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**MILANO 1863**

# Design Document - myTaxiService

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# 1 Introduction

## 1.1 Purpose

This DD is a specification document intended to outline the design choices being made to implement "myTaxiService". This includes a detailed component view, information about patterns used and stylistic choices, a description of the algorithms to be used and an overview of the UI. These specifications are for the developers that will be writing the code for the service.

## 1.2 Scope

This service will require the development of the following:

### Client-Side

- A mobile application for customers
- A web interface for customers to access the service
- A mobile application for taxi drivers to interact with calls.

### Server-Side

- A server application that handles live queues
- A database that stores user data, including credentials
- Another database that handles Registered user rides, memorizing both booked rides and past itineraries

## 1.3 Definition, Acronyms and Abbreviations

## 1.4 Document Structure

The remainder of the document is divided into the following sections:

1. The introduction, which contains basic information on how the service works
2. Architectural description, where the components of the service are described, along with the different views, the stylistic choices and the design choices taken.
3. Algorithm design, the section where a basic description of the algorithms being used is given.

4. UX, the section concerning the UI design choices accompanied by some mockups.
5. Requirements traceability, where requirement from the RASD are mapped to the specifications within this document.

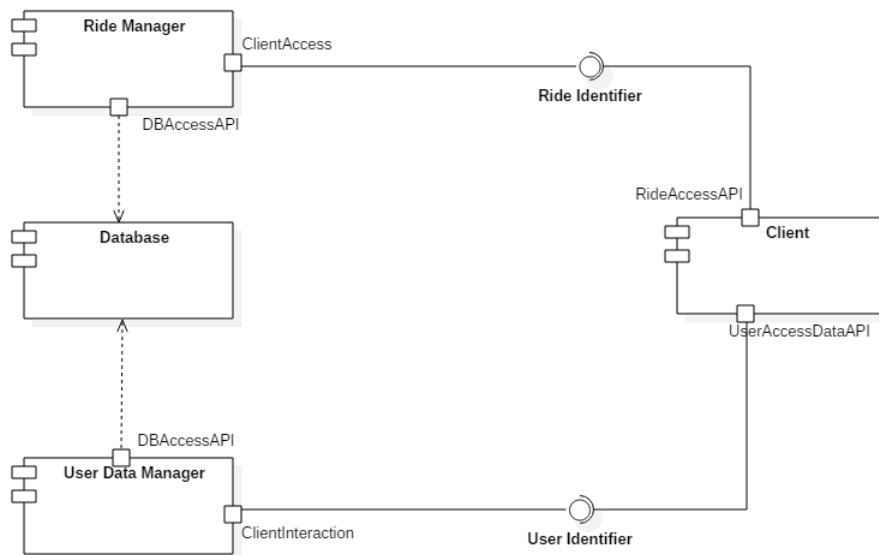
## 2 Architectural Description

### 2.1 Overview

The logical structure of the service is divided in the following manner:

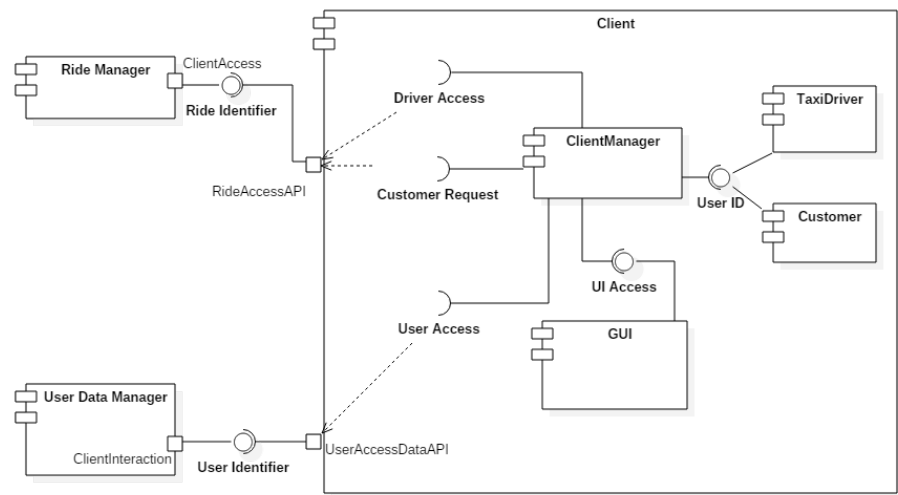
- **Client Interface Layer:** Its purpose is to interact with all types of users. This includes both a web interface, reserved for customers, and a mobile application, used by both customers and drivers.
- **Business and Web Layer:** This layer is responsible for the connection of the first layer with the others. It connects users to the information management system on the server. This layer operates server-side along with the data management layer. It is also responsible for the management of driver queues and the creation of shared ride orders.
- **Database Management Layer:** This layer is responsible for both user information management as well as reservation storage. Other than saving important and sensitive information about the user, it also stores information about the reservations made by users. It communicates with the business layers on a trigger basis when shared rides are to be created.

### 2.2 High Level Components and Their Interaction

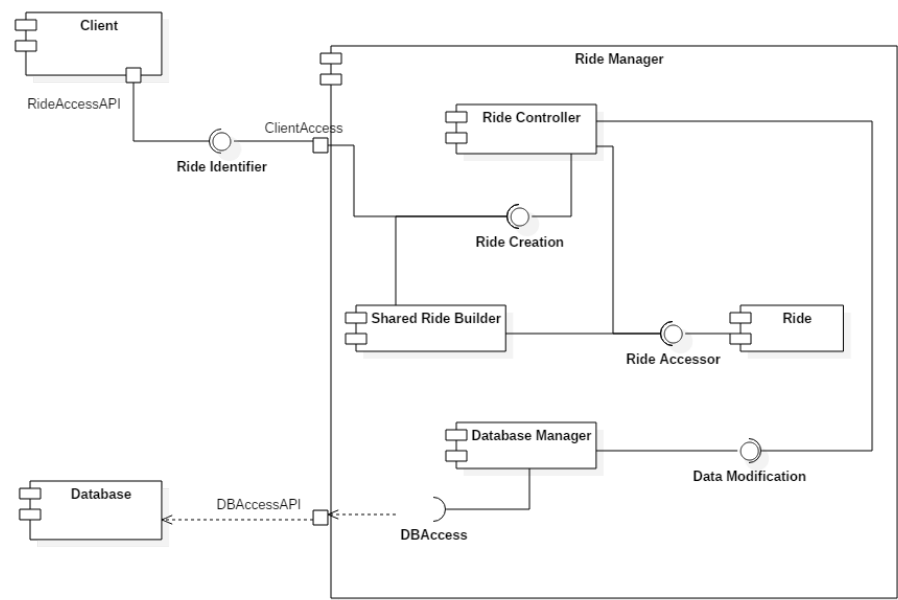


2.3 Component View

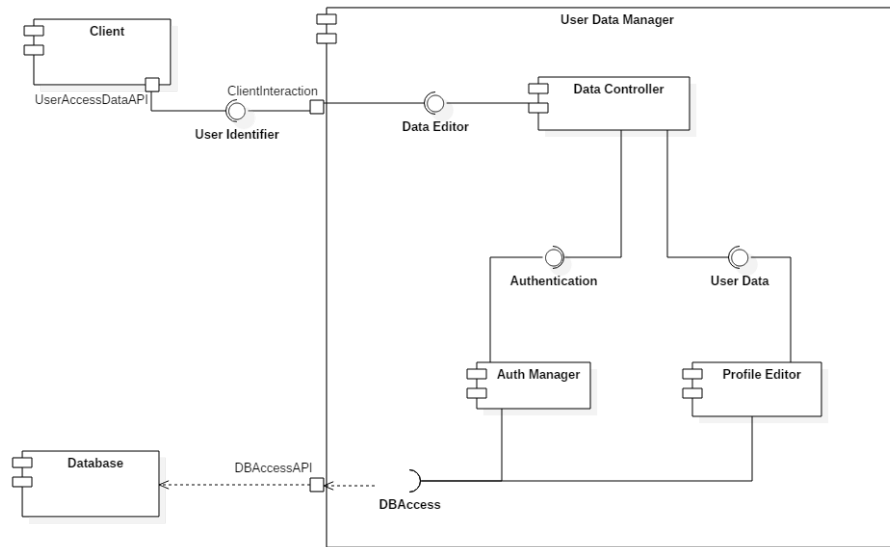
2.3.1 Client



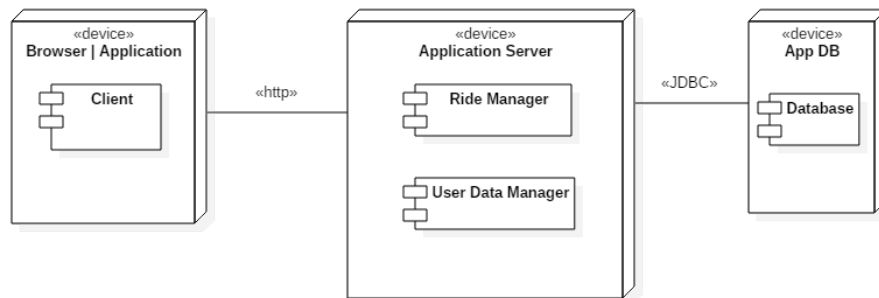
2.3.2 Ride Manager



### 2.3.3 Data Manager



## 2.4 Deployment View





## 2.5 Runtime View

### 2.5.1 Sequence Diagram

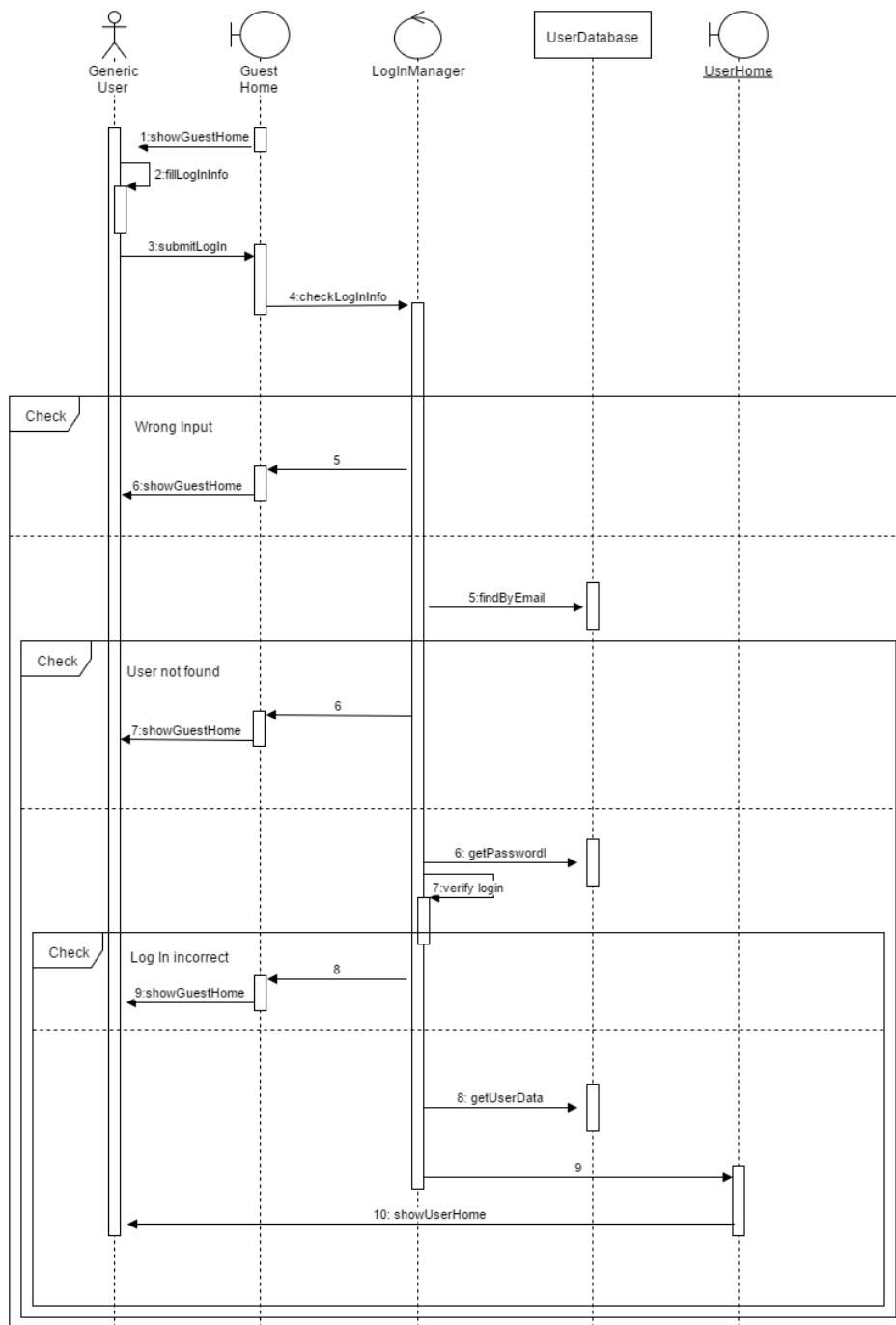
#### 2.5.1.1 Log In

In order to Log In the guest must:

- Open the service.
- Fill the fields with is account data.
- Click the Log In button.

During the Log In the system must check that:

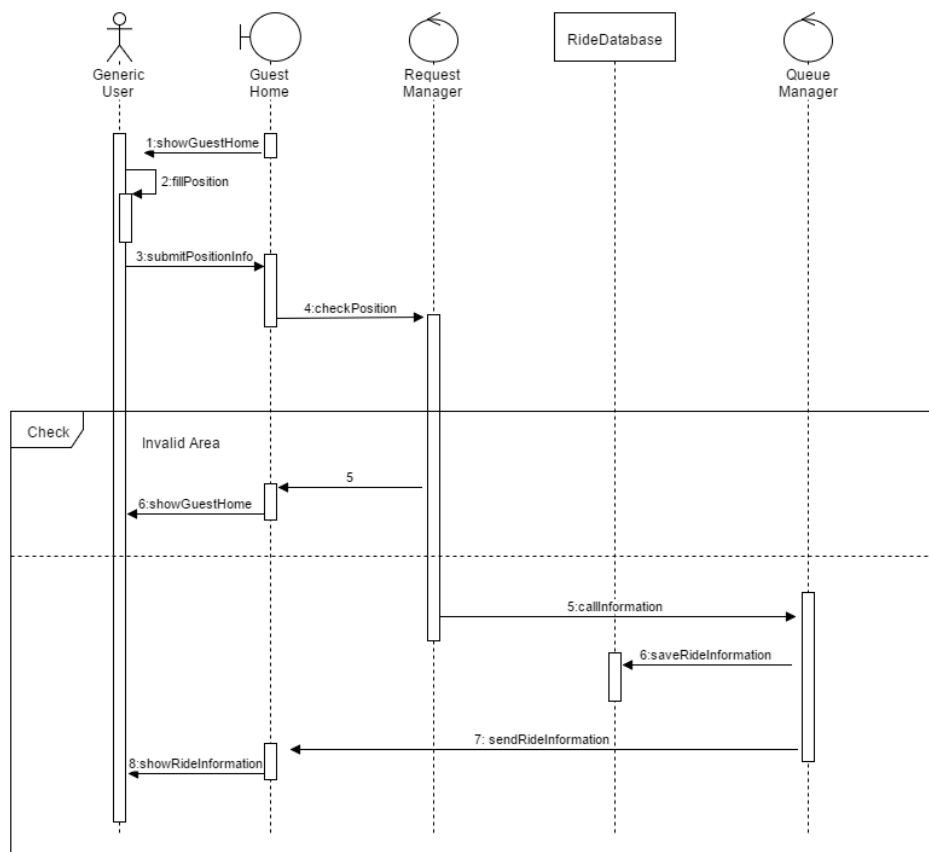
- All the field are filled with valid data (The first field must be an email and the second must follow the password validity  $(?)$  rules).
- The email is stored in the database and connected to an account.
- The emails-passwords must coincide.



### 2.5.1.2 Instant Call

Both the guest and the user must tell their location to call a taxi.  
The system must:

- Check the location given by the guest/user.
- Extract from the queue the closest taxi to the given location.
- Send the request to the taxi driver.
- Confirm the request to the guest/user.



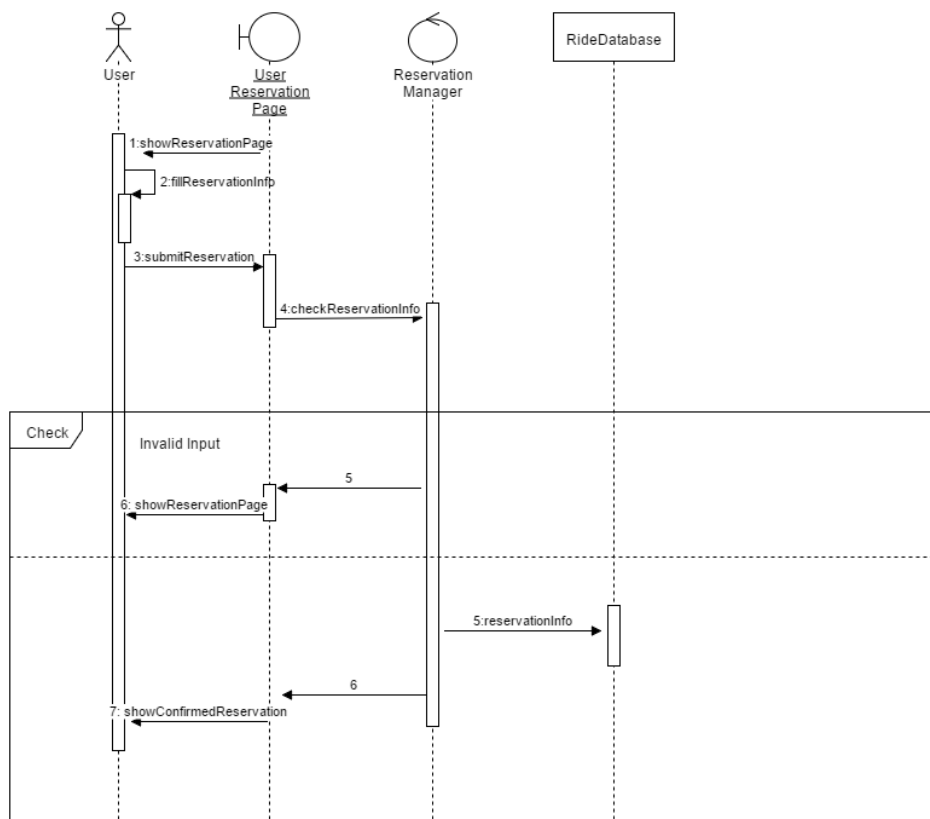
### 2.5.1.3 Taxi Reservation

A user can book a taxi with or without the sharing option by:

1. Acces the booking section.
2. Fill the requested fields.

The system must:

1. Check the input given by the user.
2. If Shared Ride must search for a possible ride to join (?).
3. Update the Database.



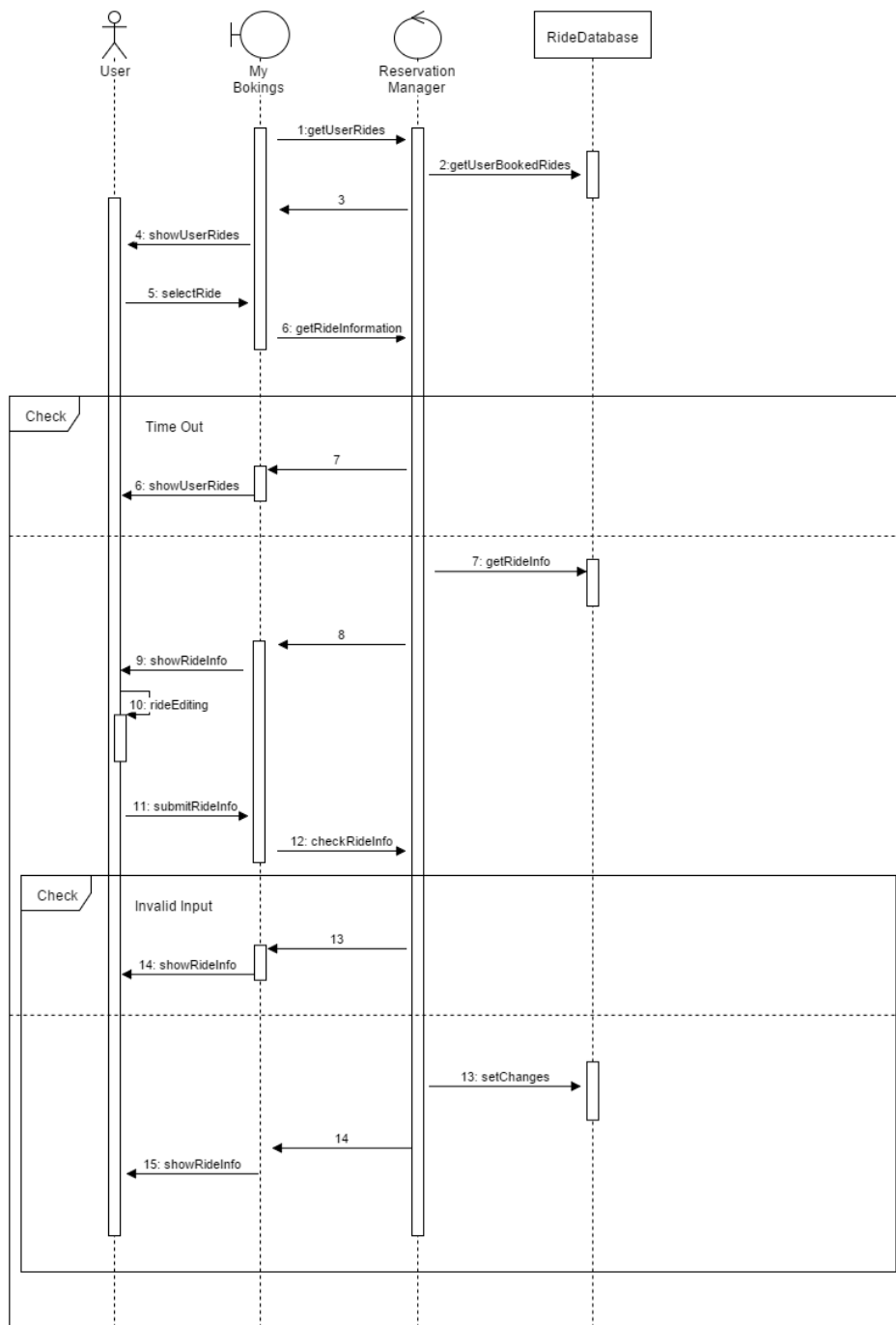
**2.5.1.4 Edit Boking**

A user can edit a reservation by:

1. Selecting the ride to edit from a list.
2. Edit the ride/cancell the ride.

The system must:

1. Show the user's Booked Ride.
2. Check if the ride can be edited.
3. Check the new input given.
4. If Shared Ride must search for a possible ride to join  $\left(?\right)$  .
5. Update the Database.



**2.6 Component Interfaces**

**2.7 Selected Architectural Styles and Patterns**

**2.8 Further Design Choices**

## 3 Algorithm Design

### 3.1 Taxi queueing system

The taxi queue algorithm is responsible for the assignment of taxi jobs to drivers.

#### 3.1.1 Insertion and Removal

Taxi drivers can be inserted into the queue in 2 ways, either by starting their work period or by finishing their current job. In both cases, insertion is made at the end of the queue. Due to the nature of the queue, memorizing the time of entry and exit into the queue is not necessary, since the order is enough to determine the assignment priority.

Drivers may be removed from the queue by either selecting to stop working or by accepting a job. After having accepted a job, the drivers doesn't have to worry about queueing up again until the end of the trip. At that point, the driver can select the end of ride function within the application to be reinserted in the queue.

#### 3.1.2 Insertion of Jobs into the Queue

There are different types of jobs that can be inserted into the queue. Currently we divide them in 3 types:

- Regular "instant calls", the most basic type of ride. These are more or less equivalent to calling the taxi through a phone. These offers are immediately assigned to the first taxi in the queue to accept them. More information about assigning the offers can be found in the next paragraph.
- Single order reservations, which are locked two hours before they are supposed to take place. Ten minutes before the reservation is scheduled, the offer is inserted into the queue and is assigned to a driver. When this offer is sent to the drivers, all details specified during the booking process are revealed to the driver, information like the number of passengers, the destination if specified, etc.....
- Shared ride reservations, which, much like single order reservations, are locked two hours before taking place. Since itineraries for these types of jobs are very important regarding the nature of the ride, all details



are sent to the driver. This includes all stops the driver has to make, the number of people being picked up at each stop, and an estimate of the amount of money the driver is going to receive.

### 3.1.3 Assignment of Passengers to Taxis

To allow a fair management of the queue, two things have to be taken into account when assigning passengers to taxis:

- Time - the time a taxi driver has been in the queue, which should give priority to a driver over another.
- Proximity - the distance a taxi driver is from the passenger they are supposed to be picking up.

To respect these factors, the system has to mix them into the assignment algorithm.

1. The system finds the position of the passenger, and plots it into a coordinate plane, setting the passenger's position as the origin.
2. The system looks for taxis within a certain range of the passenger. Ideally this number is between 500m and 1km.
3. If the system finds at least 5 taxis within range, it moves to the next step. Otherwise, the system increments the maximum distance until at least the minimum number of taxis is found in range.
4. At this point, the system sorts the drivers found by their position in the queue. It starts by sending the offer to the first driver. At this point the driver may either accept or refuse. In case of refusal, the system sends the request to the next taxi. This process continues until someone accepts the offer or until all "eligible" drivers have refused. If the offer has still not been taken. The system goes back to the second step, looking for new drivers by incrementing the distance again. Note that at this point drivers that have already refused the ride will not be sent the offer again, since they have already been on the assignment list. The process continues until one driver accepts the offer.

### 3.1.4 Movement in the queue

The queue has to guarantee a fair assignment of passengers to drivers. Therefore, the queue has to change as little as possible. There are only 3 methods

by which the queue changes Two of these have been described above(insertion and removal). The third method involves refusing a job offer. When a ride is assigned to a driver, the driver has a short time frame to accept or refuse the job. Refusing the ride results

## 3.2 Shared ride creation system

### 3.2.1 Structure of Shared rides

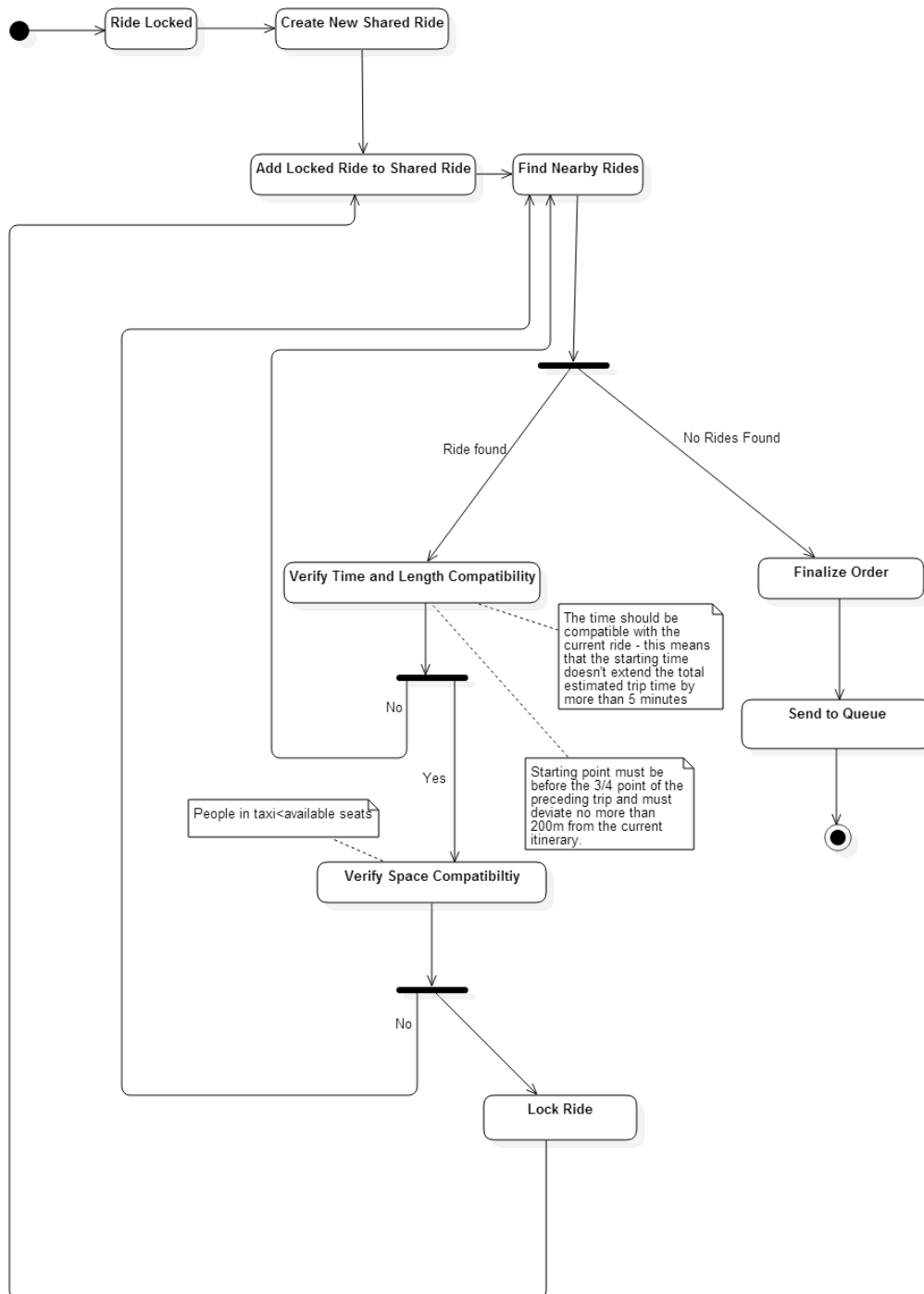
Shared rides are composed by a single itinerary, which includes all stops a taxi makes on a route, and by a set of individual reservations, each referring to a separate order. The itinerary has to include the starting point and destination of each sub-ride, and must be structured in a way that at no point in time the number of passengers on the taxi is greater than the number of seats in the taxi.

## 3.3 Composition of Rides

A ride is created on a need basis. Before being assigned to a ride, all shared-ride orders are only seen as requests in the system, but do not correspond to an actual job order. The order is only created when a ride has to be locked. When a ride is supposed to be logged, the system computes the best possible shared ride for the selected order. Shared rides need to consider three things mainly:

- The gain of the passenger - Is the shared order netting high enough savings to a passenger to justify sharing the ride. This refers not only to the money being saved, but also the time being "lost" vs a regular ride.
- The length of the ride. Since the shared ride can theoretically exist as a combination of multiple rides, it is important that the ride is not too long, so there must be an upper limit to the total estimated sum of the duration of a ride.
- The number of rides included into the shared ride - since a shared ride is the sum of multiple sub-rides, it is crucial that the system maps the trip accordingly. For example, the algorithm should never produce a ride composed of 10 consequent short rides, to the point where it would almost feel like a bus ride.

Keeping in mind these criteria, the algorithm shall behave as shown below:



## 4 UX - User Experience and Interface Design

This Section describes the User Experience, meaning all the webpages that a customer will be able to reach and all the functionalities he will have access to.

We used a Class Diagram with three stereotypes:

- *Screen (yellow)*: represents regular webpages, like the HomePages.
- *Input Form (blue)*: represents input fields, like the standard email-password form used to log in.
- *Regular Classes (green)*: represents the Classes that are present in the regular Class Diagram.

We divided our UX Diagram in three parts, in order to better highlight the connections between specified pages which have related functionalities.

### 1. Log In and Data Editing

This UX Diagram shows the pages and the functions related to the management of the Customer data, like Log In, Sign Up and data modification

### 2. Taxi Calls

Here all the connections between the pages used to call a taxi in all the possible ways are explained. In the Booked Ride case the possibility to modify the reservation data is also shown.

### 3. Driver's Pages

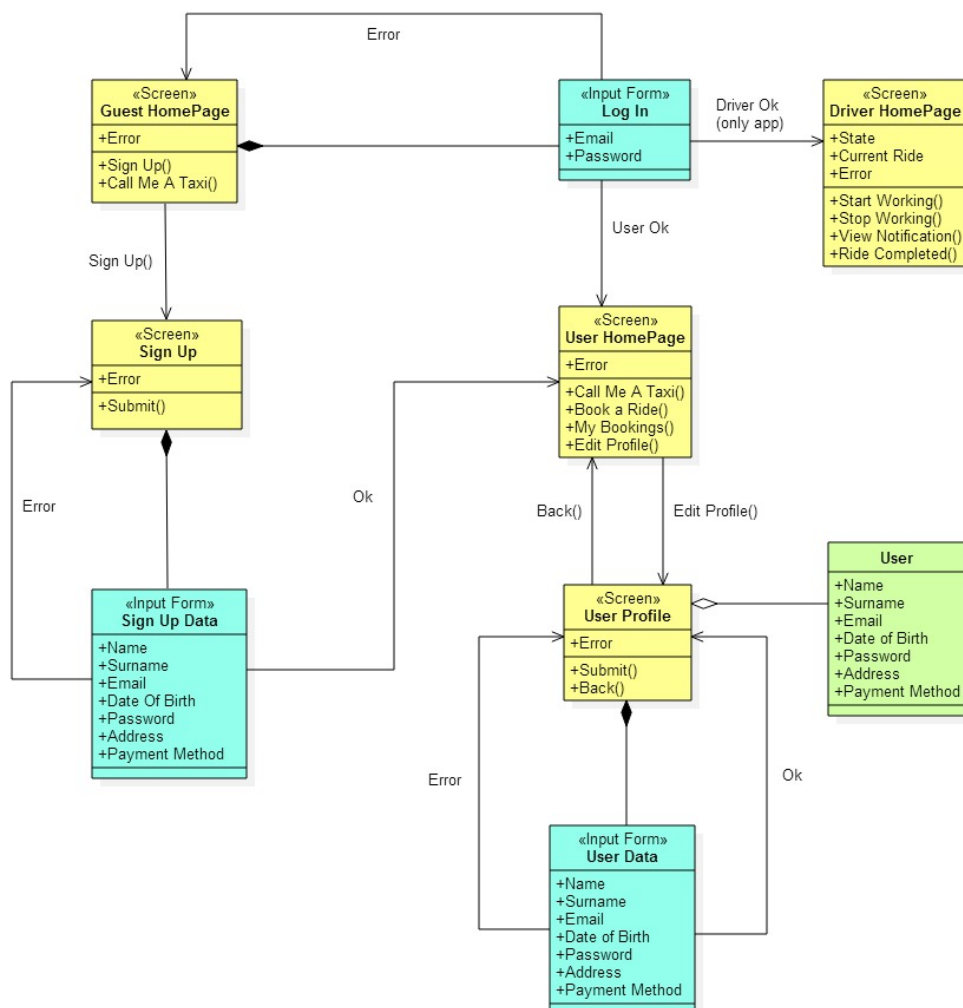
The last Diagram shows the pages created for the Driver's use via the app. This includes functionalities like the status management and the job acceptance.

## 4.1 Log In and Data Editing

As shown in the diagram below, when someone opens either the website or the app he gets to the Guest's HomePage. Here he can call a taxi with the Instant Call function or fill the Input Form to Log In, in order to have access to the User's functions. Also a Guest that hasn't registered before can click on the *Sign Up* button that will take him to the dedicated webpage, where he can fill in the fields and register.

Users can also modify their data getting into the User Profile webpage and modifying an Input Form similar to the Sign Up one.

Lastly, Taxi Drivers (only via app) can perform their special Log In to get to the Driver's special HomePage.



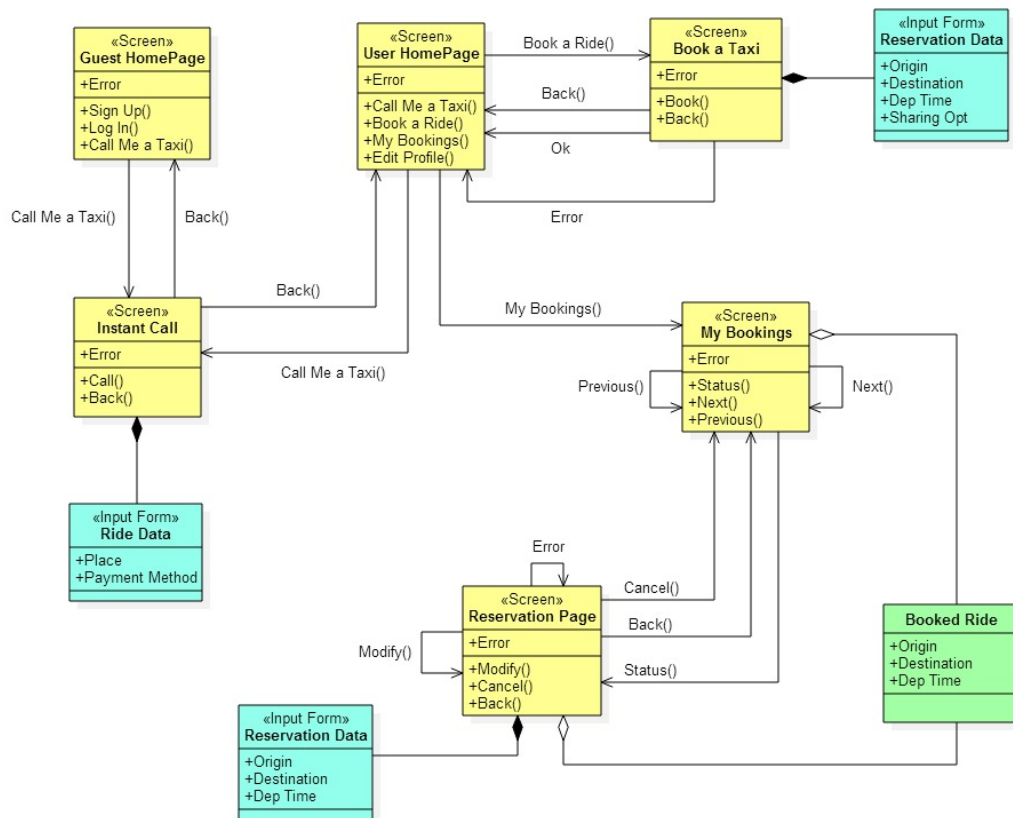
## 4.2 Taxi Calls

As described in the RASD, the Instant Call is a functionality that is granted to both Guests and Users; for this reason, the *Call Me a Taxi* button is present in both the HomePages.

In the Instant Call page the Customer can fill an Input Form to specify his location and the payment method.

On the other hand the Booking and sharing functions are User exclusive, so the dedicated button is only in his HomePage. This button opens a page with an Input Form used to specify all the data about the requested ride and lets a user eventually enable the Sharing option.

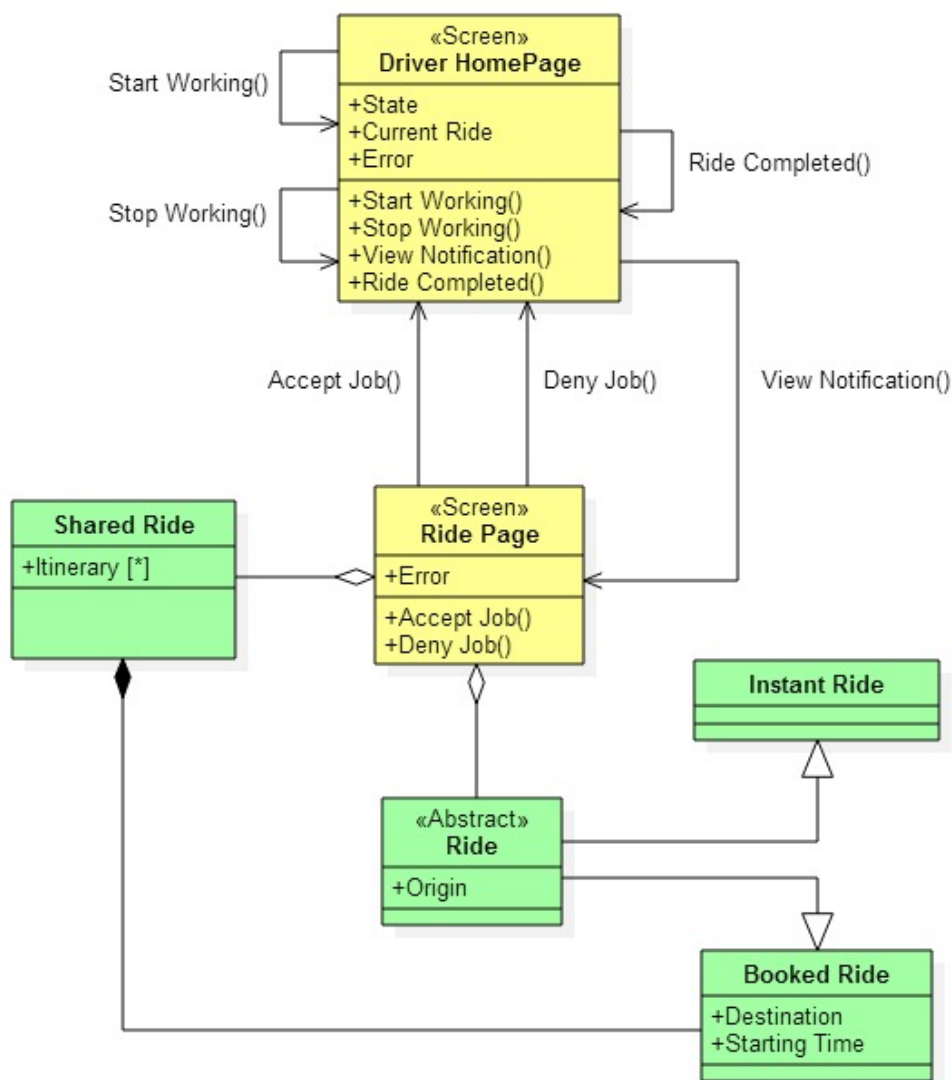
A User also has the possibility to visualize his past rides and see the data of the booked ones. By clicking the *Status* button a page with the current state of a ride and will be given the possibility of cancel or modify it (if it's not locked) will be shown.



### 4.3 Driver's Pages

The Driver's part of the UX Diagram is much simpler than the others because the Driver is supposed access the system only via mobile. Most of the functionalities are accessible from the main page, like the one concerning the management of the working status.

The only other page viewable is the Ride Page, shown when a notification of a new possible job is received. In this page the Driver can see the Ride's data and decide if accept it or not.





## **5 Requirements Traceability**

### **5.1 Unregisterd User Requiremets**

#### **5.1.1 System Registration**

The Sign Up function is implemented by the ClientManager. Using the User Access interface that has the method PARLACOLDB that communicates with the UserDataManager and saves the new User's data.

#### **5.1.2 User LogIn**

#### **5.1.3 Instant Calls**

### **5.2 Registered User Requirements**

#### **5.2.1 User edit information**

#### **5.2.2 Instant Calls**

#### **5.2.3 Booking and Sharing**

#### **5.2.4 Booking History**

#### **5.2.5 Booking Editing**

### **5.3 Taxi Driver Requirements**

#### **5.3.1 Driver LogIn**

#### **5.3.2 Driver Work Settings**

#### **5.3.3 Driver Ride Acceptance**

#### **5.3.4 Driver Ride Settings**

## 6 Appendix