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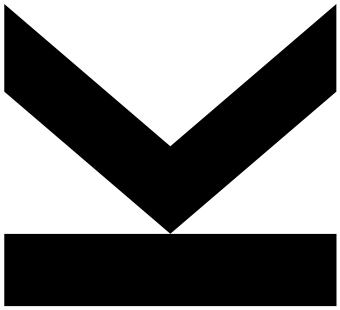
ROBUST DRIVE-BY ROAD SIDE PARKING DETECTION ON MULTI-LANE STREETS USING AN OPTICAL DISTANCE SENSOR



Master's Thesis

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in the Master's Program

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Affidavit

I hereby declare that the following dissertation "Put your thesis title here" has been written only by the undersigned and without any assistance from third parties.

Furthermore, I confirm that no sources have been used in the preparation of this thesis other than those indicated in the thesis itself.

Linz, on November 1, 2017

Markus Hiesmair

Acknowledgment

Summary

Summary ...

asdf

Abstract

Abstract ...

Contents

To-Do: For now the TOC depth is 5 but will be reduced later

Abbreviations

CAB Compute Aggregate Broadcast (A computing model in parallel computing where computation is strictly partitioned in the three phases compute, aggregate and broadcast)

IaaS Infrastructure as a Service (Cloud computing service layer)

JSF Java Server Faces (Web technology in the arena of Java enterprise)

JSP Java Server Pages (Web technology available in Java Servlet containers)

MPI Message Passing Interface (Standard for implementing parallel algorithms on shared-nothing infrastructures)

OSN Online Social Network (An usually web-based online platform where friends, and acquaintances can connect and share information)

PaaS Platform as a Service (Cloud computing service layer)

SaaS Software as a Service (Cloud computing service layer)

UML Unified Modeling Language

URL Uniform Resource Locator

VM Virtual Machine

WAR Web Application Archive

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Chapter 1

Introduction

1.1 Importance of Research and Motivation

Traffic congestion in urban areas becomes a bigger problem each year. Increasing traffic causes several issues, for example high monetary and environmental costs by using gasoline and by emitting CO_2 to the environment. There are several strategies to reduce urban traffic to mitigate these problems like new investments in public transport infrastructure. However, the usage of private cars to get to cities won't stop in the next decades **To-Do:** hier vl referenz finden.

With more vehicles driving to urban areas, there also comes the need for a sufficient number of parking spaces. Finding parking spaces in urban areas can be a really difficult, frustrating and time consuming task for drivers. There often exists some information about the availability of parking spaces in parking garages, but in most cities the situation of road side parking is rather non-transparent. This not only leads to frustrated drivers, who are searching for parking spaces a long time, but again contributes to urban traffic congestion.

In 2013 a study by Nawaz et. al [3] showed that about 30% of traffic congestion is created by drivers looking for free parking spaces. Another study [1] found that alone in 2007 searching for parking spaces caused costs of about 78 billion US dollars by using 2.9 billion gallons of wasted gasoline and 4.2 billion lost hours only in the United States. Furthermore, this obviously causes a lot of CO_2 emissions which is not only bad for the environment and contributes to climate change but also lowers the quality of living in big cities through the significant amount of air pollution.

One of the most important contributors to high search times for parking spaces is not only the lack of vacant parking spaces, but also the lack of information, if and where there are free parking spaces available. Therefore, to mitigate all the above stated

problems, the current parking space situation would have to be determined and made accessible to the public, so that drivers can efficiently navigate to a vacant parking space, or even decide if they want to go by car, depending on the number of parking spaces available and their location.

Detection of road side parking spaces and their states is a challenging task. Of course an obvious approach to the problem would be to put stationary sensors to every parking space in the city, which check, if the corresponding parking space is occupied or vacant. This, however, has the drawback to be very expensive as, for big cities, thousands of sensors would have to be bought, installed and maintained. Furthermore, because the parking situation does not change often, the high frequency of sensing with such a system would be rather inefficient.

1.2 Drive-By Park Sensing

A promising new option to sense a city's parking situation is the use of mobile sensors instead of static ones. Crowd sensing has the advantage to be usually more cost effective and can provide sufficient accuracy for the purpose of providing parking space availability maps.

There are several approaches to sense parking availability, which will be discussed in chapter 2. In this thesis the a "drive-by park sensing" approach will be implemented, tested and evaluated. Several sensing vehicles drive through the city and each of them is equipped with a few sensors, namely a distance sensor to measure the distance to the nearest obstacle on the right side of the road and a GPS receiver which determines the current position of the vehicle. Using these data parking cars should be detected and vacant parking spaces should be derived as well through the usage of parking space maps. Figure 1.1 shows a standard scenario of a sensing vehicle which passes two parked cars and a vacant parking space in between them. The distances measurements while passing the parked cars will be much shorter than the measurements while passing the vacant parking space. This should allow a basic algorithm to recognize parking cars and vacant parking spaces.

However, the situation which is shown in figure 1.1 is an ideal situation. In real life traffic, there will be much more complex situations to face, which are not as easily detectable. For instance, the sensing vehicle might not drive in the right-most lane, therefore the measured distances will be much longer. Another possible issue are other driving cars, motorcycles or bicycles which the sensing car overtakes. Such overtaking situations have to be filtered out to ensure that there are no false detections.

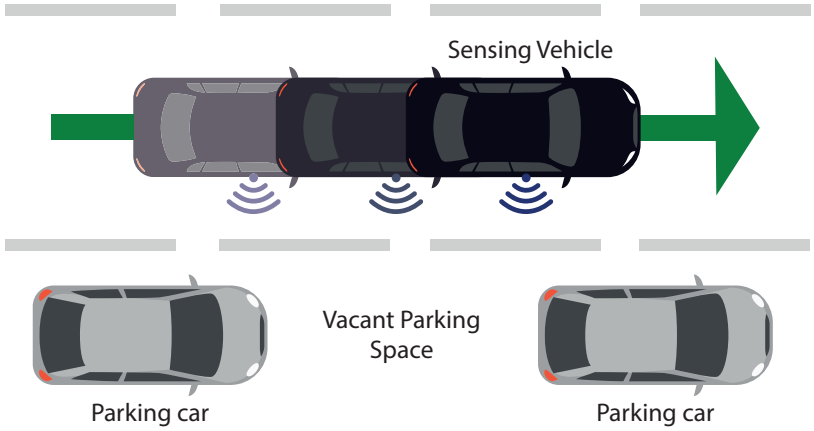

Figure 1.1: The sensing vehicle passes two parked cars and should identify a vacant spot in between using distance and location measurements. **To-Do:** Hier Referenz zu Parknet-Paper??? Ähnliche Grafik...

1.3 Goals

goals...

Chapter 2

Related Work

2.1 ParkNet

parknet...

Chapter 3

Reference Implementation of the Distributed Processing Framework

This is a chapter that references other chapters **??**

Chapter 4

Results and Discussion

Chapter 5

Conclusions and Future Work

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