

A1 Data Availability

Trajectory data:

<https://www.microsoft.com/en-us/research/publication/t-drive-trajectory-data-sample/>
OpenStreetMap file:

<https://download.openstreetmap.fr/extracts/asia/china/beijing.osm.pbf>

Code: <https://github.com/huang001/UFN>

A2 Questionnaire

We design a questionnaire and collect the result from 147 people that drive to commute. The questionnaire has eight questions, asking the maximum acceptable percentage of time increase, regarding the improvement percentage of safety/comfort (four questions each) in 20%, 40%, 60%, and 80%, respectively. Each question has 10 options, corresponding to 10 ranges in 0%~100% of the maximum acceptable percentage of time increase.

The results are shown in Fig. A1. There is a trend that with the increase in safety/comfort rate, the drivers accept more travel time along the route. This indicates that safety and comfort are important for the drivers, which is consistent with our design.

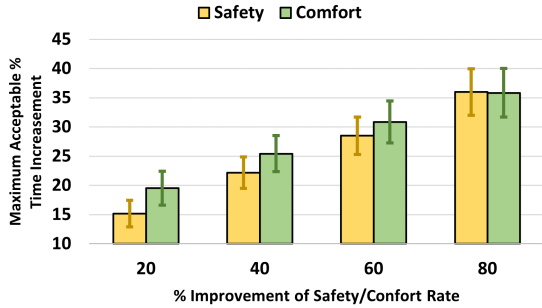


Fig. A1: Questionnaire results about the maximum acceptable percentage of time increase for safety/comfort improvement.

Algorithm A1 UFN

Input: HT data; Origin ori and destination des .

Output: User friendly route r .

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1: //Calculation of DUR, SP, and CP for each trajectory
2: for each trajectory  $\tau$  from trajectory data do
3:   Calculate DUR, SP, and CP of  $\tau$  with corresponding
   equations;
4: end for
5: //Calculation of DUR, SP, and CP for each road
6:  $\mathcal{G} \leftarrow$  traffic graph from HT data;
7:  $T_s \leftarrow$  time of starting frame from HT data;
8:  $T_e \leftarrow$  time of ending frame from HT data;
9: Map trajectories to  $\mathcal{G}$ ;
10: for  $t = T_s$  to  $T_e$  do
11:   for each road  $e$  of  $\mathcal{G}$  do
12:     Calculate DUR, SP, and CP of  $e$  at time  $t$ ;
13:      $(d_e, s_e, c_e) \mapsto \mathcal{G}$  at time  $t$ ;
14:   end for
15: end for
16: //DSC correlation matrix construction
17: //Long periodic running
18: for  $f_1, f_2$  in {DUR, SP, CP} do
19:   for two roads  $e_1, e_2$  of  $\mathcal{G}$  do
20:     Calculate  $W_{f_1 \rightarrow f_2}(e_1, e_2)$  with C-DTW;
21:   end for
22:   Construct  $M_{f_1 \rightarrow f_2}^0$  using the  $W_{f_1 \rightarrow f_2}(e_1, e_2)$ ;
23:   Construct  $M_{f_1 \rightarrow f_2}$  using the  $M_{f_1 \rightarrow f_2}^0$ ;
24: end for
25: for  $f$  in {DUR, SP, CP} do
26:   for time interval  $\delta t$  in  $\{\delta h, \delta d, \delta w\}$  do
27:     for  $e$  of  $\mathcal{G}$  do
28:       Calculate  $K_f^{\delta t}(e)$  with corresponding equations;
29:     end for
30:     Construct  $M_f^{\delta t}$  using the  $K_f^{\delta t}(e)$ ;
31:   end for
32:   Construct  $M_f$  using the  $M_f^{\delta t}$ ;
33: end for
34: Construct DSC correlation matrix;
35: //Traffic forecasting with the DSC correlation matrix
36:  $N \leftarrow$  number of roads of  $\mathcal{G}$ ;
37:  $\hat{t} \leftarrow$  current time;
38: for  $f$  in {DUR, SP, CP} do
39:   for  $\delta t$  in  $\{0, \delta h, \delta d, \delta w\}$  do
40:     Embed all roads'  $f$  from  $\mathcal{G}$  at  $\hat{t} - \delta t$  into a  $1 \times N$ 
     vector;
41:   end for
42:   Concatenate four  $1 \times N$  vectors into a  $1 \times 4N$  vector;
43: end for
44: Concatenate three  $1 \times 4N$  vectors into a  $1 \times 12N$  vector;
45: Input the  $1 \times 12N$  vector into GCN to predict DUR, SP,
   and CP;
46: //Route planning with the predicted DUR, SP, and CP
47: Path set  $P' \leftarrow ori$ ;
48:  $found \leftarrow$  False;
49: while not  $found$  do
50:   for each path  $p$  in  $P'$  do
51:     if  $p$  contains  $des$  then
52:        $r \leftarrow p$ ;
53:        $found \leftarrow$  True;
54:     end if
55:   end for
56:   Update  $P'$  using simplified constraints (1) and (2);
57: end while
58: return  $r$ ;

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Table A1: List of Symbols.

Symbol	Description	Section
\mathcal{G}	Traffic graph	3
\mathcal{D}_τ	DUR of trajectory τ	4.1.1
\mathcal{S}_τ	SP of trajectory τ	4.1.1
\mathcal{C}_τ	CP of trajectory τ	4.1.1
M	DSC correlation matrix	4.1.2
$M_{f_1 \rightarrow f_2}$	Matrix constructed from $M_{f_1 \rightarrow f_2}^0$ as diagonal blocks	4.1.3
$M_{f_1 \rightarrow f_2}^0$	Matrix storing correlation from f_1 to f_2 for any two roads	4.1.3
$W_{f_1 \rightarrow f_2}$	Similarity value from f_1 to f_2 for two roads	4.1.3
δt	Time interval	4.1.4
M_f	Matrix constructed from $M_f^{\delta t}$	4.1.4
$M_f^{\delta t}$	Matrix storing δt periodic correlation of f for any road	4.1.4
$K_f^{\delta t}$	Periodic correlation value of δt of f for each road	4.1.4
$J_f^{t, t+\delta t}$	Periodic correlation value between t and $t + \delta t$ of f for each road	4.1.4
b_p	Weight of path p	4.2.1
D'_p	DUR of path p	4.2.1
S_p	SP of path p	4.2.1
C_p	CP of path p	4.2.1
d'_e	Fuzzy duration of road e	4.2.1
s_e	SP of road e	4.2.1
c_e	CP of road e	4.2.1
Q	A set of origin and destination pairs	5.3

Table A2: Traffic Forecasting Results of the DUR by Various Methods.

		HA	VAR	DCRNN	STGCN	ASTGCN	STSGCN	STFGNN	UFN
HD	MAE	0.36	0.31	0.23	0.24	0.20	0.18	0.19	0.18
	MAPE (%)	21.95	13.02	7.77	7.84	8.94	7.81	7.76	7.63
	RMSE	1.88	1.21	1.25	1.21	1.18	1.17	1.17	1.17
MD	MAE	0.36	0.34	0.34	0.24	0.25	0.23	0.23	0.22
	MAPE (%)	22.99	21.36	12.59	12.26	12.65	10.65	10.59	10.06
	RMSE	2.15	1.39	1.44	1.15	1.27	1.28	1.29	1.28
LD	MAE	0.98	0.70	0.57	0.52	0.43	0.42	0.42	0.42
	MAPE (%)	49.29	36.50	17.36	17.66	17.48	15.10	14.84	14.54
	RMSE	4.30	2.75	2.81	2.90	2.72	2.75	2.74	2.75

Table A3: Traffic Forecasting Results of the SP by Various Methods.

		HA	VAR	DCRNN	STGCN	ASTGCN	STSGCN	STFGNN	UFN
HD	MAE	0.67	0.65	0.55	0.58	0.61	0.52	0.58	0.52
	MAPE (%)	34.25	39.29	32.36	32.45	33.91	30.90	29.71	29.10
	RMSE	0.93	0.89	0.92	0.9	0.85	0.89	0.84	0.85
MD	MAE	0.37	0.45	0.41	0.40	0.34	0.34	0.36	0.34
	MAPE (%)	34.03	27.86	21.91	22.41	22.55	20.20	20.50	18.62
	RMSE	0.61	0.61	0.64	0.57	0.58	0.58	0.59	0.59
LD	MAE	0.71	0.60	0.50	0.47	0.49	0.45	0.43	0.39
	MAPE (%)	37.59	38.46	26.60	25.99	26.77	26.69	26.36	25.40
	RMSE	1.07	0.80	0.74	0.75	0.68	0.69	0.71	0.68

Table A4: Traffic Forecasting Results of the CP by Various Methods.

		HA	VAR	DCRNN	STGCN	ASTGCN	STSGCN	STFGNN	UFN
HD	MAE	2.08	2.04	1.89	1.86	1.92	1.81	1.82	1.85
	MAPE (%)	49.05	44.85	23.67	23.23	24.87	22.5	22.15	20.89
	RMSE	11.88	11.06	11.19	11.81	11.28	10.99	11.02	11.09
MD	MAE	1.59	1.61	1.42	1.53	1.39	0.34	1.36	1.34
	MAPE (%)	55.43	42.22	19.01	18.72	20.14	17.93	17.3	15.53
	RMSE	11.32	11.52	11.38	12.75	11.68	11.33	11.2	11.23
LD	MAE	2.10	2.13	1.94	1.86	1.9	1.86	1.83	1.93
	MAPE (%)	57.15	49.53	19.80	20.99	23.18	22.84	21.53	19.76
	RMSE	13.92	14.03	14.19	13.95	14.22	13.76	13.76	13.82

Table A5: Impact of Traffic Forecasting over Route Planning Results: UFN vs. Various Methods.

		FR1 (%)	FR2 (%)	SR1 (%)	SR2 (%)	CR1 (%)	CR2 (%)	UR1 (%)	UR2 (%)
HD	HA	7.94	0.16	5.81	5.64	9.49	4.88	11.79	5.11
	VAR	7.93	0.15	5.72	5.49	9.37	4.78	11.64	5.00
	DCRNN	6.71	0.13	4.05	3.40	7.46	3.00	9.59	3.00
	STGCN	6.69	0.13	3.80	3.31	7.10	2.96	9.27	2.95
	ASTGCN	6.32	0.12	3.83	3.09	6.77	2.60	8.97	2.59
	STSGCN	2.26	0.03	2.02	1.67	3.91	1.28	5.61	1.23
	STFGNN	2.25	0.04	1.74	1.39	3.40	1.06	5.03	1.00
MD	HA	9.81	0.29	2.45	1.02	18.85	7.62	19.71	4.70
	VAR	8.47	0.23	2.40	1.04	18.60	7.57	19.42	4.68
	DCRNN	8.21	0.22	1.44	0.56	11.81	3.91	12.38	2.56
	STGCN	5.99	0.15	1.21	0.55	11.26	3.68	11.87	2.26
	ASTGCN	5.98	0.14	1.19	0.47	11.11	3.60	11.71	2.23
	STSGCN	6.02	0.15	0.68	0.33	6.22	1.75	6.33	1.20
	STFGNN	0.57	0.01	0.53	0.28	5.46	1.49	5.45	0.88
LD	HA	20.62	0.17	21.60	1.65	10.91	6.29	18.58	4.47
	VAR	20.52	0.16	21.28	1.60	10.57	6.13	18.11	4.31
	DCRNN	18.60	0.13	16.98	0.73	8.29	4.47	14.83	3.21
	STGCN	18.60	0.12	18.19	0.86	8.47	4.57	15.38	3.40
	ASTGCN	18.14	0.12	15.46	0.56	7.76	4.19	14.10	2.98
	STSGCN	15.62	0.09	12.09	0.32	5.58	2.72	10.85	1.96
	STFGNN	13.89	0.07	9.49	0.27	4.76	2.16	9.55	1.64

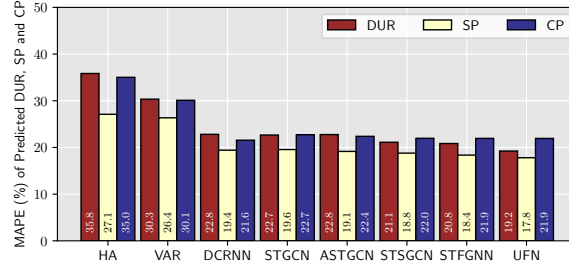


Fig. A2: Traffic forecasting results by various methods using MAPE for Bloomington dataset.

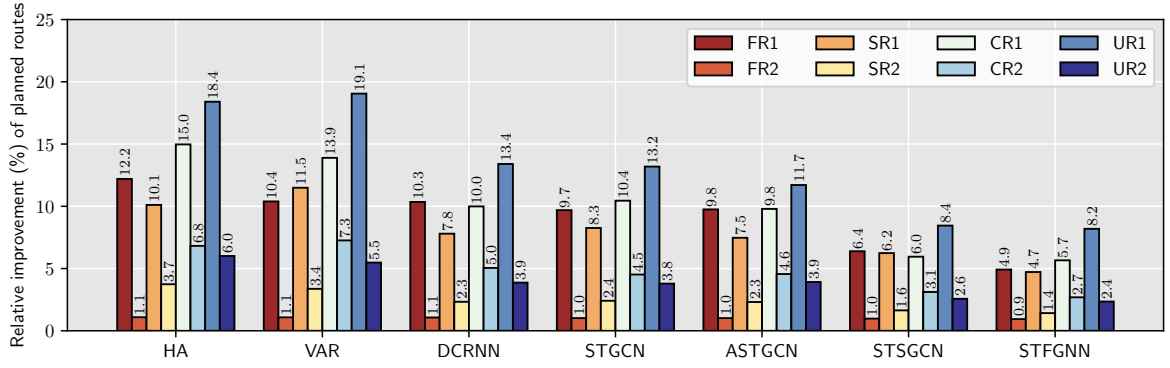


Fig. A3: Impact of traffic forecasting over route planning results: UFN vs. various methods for Bloomington dataset.

Table A6: Traffic Forecasting Results by Various Methods for Bloomington Dataset.

		HA	VAR	DCRNN	STGCN	ASTGCN	STSGCN	STFGNN	UFN
DUR	MAE	0.50	0.47	0.42	0.43	0.42	0.42	0.41	0.40
	MAPE (%)	35.84	30.34	22.81	22.66	22.76	21.14	20.84	19.23
	RMSE	1.59	1.12	1.05	1.06	1.01	0.98	0.97	0.97
SP	MAE	0.69	0.67	0.38	0.39	0.37	0.36	0.35	0.34
	MAPE (%)	27.1	26.35	19.41	19.55	19.15	18.78	18.36	17.80
	RMSE	2.43	2.30	2.15	2.14	2.11	2.08	2.10	2.20
CP	MAE	1.41	1.35	1.04	0.99	0.97	0.92	0.93	0.91
	MAPE (%)	35.02	30.10	21.55	22.73	22.38	21.96	21.94	21.93
	RMSE	13.01	13.05	12.37	10.01	9.90	9.46	9.48	9.47

Table A7: Impact of Traffic Forecasting over Route Planning Results: UFN vs. Various Methods for Bloomington Dataset.

	FR1 (%)	FR2 (%)	SR1 (%)	SR2 (%)	CR1 (%)	CR2 (%)	UR1 (%)	UR2 (%)
HA	12.20	1.09	10.11	3.74	14.97	6.82	18.40	6.01
VAR	10.39	1.08	11.49	3.37	13.89	7.26	19.05	5.48
DCRNN	10.35	1.07	7.80	2.33	9.99	5.05	13.40	3.87
STGCN	9.69	1.02	8.26	2.41	10.45	4.52	13.19	3.79
ASTGCN	9.75	1.02	7.47	2.31	9.79	4.56	11.71	3.92
STSGCN	6.39	0.98	6.24	1.64	5.95	3.12	8.45	2.57
STFGNN	4.92	0.94	4.72	1.42	5.66	2.69	8.19	2.35