be visible from far distance clearly. |

## Non-Functional requirements:

| FR No. | Non-Functional Requirement | Description |
| --- | --- | --- |
| NFR-1 | **Usability** | It should be able to Upgrade and Update whenthere is a need for it. |
| NFR-2 | **Security** | It should have good security system so that noother person is able to hack and display their own directions. |
| NFR-3 | **Reliability** | It should be able to display to information correctly and error-free. |
| NFR-4 | **Performance** | It should be able to automatically update itself when certain weather or traffic problem occurs. |
| NFR-5 | **Availability** | It should be available 24/7 so that it can be beneficial to the customer i.e the driver. |
| NFR-6 | **Scalability** | It should be able to easily change and upgrade according to change and need in requirement. |

## PROJECTDESIGN:

Project design is an early phase of the project lifecycle where ideas, processes, resources, and deliverables are planned out. A project design comes before a project plan as it's a broad overview whereas a project plan includes more detailedinformation.
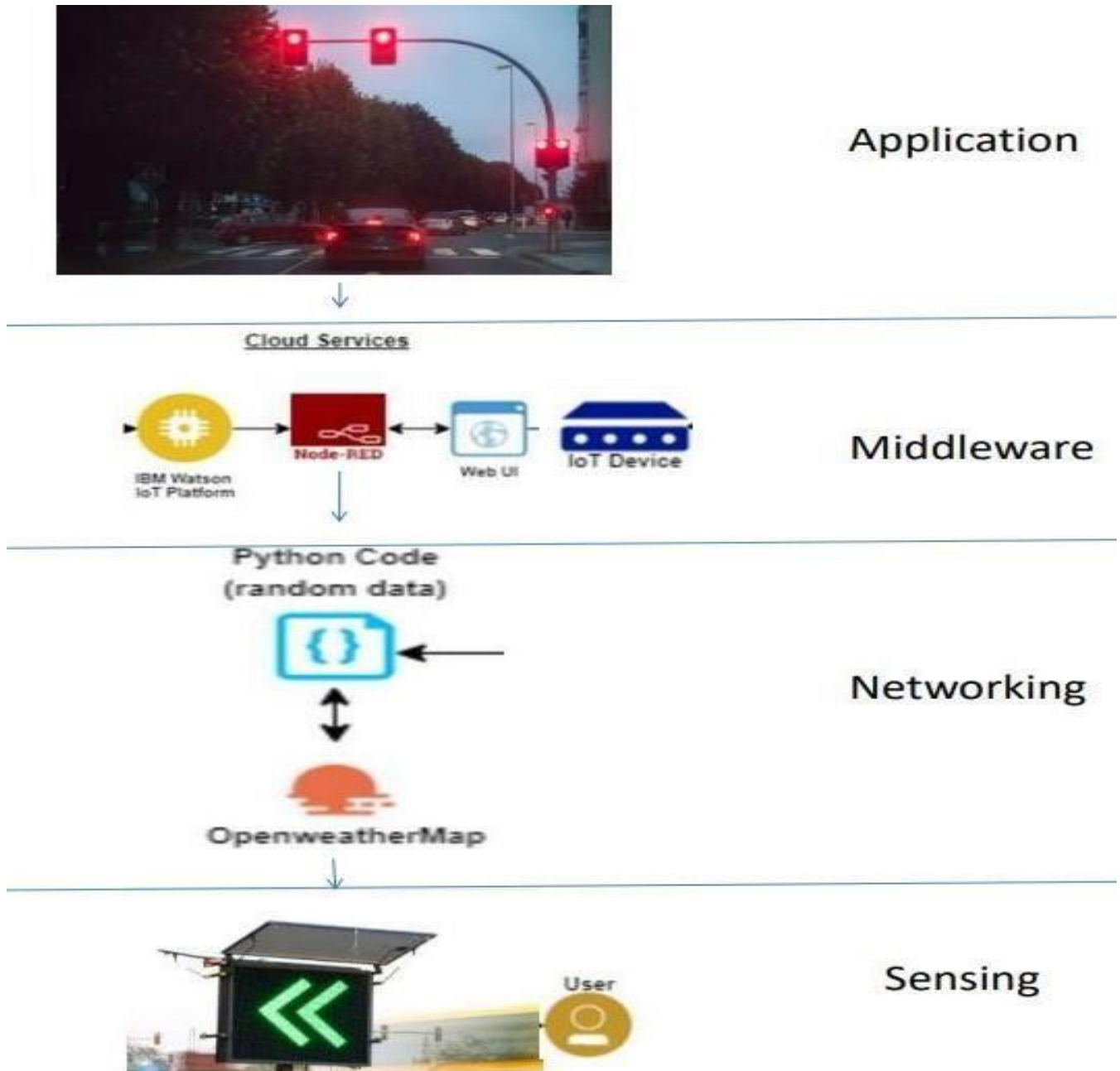
## Data Flow Diagrams:

A Data Flow Diagram (DFD) is a traditional visual representation of theinformation flows within a system. A neat and clear DFD can depict the right amountof the system requirement graphically. It shows how data enters and leaves the system, what changes the information, and where data is stored.

```
                          START
                            |
   +------------------------+------------------------+
   |                        |                        |
Weather                 Location               Read images
data from                                      from input
application                                    camera
   |              +---------+---------+              |
Weather        School/            Hospital        Traffic
conditions     college zone       zone            status
   |              |                                  |
Smart sign     No honk \                          Updated
board with     Go slow                            traffic route
slow indication displayed                            |
   |              |                                  |
   |           Speed                                 |
   |           limitation is                         |
   |           indicated                             |
   |              |                                  |
   +-----------> USER <---------------------------+
```

**Solution &Technical Architecture:**



Application

Cloud Services

Middleware

IBM Watson IoT Platform — Node-RED — Web UI — IoT Device

Python Code (random data)

Networking

OpenweatherMap

Sensing
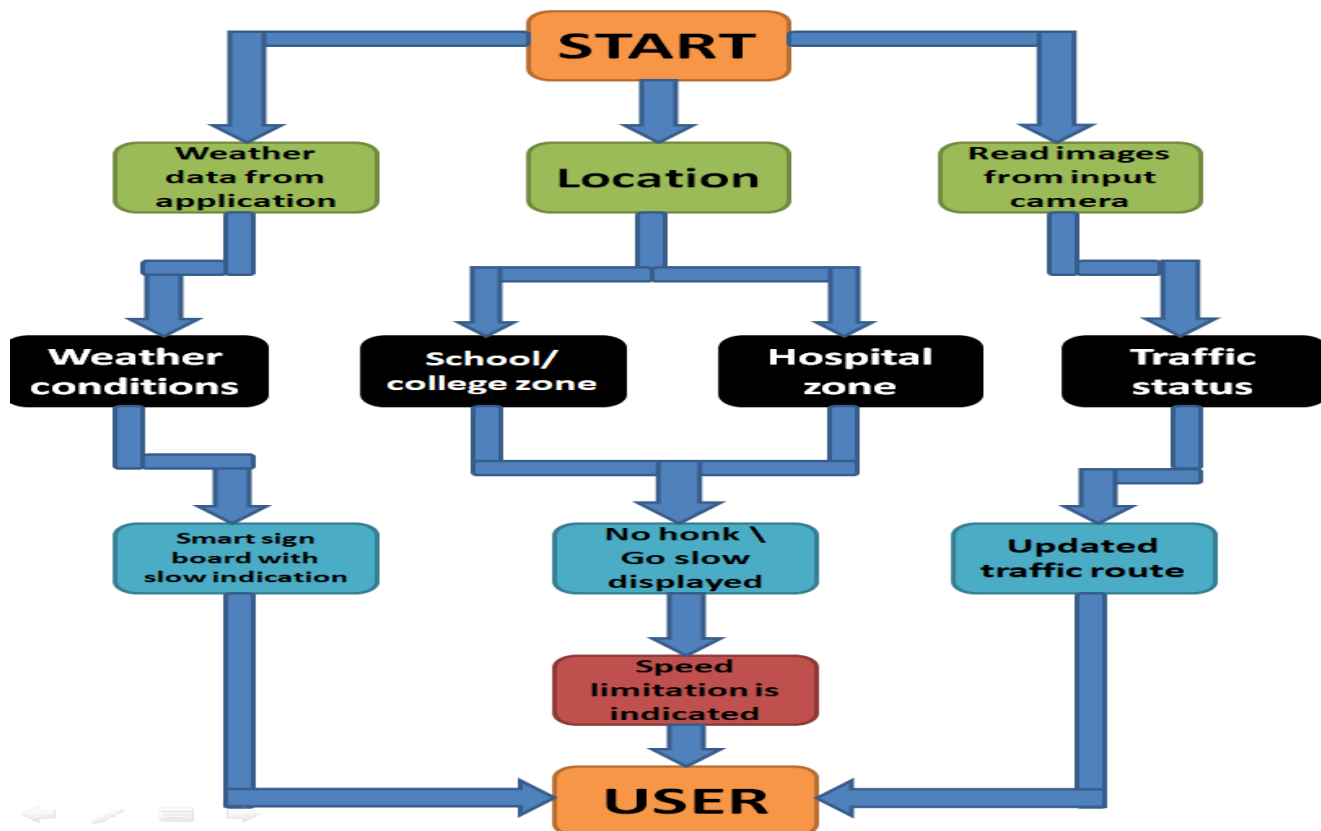
User

## User stories:

Use the below template to list all the user stories for the product.

| User Type | Functional Requirement (Epic) | User Story Number | User Story/Task | Acceptance criteria | Priority | Release |
|---|---|---|---|---|---|---|
| Customer (Mobile user) | Registration | USN-1 | **I can get my speed limitation using weather application .** | **I can receive speed limitations** | High | Sprint-1 |
| | | USN-2 | **As a user, I can register for the application by entering my email, password, and confirming my password. As a user,** | **I can access my account / dashboard** | Medium | Sprint-2 |
| | | USN-3 | **As a user, I can increase or decrease my speed accordingto the weather change** | **I can increase or decrease my speed** | High | Sprint-1 |
| | | USN-4 | **As a user, I can I get my traffic diversion signs depending on the traffic and the fatal situations.** | **I can access my traffic status ahead inmy travel** | Medium | Sprint-1 |
| | Login | USN-5 | **As a user, I can log into the open weather map by entering email & password** | **I can access the application through my Gmail login** | High | Sprint-2 |
| | Interface | USN-6 | **As a user the interface should be simple and easily accessible** | **I can access the interface easily** | High | Sprint-1 |

| Customer (Web user) | Data generation | USN-7 | **As a user I use open weather application to access the data regarding the** | **I can access the data regarding the weather through the** | High | Sprint-1 |
|---|---|---|---|---|---|---|
| | | | **As a user I use open weather application to access the data regarding the** | **I can access the data regarding the weather through the** | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | weather changes. | application | | |
| Administrator (Officials) | Problem solving/ Fault clearance | USN-8 | As an official who is in charge for the proper functioning of thesign boards haveto maintain it through periodic monitoring. | Officials can monitor the sign boards forproper functioning. | Medium | Sprint-2 |
| | | | entering my email, password, and confirming my password | dashboard | | |

## PROJECT PLANNING &SCHEDULING

The definition of a sprint is a dedicated period in which a set amount of work willbe completed on a project. It's part of the agile methodology, and an Agile project will be broken down into a number of sprints, each sprint taking the projectcloser to completion**.**

# Sprint Planning &Estimation:

Use the below template to create product backlog and sprint schedule

| Sprint | Functional Requirement (Epic) | User Story Number | User Story/Task | Story Points | Priority |
|--------|-------------------------------|-------------------|-----------------|--------------|----------|
| Sprint-1 | Registration | USN-1 | As a user, I can register for the application by entering my email, password, and Confirming my password. | 2 | High |
| Sprint-1 | | USN-2 | As a user, I will receive confirmation email once I have registered for the application | 1 | High |
| Sprint-1 | | USN-3 | As a user, I can register for the Application through Facebook | 2 | Low |
| Sprint-1 | | USN-4 | Asa user , I can register for the applicationthrough Gmail | 2 | Medium |
| Sprint-1 | Login | USN-5 | As a user, I can log into the application by entering email &password | 1 | High |
| Sprint-1 | Dashboard | USN-6 | As a user, I can log into the application by entering email & Password and access all the resources and services available | 2 | High |

**Sprint Delivery Schedule:**

**Project Tracker, Velocity & Burndown Chart:**

| TITLE | DESCRIPTION | DATE |
|---|---|---|
| Literature Survey & Information Gathering | A literature review is a comprehensive summary of previous researches on the topic. The literature review surveys scholarly articles, books, and other sources relevant to a particular area Of research. | 3September2022 |
| Prepare Empathy Map | An empathy map is a collabor ative tool teams can use to gain a deeper insight into their customers. It helps us to understand the customers' pain , gain and difficulties from their point of view. | 10September2022 |
| Ideation- Brainstorming | Brainstorming is a group problem-solving method that helped us together and organize various ideas and thoughts from team members. | 17September2022 |
| Define Problem s tatement | The Customer Problem Statement helps us to focus On what matters to create experiences people will love. A well-articulated customer problem statement allowed us tofind the ideal solution for the challenges customers face. | 19September2022 |

| Problem Solution Fit | It helped us understand and analyze all. The thoughts of our customer , their choice of options , problems , root cause, Behavior and emotions. | 26September2022 |
| --- | --- | --- |
| | | |

| | | |
|---|---|---|
| Proposedsolution | It helped us analyze and examine our solution more in the grounds of uniqueness, social impact , business model, scalability etc. | 28 September2022 |
| Solution Architecture | Solution architecture is a complex process – with many sub-processes –that bridges the gap between business problems and technology solutions. It helped us understand the features and components used to Complete the project. | 1 October2022 |
| Customer journey map | It helped to analyze the various steps, interactions, goals and motivation, positives, negatives and opportunities. | 7 October2022 |
| Solution requirements | It briefs about functional and non-functional requirements. It involves the various stepsin the entire process. It also specifies features usability ,security, reliability, performance ,availability andscalability. | 12October2022 |
| Technology stack | A tech stack is the combination of technologies a company uses to build and run an application or project. It helps us analyse and understand various technologies that needs tobe implemented in the project. | 15October2022 |

| | | |
|---|---|---|
| Dataflow | A Data Flow Diagram(DFD) is a traditional visual representation of | 11October2022 |
| | The information flows within a system. A neat and clear DFD can depict the right amount of the system requirement graphically. It shows how data enters and leaves the system, what changes the information, and where data is stored. | |
| Sprint Delivery plan | Sprint Planning is an event in scrum that defines what can be delivered in the upcoming sprint and how that work will be achieved. It helps us to organize and complete the work effectively and efficiently . | 22 October2022 |
| Prepare milestone and activity list | Helps us understand and evaluate our progress and accuracy so far. | 23October2022 |
| Project Development-DeliveryofSprint-1 | Develop and submit the developed code bytesting it. | 7 November 2022 |

**Velocity:**

Imagine we have a 10-day sprint duration, and the velocity of the team is 20 (points per sprint).Let's calculate the team's average velocity (AV) per iteration unit (story points per day)

$$AV = \frac{sprint\ duration}{velocity} = \frac{20}{10} = 2$$

**Burndown Chart:**

A burn-down chart is a graphical representation of work left to do versus time. It is often used in agile software development methodologies such as scrum. However, burn-down charts can be applied to any project containing measurable progress over time.

## CODING & SOLUTIONING:

(Explain the features added in the project along with code):

### **Feature 1 (coding and result):**

```
Import
wiotp.sdk.device
import time import
random
importibmiotf.applic
ationimport
ibmiotf.device
import requests, json

myConfig = {
#Configuration
"identity": {
"orgId": "3dpjnk",
"typeId": "Sign_Board",
"deviceId":"Board_1"},
#API Key
"auth": {
"token": "1234567890"
}
}

#Receiving callbacks from IBM IOT
platformdefmyCommandCallback(cmd):
print("Message received from IBM IoT Platform: %s" % cmd.data['command'])
m=cmd.data['command']

client =
wiotp.sdk.device.DeviceClient(config=myConfig,logHandlers=None)
client.connect()
```

```python
#OpenWeatherMap Credentials
CITY = "Nagercoil"
URL = BASE_URL + "q=" + CITY + "&units=metric"+"&appid=" +
"01df65417ab3968e3fc2a38c4aee27bb"

while True:
response =
requests.get(URL) if
response.status_code ==200:
data = response.json()
main = data['main']
temperature
=main['temp']
humidity =
main['humidity']pressure =
main['pressure'] report =
data['visibility']

#messge part
msg=random.randint(0,5)
if msg==1:
message="SLOW DOWN, SCHOOL IS NEAR"
elifmsg==2:
message="NEED HELP, POLICE STATION AHED"
elifmsg==3:
message="EMERGENCY, HOSPITAL NEARBY"
elifmsg==4:
message="DINE IN, RESTAURENT AVAILABLE"
else:
message=""

#Speed Limit part

speed=random.randint(0,150)
if speed>=100:
speedMsg=" Limit Exceeded"
elif speed>=60 and speed<100:
speedMsg="Moderate"
else:
speedMsg="Slow"
```

```
#Diversion part
sign=random.randint(0,5)
if sign==1:
signMsg="Right Diversion"
elifsign==3:
signMsg="Left Diversion"
elifsign==5:
signmsg="U Turn"
else:
    signMsg=""

 #Visibility
if temperature < 24:
   visibility="Fog Ahead, Drive Slow"
elif temperature < 20:
   visibility="Bad Weather"
else:
   visibility="Clear Weather"

else:
print("Error in the HTTP request")
   myData={'Temperature':temperature, 'Message':message, 'Sign':signMsg, 'Speed':speedMsg,
'Visibility':visibility}
   client.publishEvent(eventId="status", msgFormat="json", data=myData, qos=0,
onPublish=None)#PUBLISHING TO IOT WATSON
print("Published   data   Successfully:   %s",
myData)client.commandCallback          =
myCommandCallbacktime.sleep(5)
client.disconnect()
```

## Output:

```python
import wiotp.sdk.device
import time
import random
import ibmiotf.application
import ibmiotf.device
import requests, json

myConfig = { #Configuration
    "identity": {
"orgId": "3dpjnk",
"typeId": "Sign_Board",
"deviceId":"Board_1"
},
#API Key
"auth": {
"token": "1234567890"
}
}

#Receiving callbacks from IBM IOT platform
def myCommandCallback(cmd):

    print("Message received from IBM IoT Platform: %s" % cmd.data['command'])
    m=cmd.data['command']

client = wiotp.sdk.device.DeviceClient(config=myConfig, logHandlers=None)
client.connect()

#OpenWeatherMap Credentials
BASE_URL = "https://api.openweathermap.org/data/2.5/weather?"
CITY = "Chennai"
URL = BASE_URL + "q=" + CITY + "&units=metric"+"&appid=" + "01df65417ab3968e3fc2a38c4aee27bb"

while True:
    response = requests.get(URL)
    if response.status_code == 200:
        data = response.json()
        main = data['main']
        temperature = main['temp']
        humidity = main['humidity']
        pressure = main['pressure']
        report = data['visibility']

    #messge part
        temperature=random.randint(0,100)
        msg=random.randint(0,5)
        if msg==1:
            message="SLOW DOWN, SCHOOL IS NEAR"
        elif msg==2:
            message="NEED HELP, POLICE STATION AHED"
        elif msg==3:
            message="EMERGENCY, HOSPITAL NEARBY"
        else:
            message="DINE IN, RESTAURENT AVAILABLE"
```
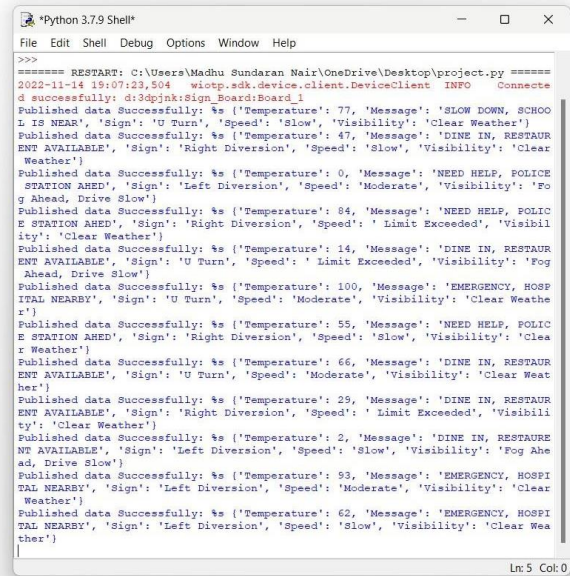
```
*Python 3.7.9 Shell*                                    —  □  ×

File  Edit  Shell  Debug  Options  Window  Help
>>>
======= RESTART: C:\Users\Madhu Sundaran Nair\OneDrive\Desktop\project.py ======
2022-11-14 19:07:23,504   wiotp.sdk.device.client.DeviceClient  INFO    Connecte
d successfully: d:3dpjnk:Sign_Board:Board_1
Published data Successfully: %s {'Temperature': 77, 'Message': 'SLOW DOWN, SCHOO
L IS NEAR', 'Sign': 'U Turn', 'Speed': 'Slow', 'Visibility': 'Clear Weather'}
Published data Successfully: %s {'Temperature': 47, 'Message': 'DINE IN, RESTAUR
ENT AVAILABLE', 'Sign': 'Right Diversion', 'Speed': 'Slow', 'Visibility': 'Clear
 Weather'}
Published data Successfully: %s {'Temperature': 0, 'Message': 'NEED HELP, POLICE
 STATION AHED', 'Sign': 'Left Diversion', 'Speed': 'Moderate', 'Visibility': 'Fo
g Ahead, Drive Slow'}
Published data Successfully: %s {'Temperature': 84, 'Message': 'NEED HELP, POLIC
E STATION AHED', 'Sign': 'Right Diversion', 'Speed': ' Limit Exceeded', 'Visibil
ity': 'Clear Weather'}
Published data Successfully: %s {'Temperature': 14, 'Message': 'DINE IN, RESTAUR
ENT AVAILABLE', 'Sign': 'U Turn', 'Speed': ' Limit Exceeded', 'Visibility': 'Fog
 Ahead, Drive Slow'}
Published data Successfully: %s {'Temperature': 100, 'Message': 'EMERGENCY, HOSP
ITAL NEARBY', 'Sign': 'U Turn', 'Speed': 'Moderate', 'Visibility': 'Clear Weathe
r'}
Published data Successfully: %s {'Temperature': 55, 'Message': 'NEED HELP, POLIC
E STATION AHED', 'Sign': 'Right Diversion', 'Speed': 'Slow', 'Visibility': 'Clea
r Weather'}
Published data Successfully: %s {'Temperature': 66, 'Message': 'DINE IN, RESTAUR
ENT AVAILABLE', 'Sign': 'U Turn', 'Speed': 'Moderate', 'Visibility': 'Clear Weat
her'}
Published data Successfully: %s {'Temperature': 29, 'Message': 'DINE IN, RESTAUR
ENT AVAILABLE', 'Sign': 'Right Diversion', 'Speed': ' Limit Exceeded', 'Visibili
ty': 'Clear Weather'}
Published data Successfully: %s {'Temperature': 2, 'Message': 'DINE IN, RESTAURE
NT AVAILABLE', 'Sign': 'Left Diversion', 'Speed': 'Slow', 'Visibility': 'Fog Ahe
ad, Drive Slow'}
Published data Successfully: %s {'Temperature': 93, 'Message': 'EMERGENCY, HOSPI
TAL NEARBY', 'Sign': 'Left Diversion', 'Speed': 'Moderate', 'Visibility': 'Clear
 Weather'}
Published data Successfully: %s {'Temperature': 62, 'Message': 'EMERGENCY, HOSPI
TAL NEARBY', 'Sign': 'Left Diversion', 'Speed': 'Slow', 'Visibility': 'Clear Wea
ther'}

                                                              Ln: 5  Col: 0
```
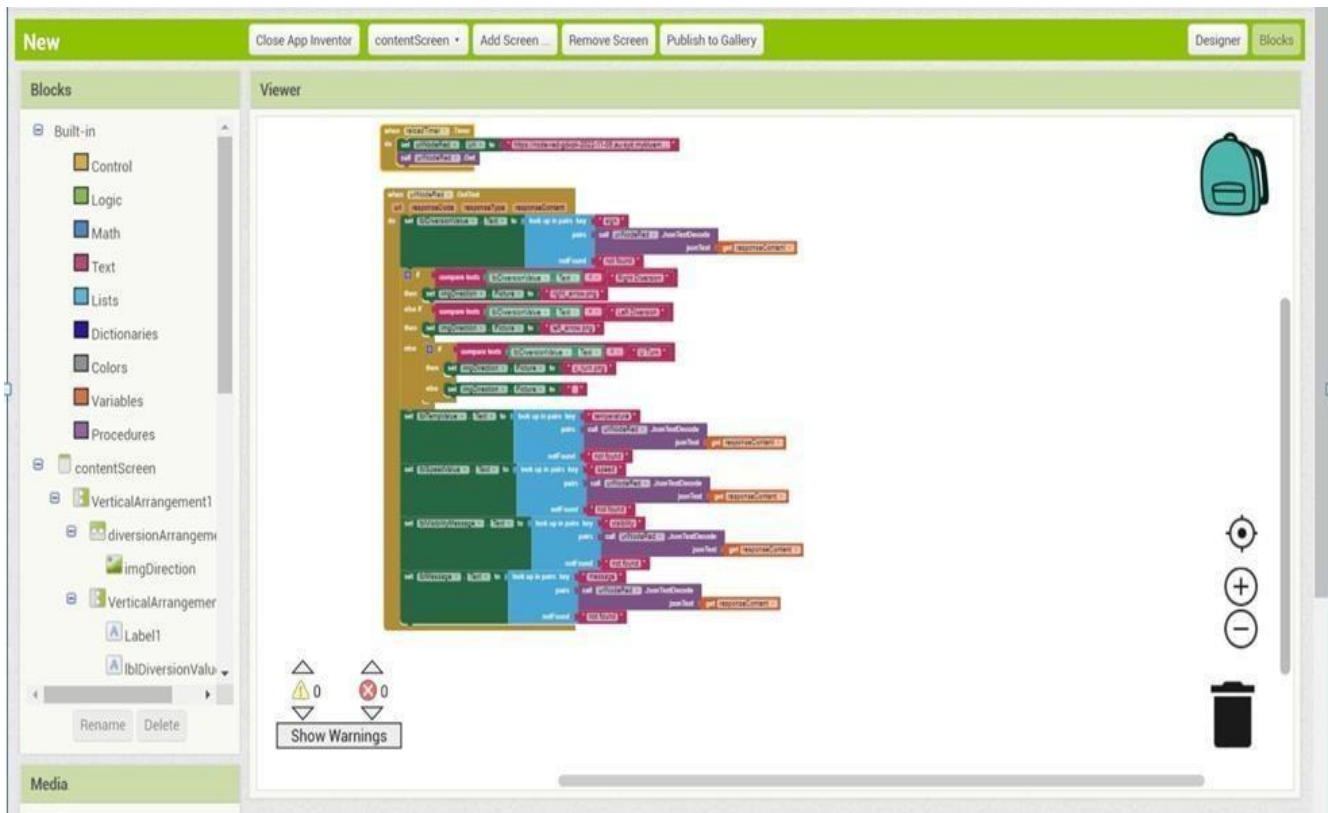
Ln: 1  Col: 4

## Feature 2: (MITAPPINVENTER):

## MIT APP INVENTOR: ICON PAGE:
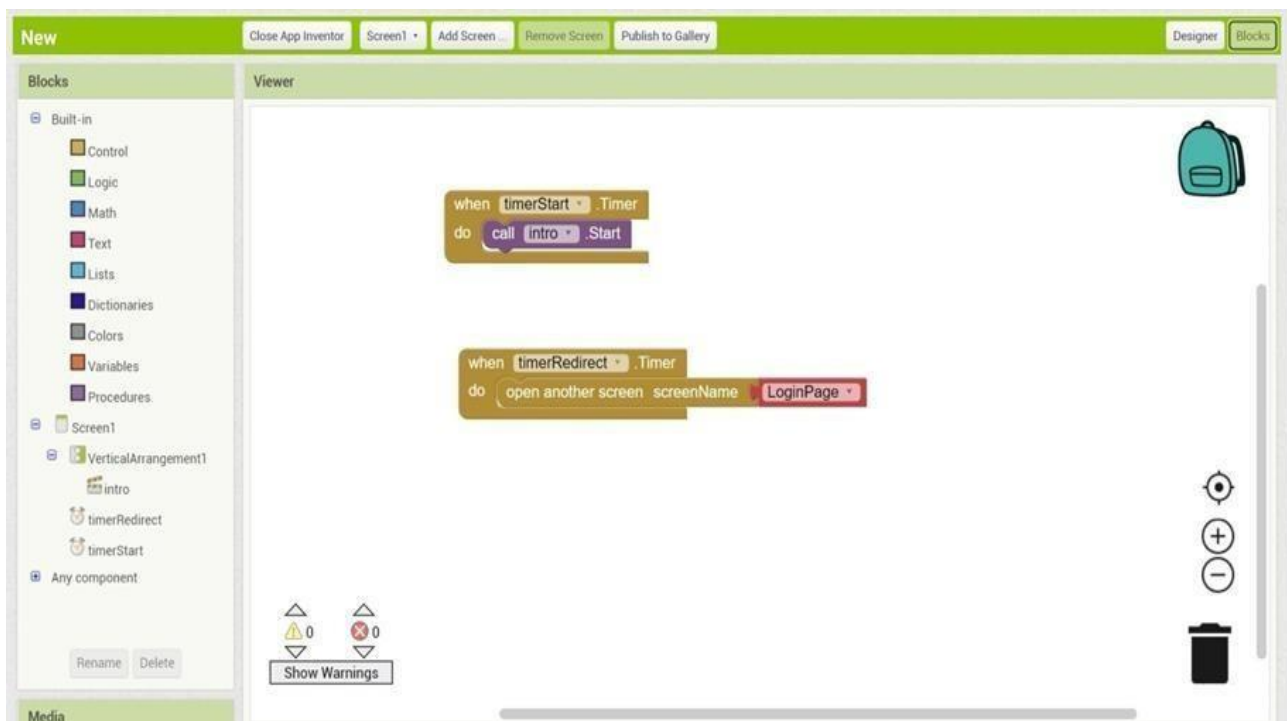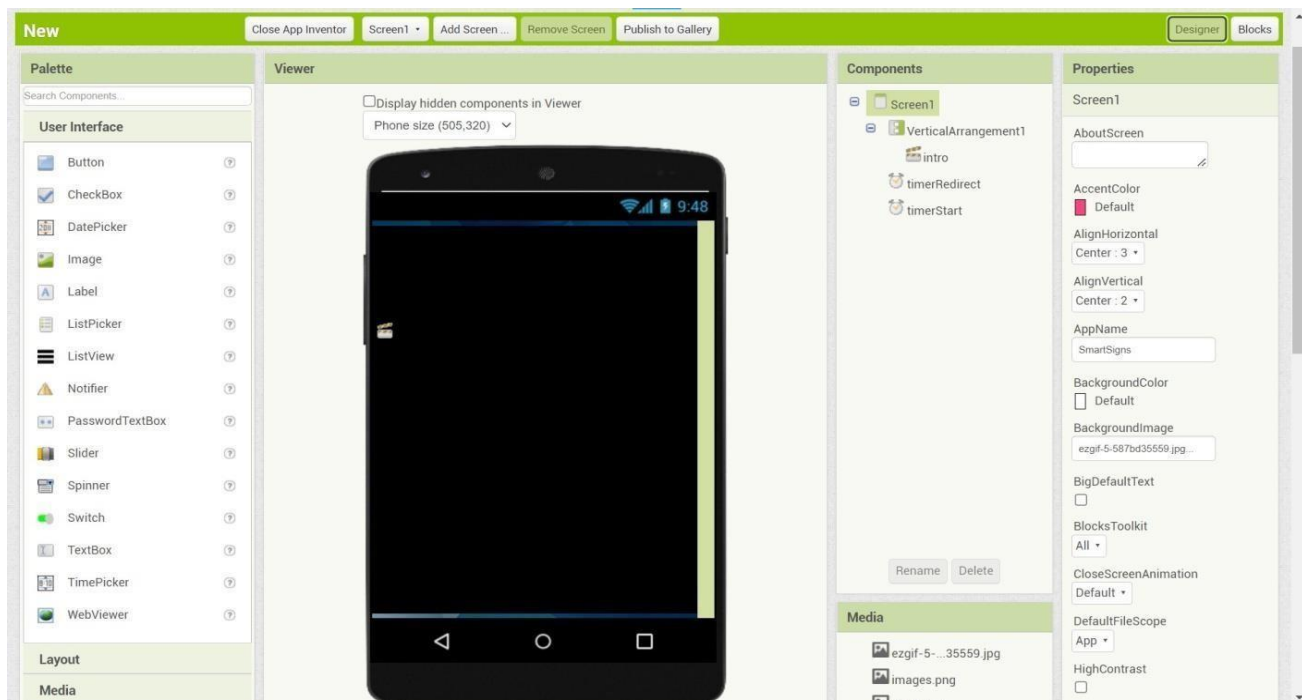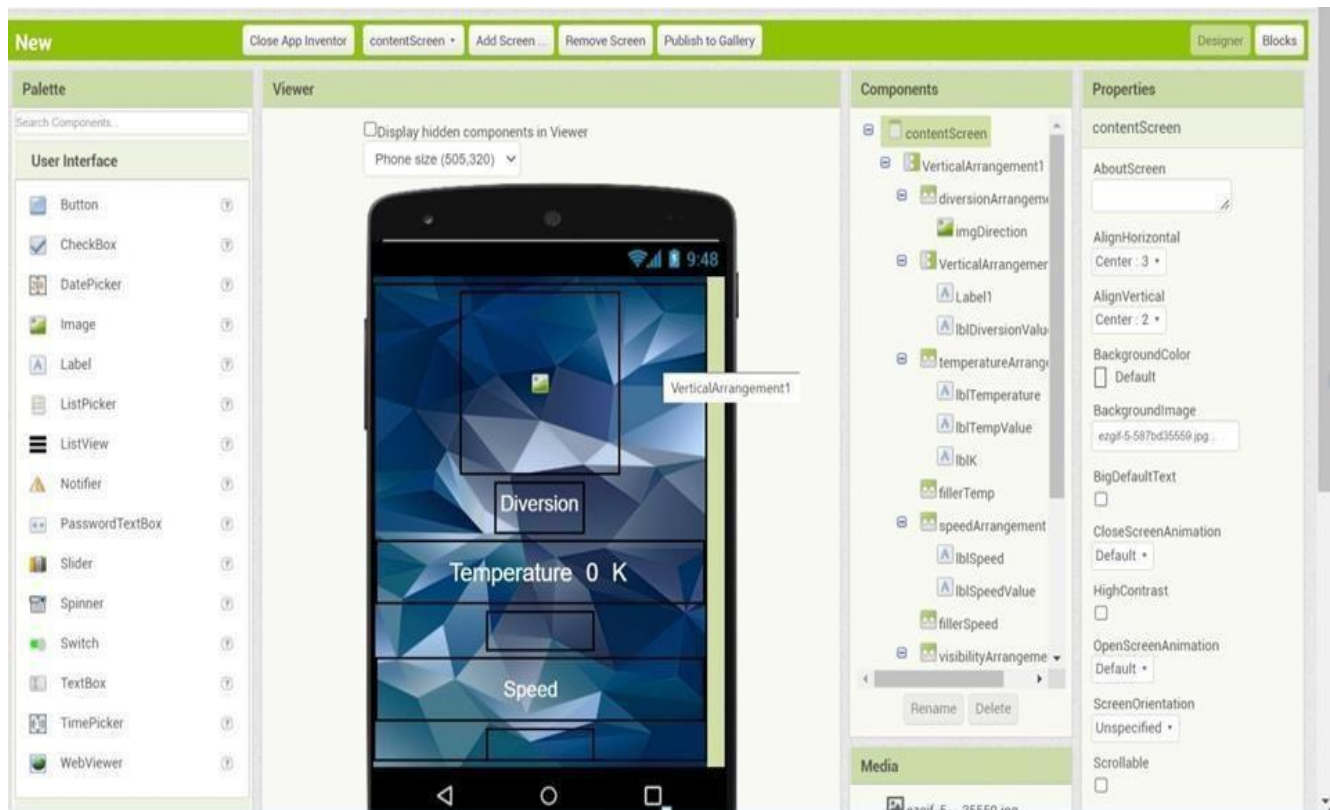
## TESTING:

Test cases help guide the tester through a sequence of steps to validate whethera software application is free of bugs, and working as required by the end-user.

Learning how to write test cases for software requires basic writing skills, attention to detail, and a good understanding of the application under test (AUT).

## Test Cases:

**Smart Signs**

Temperature

26.02
Celsius
0                    100

Message EMERGENCY, HOSPITAL NEARBY

sign

Speed Limit Exceeded

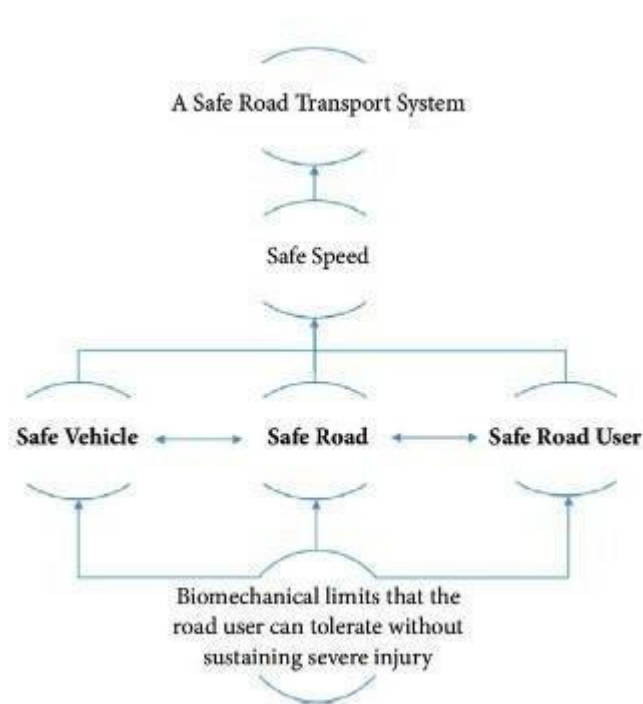Visibility Clear Weather
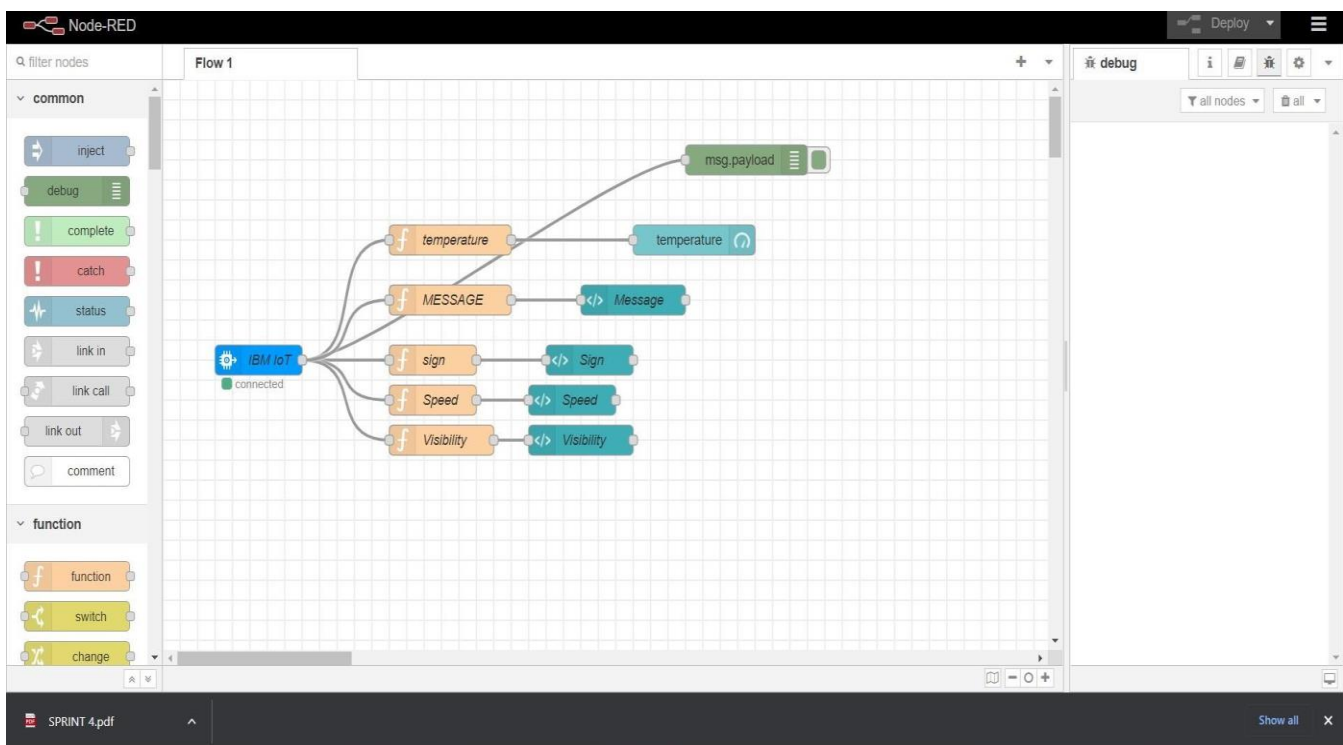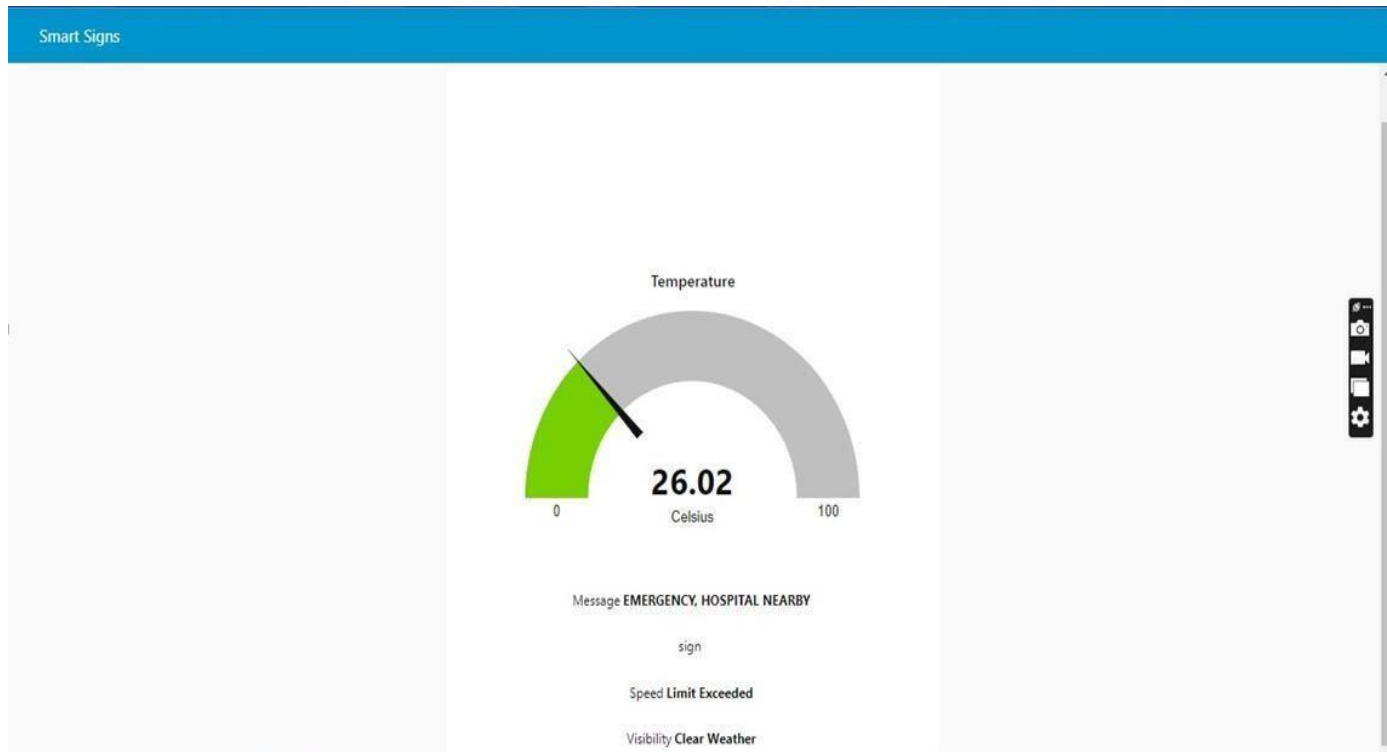
## User Acceptance Testing:

UAT consists, in practice, of people from the target audience using the application. The defects they find are then reported and fixed. This scenario iswhat most closely resembles "the real world." The process allows users to "get their hands dirty" with the application. They can see if things work as intended**.**
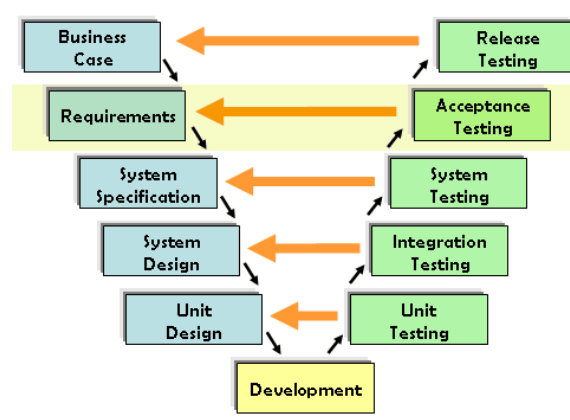
The main purpose of UAT is to validate end-to-end business flow. It does not focus on cosmetic errors,spelling mistakes, or system testing. User Acceptance Testing is carried out in a separate testing environment with a production-like data setup. It is a kind of black box testing where two or more end-users will be involved.

**RESULTS:**

**Performance Metrics:**

A Safe Road Transport System

Safe Speed

Safe Vehicle ← → Safe Road ← → Safe Road User

Biomechanical limits that the road user can tolerate without sustaining severe injury

## ADVANTAGES & DISADVANTAGES

### Advantages:

- Connected vehicles have various benefits such as

- Multimodalsensorsandedgecomputinghelpspeeduptheflowoftrafficwithreal-time processing, reducing congestion and emissions.
- Smart road technology can assist in optimizing traffic flow
- It will manage road conditions, creating a more sustainable environment within cities.
- Improved control and safety can be achieved through IoT-enabled cars. In case ofover-speeding, the notification gets displayed.
- Ensuring a safe driving experience with real-time assistance, navigation, and even monitoring driving patterns and any emergency. Additionally, along with the state of thetraffic, IoT drivers can receive updated information on the state of the roads, i.e., potholes, ice, grade changes, black spots, etc.

## DISADVANTAGES:

- Security and privacy. Keeping the data gathered and transmitted by IoT devices safe is challenging, as they evolve and expand in use....
- Technical complexity....
- Connectivity and power dependence....
- Integration....
- Higher costs (time and money)

## CONCLUSION:

The world doesn't change on its own but we humans can change the world to be safe, better, and harmless. Since the road isn't said to be safe let's make it safer with the technologies present and available to us. The Internet of Things is one of the technologies that can lead us to travel on enhanced safe roads. So let's come together to create a better world with no accidents and a smart road for the future generation.

## FUTURESCOPE:

IoT obtains the majority of its data with the help of connected cars. These in corporate a large number of sensors that establish communication with the cloud, other vehicles, and devices. Thanks to this it provides data and information of great utility for the improvement of road safety. The safe system approach to road safety emphasizes safety by design ensuring safe vehicles, road networks, and road users. Evolving towards the future, the road needs to boil with advanced sensors and antenna systems to have peace with the new era.

## APPENDIX:

### Source Code:

```
importwiotp.sdk.device
import time
import random
importibmiotf.applicat
ionimport
ibmiotf.device import
requests, json

myConfig = {
#Configuration
```

```python
"identity":          {
"orgId": "3dpjnk",
"typeId": "Sign_Board",
"deviceId":"Board_1"},
#API Key
"auth": {
"token": "1234567890"
}
}

#Receiving callbacks from IBM IOT
platform
defmyCommandCallback(cmd):print("Mess
age received from IBM IoT Platform:
%s" % cmd.data['command'])
m=cmd.data['command']

client = wiotp.sdk.device.DeviceClient(config=myConfig,logHandlers=None)
client.connect()

#OpenWeatherMap Credentials
BASE_URL ="https://api.openweathermap.org/data/2.5/weather?"
CITY = "Chennai"
URL = BASE_URL + "q=" + CITY + "&units=metric"+"&appid=" +
"01df65417ab3968e3fc2a38c4aee27bb"

while  True:
response =
requests.get(URL) if
response.status_code
==200:
data = response.json()
main = data['main']
temperature
=main['temp']
humidity =
main['humidity']pressure
= main['pressure'] report =
data['visibility']

#messge part
```

```
msg=random.randint(0,5
) if msg==1:
```

```python
message="SLOW DOWN, SCHOOL IS NEAR"
elifmsg==2:
message="NEED HELP, POLICE STATION AHED"
elifmsg==3:
message="EMERGENCY, HOSPITAL NEARBY"
elifmsg==4:

    message="DINE IN, RESTAURENT AVAILABLE"
else:
message=""

#Speed Limit part
speed=random.randint(0,150
) if speed>=100:
speedMsg=" Limit Exceeded"
elif speed>=60 and
speed<100:
speedMsg="Moderate"
else:
speedMsg="Slow"

#Diversion part
sign=random.randint(0,5
) if sign==1:
signMsg="Right Diversion"
elifsign==3:
signMsg="Left Diversion"
elifsign==5:
signmsg="U Turn"
else:
signMsg=""

#Visibility
if temperature < 24:
visibility="Fog Ahead, Drive Slow"
elif temperature < 20:
visibility="Bad Weather"
else:
visibility="Clear Weather"
```

```
else:
print("Error in the HTTP request")
myData={'Temperature':temperature, 'Message':message, 'Sign':signMsg,
'Speed':speedMsg,'Visibility':visibility}
client.publishEvent(eventId="status", msgFormat="json", data=myData, qos=0, onPublish=None)
#PUBLISHING TO IOT WATSON
print("Published    data    Successfully:    %s",
myData)client.commandCallback            =
myCommandCallbacktime.sleep(5)
client.disconnect()
```

**GitHub Link :**

https://github.com/IBM-EPBL/IBM-Project-14017-1659538968