

Development of an interactive digital campus map with navigation functionality for mobile devices

by

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Berlin, January 16, 2024

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Abstract

In this thesis, we show that lorem ipsum dolor sit amet.

Zusammenfassung

Hier kommt das deutsche Abstract hin. Wie das geht, kann man wie immer auf Wikipedia nachlesen <http://de.wikipedia.org/wiki/Abstract...>

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1 Introduction

1.1 Context and background

With over 60 different buildings, more than 35000 students and an area of over 600,000 square meters, TU Berlin's campus in Charlottenburg is one of the biggest continuous campuses in Europe. While studying is the main reason for most people to be on campus, learning and visiting courses are not the only tasks that take place on it. Campus Charlottenburg gives people the opportunity to learn and research, but also to connect to other like-minded people, eat meals in one of the cafeterias or bakeries, as well as to participate in one of the many social events that take place on it. Campus Charlottenburg is also the working place of over 7000 persons, including professors, students and researchers.

With its enormous amount of important facilities for students, families and other members of the university, campus Charlottenburg plays a central role in the lives of many people.

1.2 Motivation

TU Berlin's enormous size and complexity come with several difficulties for people working and studying on campus Charlottenburg, including an overwhelming amount of information about and around the campus as well as problems with navigation across it. New members of TU Berlin have problems localizing certain buildings and are overwhelmed by the amount of information the campus provides.

A working, manageable and modern digital information culture is one of the most significant key factors for overcoming those difficulties and for successful study, work and life on campus Charlottenburg. Such a system should offer an easy and intuitive way of accessing and managing information about the university to all of TU Berlin's members.

Some online resources and systems attempt to enhance the digital information culture including websites provided by TU Berlin and Studierendenwerk Berlin as well as a campus map and digital navigation systems for mobile devices. Nevertheless, there are several problems with the current landscape of web resources and platforms provided by TU Berlin and Studierendenwerk Berlin:

One of them is the fact that there is currently no fitting digital solution for navigation on the campus. Students currently have two options when choosing a tool to navigate across it: On the one hand, TU Berlin provides a downloadable image of campus Charlottenburg, which gives a basic aerial overview of the whole campus. Although this solution is straightforward and understandable, it only provides the possibility to navigate manually over the campus. It also does not take full advantage of the digital tools mobile devices and personal computers offer us.

On the other hand, there are several external digital navigation system providers such as Google or Apple Maps. Those systems take advantage of the digital tooling we have and provide a modern and mobile way of navigation. The main problem with these systems is the fact that they do not contain a detailed mapping of campus Charlottenburg. Searching for several buildings is difficult/impossible and since these systems are not profound for most of the paths on campus, proposed routes are often based on public routes around the campus rather than the faster ones inside of it.

Another problem is the fact that the amount and size of provided platforms is, in itself, overwhelming and complicated. The information about campus Charlottenburg is spread across the internet, instead of bundled. There is no central entity, that contains all information. The fact that most of the information is provided in the form of websites has another consequence for members of TU Berlin: Looking up information fast and intuitive on mobile devices, one of the most used digital tools in the present time, is often slow, unintuitive and unnecessarily complicated.

1.3 Proposed solution

This bachelor's thesis tries to investigate the current digital information culture at TU Berlin and wants to solve information retrieval and navigation difficulties by providing an implementation of a digital information and navigation system for mobile devices.

Both of these features use an underlying offline map of campus Charlottenburg, which provides a base layer for the main screen of the app. All other features and interface elements are therefore stacked in separate layers on top of it.

1.3.1 Campus map

A custom map of campus Charlottenburg represents the main element of the app. It comes completely bundled with the application for offline usage and displays the most relevant information about the structure of campus Charlottenburg, e.g., buildings, cafeterias, green areas and pathways across the campus.

1.3.2 Navigation system

A fast, reliable and offline-usable navigation system overlays the campus map and helps users find their way across the campus. It contains all the geodata and points of interest (POI) of the campus and can reliably calculate the fastest route between them. It also integrates the GPS functionality of the mobile device, to consider the current user location while navigating.

1.3.3 Information layer

The second layer on the map displays information about the campus. It fetches and parses them automatically from publicly available web resources and maps the information onto their respective POI.

2 Related Work

2.1 GPS

The global positioning system (GPS) as described in [1] and [2] is the modern standard for determining the position of a user on Earth. It is widely used across several different domains including navigation, tracking functionalities, military usage and other location-based applications. At least since the rise of mobile devices equipped with GPS capabilities the majority of people regularly use GPS within several mobile apps and services.

The basis of GPS technology consists of a synchronized satellite network, which constantly broadcasts status information about the respective position, orbit and time of its members. GPS devices calculate their latitude, longitude and altitude by receiving data from at least four satellites. After data is transmitted, the signal propagation time is used for lateriation, from which the position of the device can be determined. [3] presents the mathematical background for such position determination: Based on the signal runtime, the distance R_i between each satellite "i" and the receiver is calculated. With the unknown receiver position (x, y, z) and the known satellite position (x_i, y_i, z_i) the corresponding distance can be expressed as follows: $(x_i - x)^2 + (y_i - y)^2 + (z_i - z)^2 = R_i$. This set of (at least 3) equations can be then solved for the receiver position (x, y, z) .

Since a correct measurement of signal runtime is essential (errors of 1 ms result in uncertainties of around 300 km [2]) and consumer-friendly GPS devices usually only contain a simple quartz-based clock, error estimation and correction systems are needed to estimate the exact time.

Depending on the environment and scenario in which GPS is used, several optimizations and improvements can be made. Since this thesis implements a navigation system for mobile devices, smartphone-focused implementation and usage techniques are particularly interesting.

One important example of such an improvement is the Google fused location provider API. This API is specifically designed for usage on mobile devices and improves the efficiency and accuracy of location retrieval by combining several internal smartphone sensors such as GPS and WiFi [4].

2.2 OSM mapping service

OpenStreetMap (OSM) is a community-driven open-source mapping service that provides annotated digital maps for most of the countries in the world. It was initiated in 2004 and consists of a web application [5] that hosts a static map as well as the Overpass Turbo API [6] for data retrieval.

One problem arising from the fact that OSM is community-based is the fact that it lacks quality assurance [7]. OSM quality varies depending on the country and region [7]: While rural areas often lack information, urban locations are often precisely represented and contain information comparable to data provided by the respective government of the selected area or commercial companies.

[7], with its implementation of the web app ‘Is OSM up-to-date?’ provides a systematic approach for measuring the OSM quality of an area. It presents how recently certain areas have been edited by the community and infers from that the need for revision on the map. In the case of TU Berlin’s campus in Charlottenburg, the available data is well-maintained [8] and can be used as a starting point for this thesis.

2.3 Techniques used in navigation systems for mobile devices

Navigation systems for mobile devices are nowadays a crucial part of the landscape of available navigation solutions. Popular mobile apps, such as Google [9] or Apple Maps [10], often provide users the ability to navigate, locate and explore the world around them. The core features of those systems and important aspects for this thesis are:

2.3.1 Routing

Routing through a network of streets and places is an important key functionality of every digital navigation system. The most popular techniques for routing all use an underlying graph representation of the street network [11]. With this technique, streets are represented as weighted nodes, which model the underlying cost of moving between different locations.

One of the most popular algorithms to determine the fastest way between two nodes is Dijkstra’s Algorithm. It greedily computes the shortest paths in the whole network and always returns the optimal solution (the fastest path). Despite its popularity and effectiveness, the algorithm’s runtime scales poorly for huge graphs, e.g., the underlying data of Google Maps [11]. This is the reason why most of the algorithms used for routing in a navigation environment use different heuristics to speed up calculation. These algorithms usually trade off optimal route calculation for increased execution speed [12]. The following list presents an overview of the basic Dijkstra implementation and other commonly used routing algorithms [12].

Dijkstra: This algorithm starts at the start node and calculates the movement cost to all directly reachable nodes. It enqueues all visited nodes and repeats this process for the first node in the queue. Processed nodes get dequeued and costs for movement are updated when a shorter path is found. By calculating all possible paths in the graph, the algorithm is guaranteed to find the optimal solution. The main disadvantage of this approach is its runtime for huge graphs. Use cases are small graphs, several internet routing protocols and educational purposes.

A*: A* is a generalized version of the Dijkstra algorithm. The difference can be found in the cost function for movement between two nodes: Instead of only using the edge weight, A* applies a heuristic to the visited nodes. This heuristic usually consists of the airline between the

current node and the destination and improves calculation speed by providing the algorithm an indication of nodes that can be prioritized in the search. A* also always finds the optimal solution, while being faster than Dijkstra in most cases. Use cases are routing in bigger networks and educational purposes.

Genetic algorithms: Genetic algorithms describe a class of techniques for routing based on evolutionary processes. These algorithms start by choosing a random path and treating it like a gene. Principles like genetic crossover and random mutations are applied to it and the paths with the least movement cost are used for creating new populations of genes. This evolutionary process often converges to an acceptable solution in an adequate time. Its biggest disadvantage is the fact that it does not necessarily provide an optimal solution. Use cases are large graphs and scenarios that do not need an optimal solution.

2.3.2 Location detection

The main system used for outdoor localization in Google Maps and other similar services is GPS [11]. During usage of the navigation app, the user gets the opportunity to activate it and give permission for its usage. While Google's fused location API is the default location provider for Android devices [4], IOS devices use Apple's Core Location framework [13].

Although GPS is the standard system for localization, several other techniques are often used to improve pedestrian location detection on mobile devices. One relevant for this thesis is pedestrian dead reckoning.

Pedestrian dead reckoning localizes the user by tracking its steps and the movement direction. In a mobile scenario, this can be accomplished with the built-in device sensors. Steps can be detected with a distinct pattern in the retrieved acceleration, while the heading angle is read from the magnetometer [14]. Additionally, the system needs a reference point for localization: Since only the distance of movement in a certain direction is tracked, the starting point has to be known. Another crucial factor for correct PDR is a precise estimation of step length [14]. The following formula presents a standard way to calculate the current location in a 2-dimensional environment with step-count i , position (x, y) , estimated step length L and heading ϕ [15].

$$\begin{pmatrix} x_i \\ y_i \end{pmatrix} = \begin{pmatrix} x_{i-1} \\ y_{i-1} \end{pmatrix} + L * \begin{pmatrix} \sin(\phi_{i-1}) \\ \cos(\phi_{i-1}) \end{pmatrix} \quad (2.1)$$

One of the biggest disadvantages of PDR is the fact that errors accumulate during usage. Imprecisions in magnetometer, acceleration and step length values can result in incorrect PDR localization during long distance usage.

[16] describes an approach for merging data of the smartphone's built-in sensors for PDR with GPS functionality using a Kalman filter. It tries to use pedestrian dead reckoning as a base for localization and corrects its error accumulation with additional position lookup through GPS. The work states that such a technique can improve localization accuracy as well as energy-saving in a pedestrian position detection scenario. This improvement is accomplished by using classical pedestrian dead reckoning techniques (PDR) and GPS capabilities for correction.

2.3.3 Estimated time of arrival (ETA)

Providing an estimation of the time it takes to overcome the distance from start to destination is an important task for modern navigation systems. Google Maps calculates the estimated time of arrival (ETA) based on several different factors [11], including:

- Distance from start point to destination
- Average speed of the user and its selected form of transportation
- Current traffic situation on the chosen route
- Official and recommended speed limits
- Road types
- Historical average speed data
- Collected data from users who traveled similar routes

By collecting and merging this information, Google Maps manages it to provide its users with a precise ETA [11].

2.3.4 Visual design

The next step after retrieving the user's location and calculating the best route as well as its ETA is the presentation of that information within the app. [17] provides an overview of different solutions for information presentation within a mobile navigation system. It compares auditory instructions with route presentation of a map, simple route presentation on a map, display of current location and direction as well as a list of textual descriptions.

After evaluating all four different methods, [17] suggests the following aspects for a successful presentation of navigation data:

- A map oriented in the current walking direction should show the user's current location as well as the taken route and information about the map (landmarks, street names)
- The map should provide a zoom function
- Textual instructions are the most inefficient way of communicating navigation information
- Audio instruction can improve the map functionality, although GPS accuracy has to be taken into account when providing information about distance

2.4 Location-based services

Location-based services are mobile applications/services, which utilize the ability to localize the user to provide customized information [18]. By offering users information about nearby restaurants, supermarkets, shops, hotels and other POI, mobile navigation systems such as Google [9] or Apple Maps [10] also fall into the category of such services. Other popular apps using location-based systems are emergency services, tour guides, delivery tracking systems, social-media platforms with location-sharing functionalities, weather apps and mobility or taxi apps [19] [20].

Location-based mobile apps nowadays usually use the in-build GPS capabilities of mobile devices to provide their services in outdoor environments. Other techniques used for indoor environments are WiFi, RFID, ZigBee and Bluetooth [20].

Since the core functionality of the software developed in this thesis is comparable to mobile navigation systems such as Google or Apple Maps, the goal of this thesis itself can be described as a location-based service.

2.4.1 Geofencing

Geofencing describes a class of techniques used to automatically send notifications based on entering or leaving a specified geographic location [21]. These geographic areas are usually specified geometrically, by placing circles, polygons or polylines into specific locations, or symbolically by specifying a location by name such as a state, a country or an address [21].

There are several use cases for geofencing including marketing systems that send promotional notifications when users enter defined areas, logistic systems, that track and detect when certain deliveries and vehicles enter destination locations, mobile apps for navigation and social networking, as well as safety applications for tracking and detecting dangerous areas. One of the most prominent examples of geofence usage in a mobile application for marketing purposes is Burger King's "Whopper detour" campaign launched in 2019 [22]. The company sold a Whopper for one cent to every user who placed an order via the Burger King app within a McDonald's restaurant.

One key enabler for geofencing is an extensive background tracking functionality [19]. In the case of modern mobile devices, smartphone apps with a geofencing functionality need the ability to constantly query the user's location, even if the app is in the background.

3 Concept and Design

The goal of this bachelor's thesis is the development of an app for mobile devices, which provides students at TU Berlin the possibility to navigate and inform themselves about their campus in Charlottenburg. The main concept of the mobile app is inspired by popular smartphone navigation systems such as Google or Apple Maps and focuses on mapping TU Berlin's main campus and the most important web resources connected to it onto a single digital map.

3.1 Key features and technologies

The following sections provide a detailed overview of the app's key features and the underlying technologies used in this thesis.

3.1.1 Digital map of campus Charlottenburg

The main element of the mobile app consists of a locally implemented map of TU Berlin's central campus in Charlottenburg. It provides the user a manageable overview of TU Berlin's buildings, pathways, green areas as well as its surrounding environment. The following list displays possible map features with a description of their relevance for the mobile app:

- All buildings of TU Berlin: To provide the user the ability to easily locate the buildings of TU Berlin, all facilities connected to the university need to be specially highlighted on the map. The buildings of TU Berlin are therefore the most important map feature.
- All pathways on campus: Footwalks and cycleways that lay on the campus are important for the navigation system of the mobile app. To prevent the map from being cluttered, a hierarchy must be established between important pathways and smaller routes.
- All green areas on campus: Parks, trees and other green areas of TU Berlin need to be specially marked on the map. Combined with the buildings and pathways of TU Berlin, they provide the user reference points for manual localization.
- External buildings: Buildings not connected to the TU Berlin do not contribute to the localization and navigation on campus. They can be nevertheless used as weakly informative reference points. A toned-down and subliminal representation on the map can be used in this case.
- External pathways: All footwalks and cycleways that are outside of the campus do not provide any relevant information for the mobile app. They furthermore make the map appear more cluttered and are therefore not present on it.
- External green areas: Green areas provide a source of orientation and are an important

part of the map.

- Main roads: Main roads surrounding TU Berlin's campus (e.g., Straße des 17. Juli) simplify the exploration and search process while interacting with the map. They provide an important source of guidance and must be prominently presented on the map.
- Small roads: Small roads also support an organized map concept. Since they are less important than main roads, a more restrained manner of display is appropriate.
- External POI: The POI surrounding the campus (such as Ernst-Reuter-Platz) are heavily recognizable landmarks and support the user's orientation and localization on the map. They are therefore completely displayed on it.

All relevant features are retrieved via the Overpass-Turbo API from publicly available OpenStreetMap data. The data is then fed into the geographic information system QGIS, which is used for the creation and export of the campus map as well as manual annotation and correction of the downloaded data. Finally, the exported data is converted into a 3d model of the campus which is displayed in a respective rendering environment inside the app.

3.1.2 Navigation across the campus

The mobile app provides the user the ability to easily navigate across TU Berlin's main campus. The most important technological aspects to successfully achieve this task are routing, localization, geocoding, visual presentation of the current navigation state and calculation of estimated time of arrival (ETA).

The underlying data structure used for the whole navigation process is a weighted graph. Its vertices represent collected geodata points and the respective weighted edges are the distances between the vertices. To account for the fact that, in some cases, the fastest route between two points leads through other buildings, the entrances of all facilities are included in the graph. An edge connecting every pair of different entrance nodes of the same building is further included. The following section provides an overview of the procedure for the complete navigation process:

1. Geocoding is used to decode the user's human-readable destination input, e.g., "MAR-Gebäude" into its respective geo-coordinates and node in the graph.
2. To determine the starting point for the navigation, either another manually inserted location is geocoded or the current location of the user is determined using the built-in GPS module of the mobile phone. If the user selects the latter, the current location and heading are further tracked during the whole navigation process.
3. Considering the limited size of the graph, Dijkstra's algorithm is chosen to calculate the fastest route between the start and destination points. If the fastest route leads through other buildings, a live indoor navigation approach cannot be achieved due to imprecise GPS results. In this case, geofences are placed on the entrance and exit of the respective building. They detect when the user enters and leaves it and update the state of the navigation system accordingly.
4. The ETA is calculated based on the weights/distance of the fastest route and other factors (e.g., time of day, stoplights on the route, ...).

5. The navigation is presented visually on the campus map by drawing a polyline of the calculated route. If the user selects its location as a starting point, the current location as well as the heading retrieved from the device's magnetometer is displayed. When the user is located within a certain range of the polyline, its position and heading are mapped onto it.

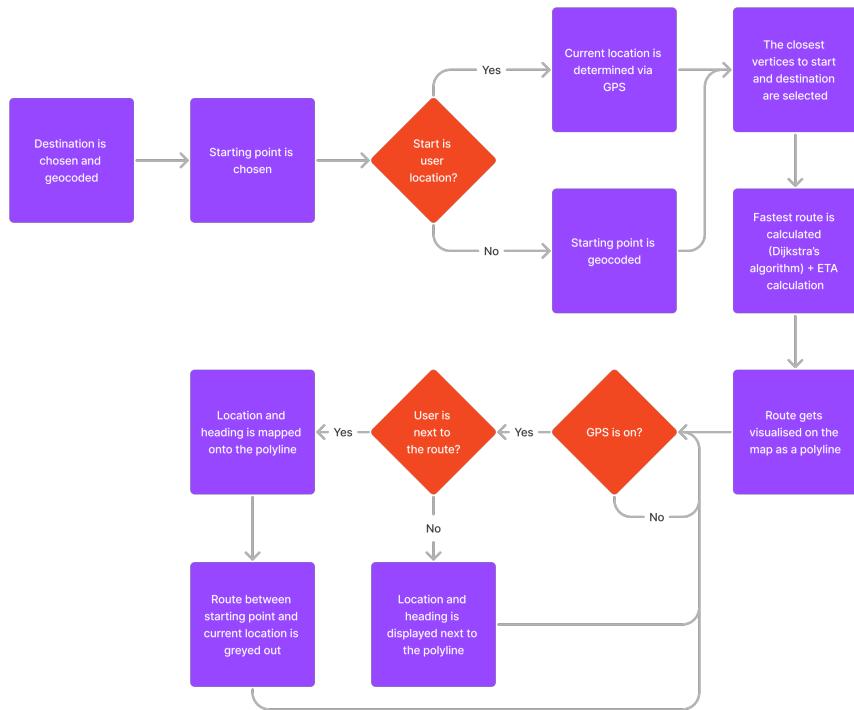


Figure 3.1: Complete navigation system procedure

3.1.3 Information layer

An additional layer on top of the campus map consisting of location-based information is a natural addition to the feature set of the mobile app. It enhances the user experience, the relevance of the whole product and the overall digital information culture of TU Berlin by providing overlays, markers and labels filled with data about the campus.

This section provides a brief overview of the underlying data and technology used to provide the information on the layer.

There are three main sources, that are publicly available and relevant to the information layer. On the one hand, there is the official website of TU Berlin [23], with sections for current events, the latest news, deadlines, etc. On the other hand, there is the MOSES system [24] containing data about all the different courses, rooms and studies. A third relevant source of information

is the website of Studierendenwerk Berlin [25] with meal plans for its different canteens and a timetable for events.

Information is collected by downloading and parsing the content of respective websites. The data is further categorized and -if possible- mapped onto different POIs on the campus map (e.g., a canteen gets its meal plan assigned). This helps to provide an intuitive and organized presentation and access to the user.

The collected data can be categorized according to its timeliness and the intervals in which it has to be updated: General information about different fields of study, courses and rooms only changes by semester. This particular data can be retrieved once at the start of every semester and does not need daily live updates. It is also possible to supply it via app updates, instead of providing a direct in-app functionality for data retrieval. Data that gets updated regularly on the other hand, e.g., meal plans, events, news, etc. has to be always retrievable from the app.

The proposed solution for data collection and provision runs on a web server and consists of a web crawler for information retrieval, parsing and POI mapping, a CSV generator to convert the crawled information into a standardized and simple-to-use format and a REST API, that provides the client/mobile device the ability to retrieve the CSV files. The web crawler and CSV generator are both triggered periodically by several CRON jobs, whose timings are dependent on the timeliness of the crawled data. Due to its simplicity, the circumstance that there are no complex relations in the data and the fact that all room data from TU Berlin is provided in it, the CSV format is chosen as an alternative to a fully-fledged database system for data storage.

By splitting the logic for crawling and provision, the workload that arises on TU Berlin's and Studierendenwerk's websites from retrieving data can be limited to a minimum: The server only crawls data when an update is needed (e.g., weekly for meal plans), instead of loading and parsing the web resources on client request. Further advantages are the fact that loading times for requests from clients are independent of TU Berlin's and Studierendenwerk's infrastructure, that the language for web crawling can be chosen independently from the programming framework (in this case Python with its Selenium [26] and BeautifulSoup [27] libraries are used) and that the web crawling logic can be changed without updating the app.

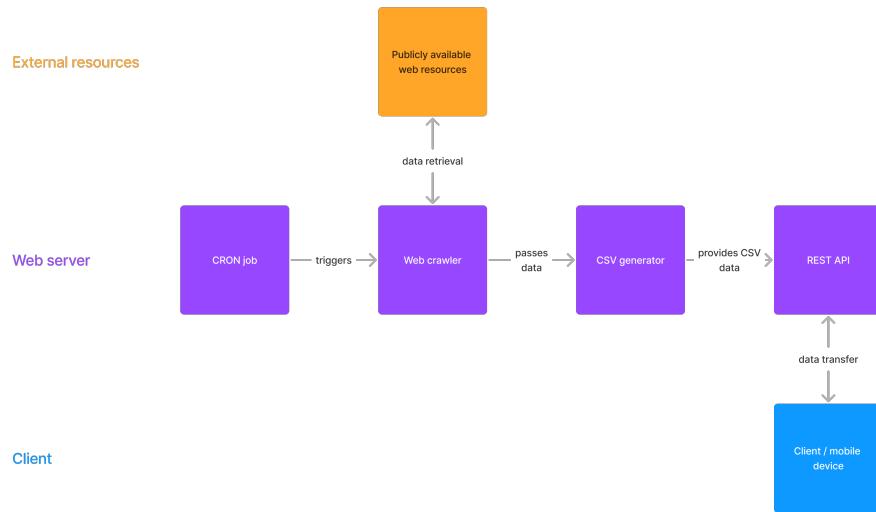


Figure 3.2: Data retrieval process for the information layer

3.1.4 Offline-first design

One important aspect of the app concept is an extensive focus on offline usability. The whole system is designed to allow the user (as far as possible) a network-connection-free app usage. This applies in particular to the navigation system, the campus map and the information layer of the app:

Campus map: The campus map is locally implemented on the device. All necessary information can be therefore loaded and used without a network connection.

Navigation system: Due to the comparatively small scope of the navigation system, the weighted graph for navigation as well as the system for routing can both be implemented and executed on-device. Only the navigation feature working with live user location updates relies on stable GPS functionality.

Information layer: Loading and presenting information on TU Berlin's main campus requires access to the respected online resources and cannot be realized without a network connection. The need for network connectivity can be nevertheless reduced: Since no data requires real-time updates (the most critical data being meal plans that require weekly updates), the data for the information layer can be stored locally after download and loaded from memory for the remaining week. This approach reduces the need for internet connectivity to a minimum.

3.2 App development framework

The choice of app development framework is an important step while conceptualizing and designing the product. It determines the programming language of the project, the built-in

device- and system-specific capabilities that can be accessed during development as well as the performance of the app. It has to be selected in consideration of the project's requirements. The following enumeration presents the most important demands for this thesis:

- Used technologies: Working with low-level hardware and operating system APIs is an important part of development. Technologies and systems used in the key features of the product (e.g., GPS capabilities) have to be accessible or implemented in the selected framework.
- Cross-platform capabilities: Native app development is complex and time-consuming. Learning and especially working with two different codebases (Java / Kotlin for Android, Swift / Obj. C for IOS) is difficult and not possible within the scope of this thesis. Cross-platform frameworks solve this problem by providing the ability to work with a single codebase for different operating systems.
- Focus on high-quality user interfaces: One of the most important requirements of the app development framework is the availability to easily build high-quality and modern user interfaces with it.
- Execution speed: Regarding the fact that the whole navigation functionality has to take place locally on the phone, the speed with which the code of the mobile app gets executed is crucial to a responsive and fast user experience. Particularly the algorithms used for routing have to be reliably computable within seconds.
- 3d rendering capabilities: The framework needs to provide a way to render and interact with the created 3d model of campus Charlottenburg. Further built-in systems such as an extensive linear algebra toolkit, a lighting engine and other real-time rendering capabilities also need to be taken into account.

Based on the previously defined requirements, the Flutter framework [28] is chosen for this work. In addition to its cross-platform capabilities, it also offers the ability to compile source code into platform-specific machine code for near-native execution performance. It further comes with access to thousands of packages through the dart package manager pub [29], an extensive set of pre-built components for user interfaces and the ability to write platform-specific code for low-level API access. Since Flutter lacks 3d rendering capabilities, the Unity engine [30] is additionally used to create and display the campus map. It gets included in the Flutter build and is responsible for rendering and interacting with the 3d campus map.

3.3 User experience design

The following sections provide an overview of the whole user experience (UX) design for the campus app. In the scope of this thesis, the complete process is broken down into UX research and wireframe design.

UX research is a process where the main goals and tasks associated with the app are identified and broken down into its most relevant UX aspects. This helps to find out the key usability requirements for the visual user interface design, consisting of wireframes and high-fidelity mockups (user interface design).

Wireframes, on the other hand, form the first visual version of the app design. They determine the basic structure of the app, its layout, the placement of basic user interface elements as

well as their hierarchy. Wireframes are based on the previously defined usability requirements in the UX research process.

It is important to notice that all these design choices are not chosen arbitrarily, but rather based on previous research in the studies of user experience design. Important work was contributed over the years by psychologists and researchers like Dr. Jakob Nielsen [31], Dr. Paul Fitts [32], Jon Postel and research conducted at IBM and Xerox Corporation. An overview of the most important research and its consequences for user experience design can be found in Jon Yablonski's book "Laws of UX" [33] (web-version [34]).

The next paragraphs describe a set of important usability requirements that are then further incorporated into the wireframe design.

3.3.1 Search versus exploration

One of the most important usability requirements for the app results from the clash of two important user needs, namely search and exploration. These needs result from the fact that users may use the app for different purposes and with different expectations.

Search, on the one hand, describes a scenario, in which the user tries to find or locate a specific piece of information within the app. This search for information can be expressed with concrete questions, e.g.:

- What is the fastest way between MAR and TEL buildings?
- What are the opening times of the TU library?
- What food can I get tomorrow at the main cafeteria?
- Where does course App-Entwicklung take place?
- In which building is the SNET department located?

One main requirement for the user experience of the app is therefore the possibility for fast, easy and structured access to important key information about TU Berlin's campus. Based on [35] and [36], all search-task-related user interface elements should be easily identifiable as such, prominently positioned and accessible to the user. Additionally, to reduce the search time for the seeking person, the design should also provide multiple ways to access the most important information. Important user interface elements in this case are search bars, descriptive icons and textual hints as well as an adequately chunked information hierarchy in the whole app. This usage of commonly used user interface elements also supports [36].

Exploration, on the other hand, is an app use case, in which the user "just browses around" in search of nothing particular. The seeking person either wants to learn, find out or experience something new or uses the app with an open question in mind. In this scenario, the user does not seek a specific piece of information but rather expects the app to provide the possibility, to easily navigate and view through structured content without the need for a concrete search.

Examples of goals and questions for exploration use cases can be the following:

- Are there any interesting places on TU Berlin's campus that I could visit?

- Which cafeteria has the best food today?
- Are there any appealing courses, outside of the scope of my studies, that I can attend this semester?
- Search for upcoming events by TU Berlin or Studierendenwerk
- Search for learning spaces at TU Berlin

In these use cases, the outcome of the exploration action is often determined by the subjective preferences of the users. The app therefore cannot give an optimal final solution to the search but rather present a set of information, from which the user can select or find the most suitable one.

This results in two important requirements for the app design. Firstly, visual elements for the structured presentation of information need to be used. These elements help the user by giving hints about existing information in the app and by structuring related information, which then can be easily overviewed and potentially compared while exploring. Further motivation for this can be found in principles [36], [37], [38] and [39]. Examples of such elements can be tables, scrollable lists, clearly designed information cards and different kinds of markers on the campus map.

Secondly, the choice of which information is portrayed in the app is important. Since too much information provision risks a bloating of the app (and therefore leads to a reduced user experience) [38], the final campus data needs to be carefully selected and filtered for in-app usage. The establishment of a clear hierarchy between important, frequently used data and less important information also contributes to this.

3.3.2 Designing a user-friendly campus map

A precise and clear map of TU Berlin's main campus in Charlottenburg is the most important user interface element in the app. Accordingly, special emphasis should be placed on the design of it. This section describes possible requirements for the map element and the resulting implications for its appearance and implementation in the app.

There are two intended ways how the users should interact with the map: Interaction for exploration/search tasks and interaction for navigation purposes. Both these tasks come with separate design requirements.

Exploration and search tasks, mainly interacting with POI and buildings on TU Berlin's campus, have a strong focus on its entities. A straightforward map design with a focus on the recognizability of buildings, pathways, natural areas and POI is important. This supports the user's need for orientation and simplifies the process of matching real-life buildings with their counterparts on the digital map, which is proven to enhance the user experience [36].

This mostly differs from popular available mobile navigation services since their primary tasks are navigation and orientation of the user. They are also laid out for presenting huge areas, e.g., districts or even complete cities. A detailed portrayal of a specific area is therefore not feasible, performant or necessary.

The campus map only deals with a pre-defined and small area. This provides the possibility for the creation of a detailed and complex map, with a pleasing aesthetic (based on [40]) and

a strong focus on TU Berlin's entities on campus Charlottenburg. To achieve maximum recognition value for the buildings, parks and pathways on the campus, a 3D overview, similar to TU Berlin's campus plan [41], is used for portrayal. This is especially beneficial for users who are familiar with the official campus plan of TU Berlin, who can transfer their learning from the manual map onto the digital one, which plays well with [36]. The 3D perspective also lays out a clear emphasis on buildings, which are the most important entities on the campus and prominently stick out on the map. It is nevertheless also beneficial for other entities, which can be more easily localized with the buildings.

To direct the focus even more onto TU Berlin's campus, all of its surroundings are not used in the 3D view (based on [37]). Furthermore, all important buildings are labeled with their respective abbreviations through markers on the map. Lastly, the user also gets the possibility to alter the map view between 2D and 3D modes, so that the preferred style of view can be selected.

Another important aspect is the zoom range the user can utilize while interacting. Considering that the campus area is small and that the app wants to focus on its details, a close zoom, with a little room maneuver should be appropriate.

Navigation tasks, namely interacting with / following a polyline route and working with a marker that displays the current user location, have a strong focus on pathways and routes on TU Berlin's main campus. It is therefore important to highlight these routes in the design accordingly. Other entities like buildings, natural areas (green areas, water) and POI have a lower priority in this case but are nevertheless important for orientation purposes. To design for this use case one can take inspiration from already established mobile map services like Google Maps [9] and Apple Maps [10]. These apps mainly display the road network, important markers and POI while in navigation mode and only present low-priority entities (e.g., outlines of buildings) on a close zoom level.

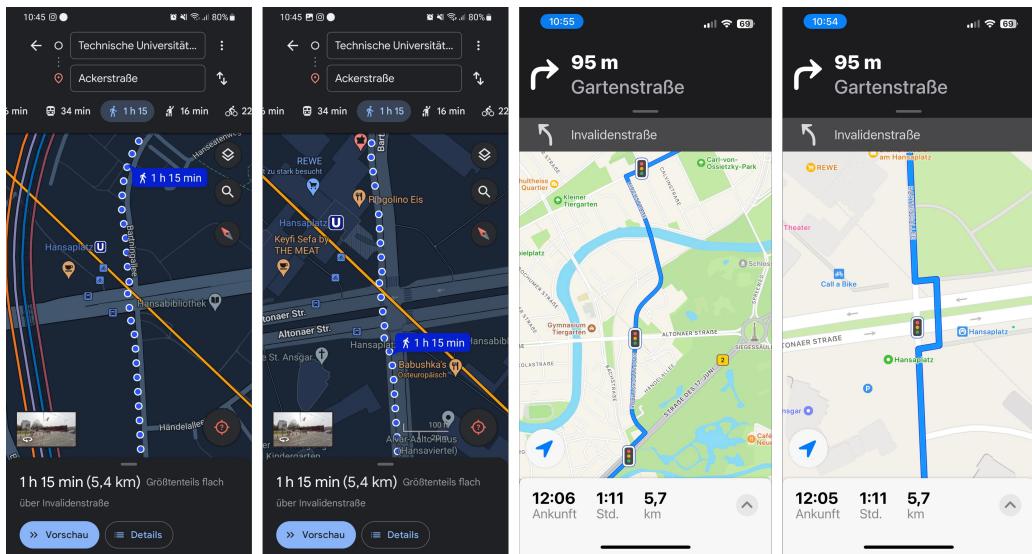


Figure 3.3: Different styles of map presentation in Google Maps and Apple Maps

Based on the fact, that common usability patterns are already established by the user base of

such popular mobile navigation services, the approach is adopted in this thesis (enhancement of user experience based on [36]): The user's focus is directed to the road network during the navigation phase, unimportant markers are discarded, roads are highlighted and the map's camera is adjusted to display a 2D perspective from the top.

3.3.3 Designing a good user experience for navigation

Creating a robust and easy-to-use digital navigation system is a challenging task since it consists of digital instructions resulting in real-life actions.

Based on [36], it is beneficial for the user experience to orientate the design to industry standards. In this case, a polyline is usually used for the display of the calculated route, a round marker stands for the user's position and a change in color of the polyline tracks the already traveled path segment. The location marker is further mapped onto the polyline during navigation, as it marks the point between the traveled and preceding route.

Nevertheless, one important difference between established navigation systems and campus navigation is the fact that the latter can also lead through buildings of TU Berlin. Since the app only detects whether (and where) the user enters or leaves a building (the traditional polyline approach is therefore not feasible) and the user base is likely not familiar with a switch from outdoor to indoor navigation, a robust and clear user experience has to be provided during this phase.

To specify the design requirements for this section of the navigation process, the outdoor indoor switch can be broken down into a set of phases, each with its demands:

1. The user is outdoors during the navigation phase or examines a precalculated route and sees an (upcoming) segment that leads through a building: In this case, the user must understand that a segment leads through a building. It should be furthermore clear which entrance has to be used. The latter can be achieved by marking the entrance position on the map, either with a model of a door (3D perspective) [36] or a marker containing an appropriate icon (2D perspective). To clarify the indoor section even more, the polyline of the route should be connected to the entrance and a descriptive marker (e.g., "upcoming indoor section") or other indication should be next to the indoor segment. This repetitive "announcing" of an upcoming indoor section is strongly connected to [42] and [43] and an enhancement of user experience can be therefore expected. It is important to notice that due to [44], the user should not be punished in a scenario, where a wrong entrance is taken into the correct building. The app should simply continue the navigation in this case.
2. The user walks into the marked entrance of the building and is now indoors, the app registers this: In this phase, the biggest explanation part is fulfilled, the user has understood that the next segment is indoors and has entered the building successfully. It is now important to provide the user a visual feedback, that strengthens his correct choice of entering the building ("Great, you have found your way into the building!"), updates the progress on the route accordingly (due to [45]) and explains that there is no indoor localization available. The use of animation is a great tool to indicate a change in the state of a user interface. In this case, the map moves and zooms to the entered building and a non-moving marker appears, indicating that the user is inside of the building. A

pop-up appears, explaining the location of the user and its goal to find a specific exit of the building.

3. The user is inside of the building: No specific changes to the user interface need to be made, the app waits till the user has found the exit. In an optimized scenario, an additional pop-up could be triggered if the user spends too long inside the building and searching for the exit. This pop-up would display additional information for finding the desired exit (enhances the UX according to [42]).
4. The user walks out of the building and is now outdoors, the app registers this: This phase should reverse the changes made when entering the building. The navigation continues on the polyline with a reappearing location marker, the map unlocks the focus on the exited building, and all markers and pop-ups for indoor navigation disappear. The user gets the feeling that he has successfully made it through the indoor section and can now continue his journey outdoors. Just like in the entering phase and according to [44] the user should also not be punished when taking the wrong exit in the building. In this case, the app should simply detect the wrong exit, recalculate the route from the new user position and display this in the user interface.

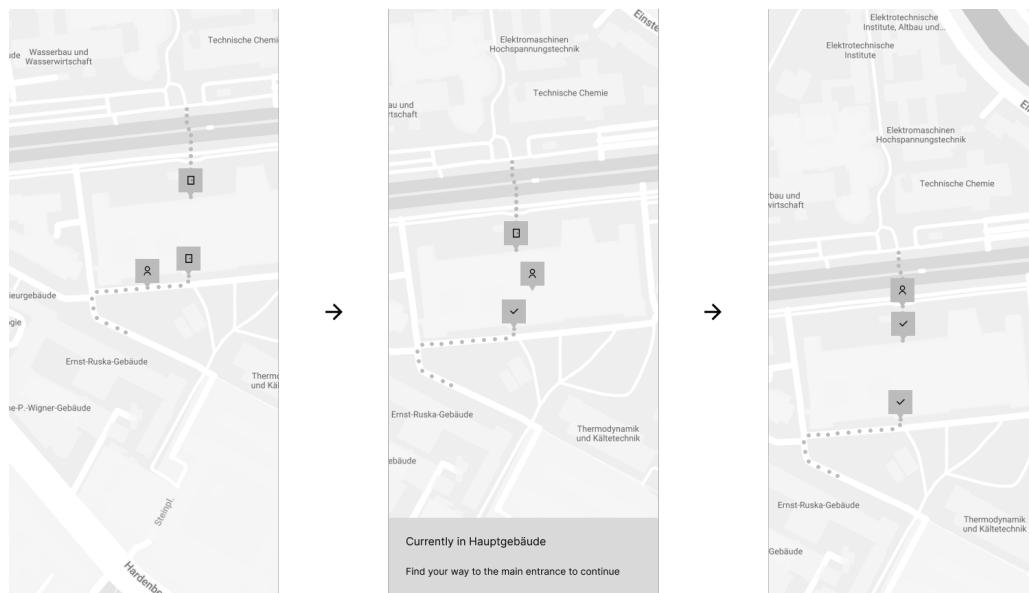


Figure 3.4: UX design for outdoor-indoor-outdoor transition

3.3.4 Chunking of information within the app

According to [39], an organized visual information structure is key to providing a good user experience. Especially concerning the fact that a huge amount of campus data is available and exploration tasks are key activities in the app. Chunking is the task of grouping related information visually together and is a key enabler for an organized layout [39]. The following figure provides a clustered overview of the available data connected to TU Berlin's main campus:

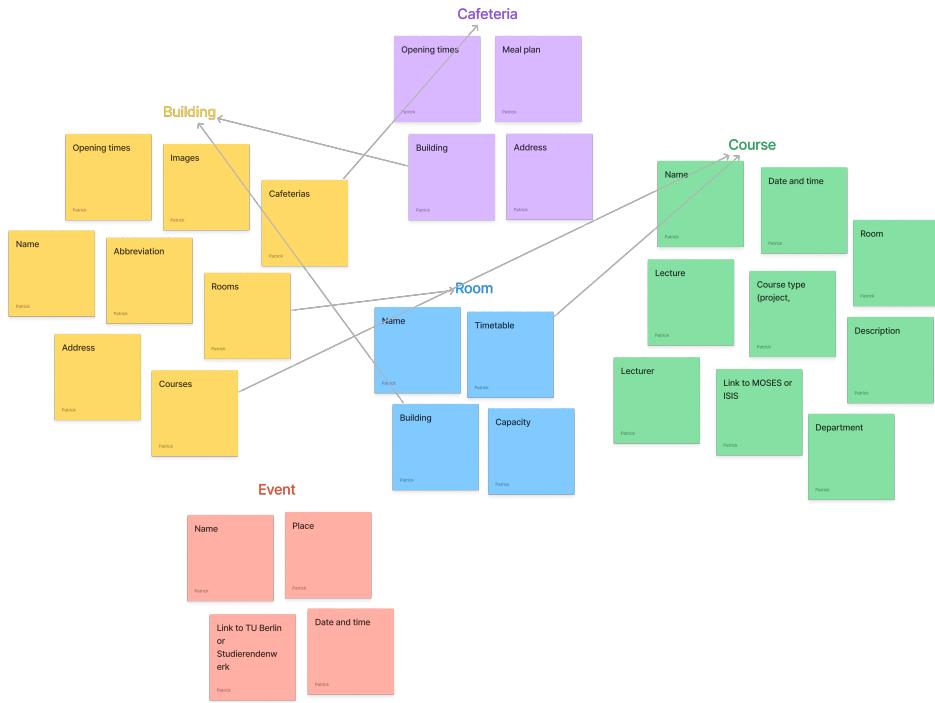


Figure 3.5: Clustered data of TU Berlin with arrows between related groups

Based on connection count and data, the "Building" and "Course" clusters can be identified as key entities in the system. It is therefore advisable, to attach importance to the display of these groups in the user interface of the app. Other groups are therefore placed less prominently but also get referenced (according to the relations in the figure) in places where "Building" and "Course" are portrayed.

According to [37] and [46], it is advisable to display information related to one common cluster next to each other and similarly. This improves the user experience by emphasizing associated information. The comprehensibility of the visual design is also important: The user should directly understand the meaning of the portrayed data, which can be mainly achieved with descriptive texts and iconography.

3.3.5 Wireframes

Based on the previously defined requirements, wireframes outlining the basic design concept of the app are created. This section displays the most important pages and provides a brief overview of their features.

3.4 User interface design

3.4.1 Styleguide

3.4.2 Final design

4 Implementation

This chapter deals with the implementation details of the campus app. It starts by describing the process for the collection and processing of geodata and explains how the campus map and the navigation system are derived from it. It further showcases the procedure for gathering campus-relevant data from publicly available web sources and concludes with a description of the implementation process for the user interface, which finally merges the campus map, navigation and information layers.

4.1 Collection of geodata and POI

Geodata refers to all data about geographic information. In the case of this thesis, it mainly consists of coordinate points, which describe certain campus-relevant entities, such as outlines of buildings, the street network, pathways, entrances as well as boundaries of green areas and water. Except for single-point usage, multiple coordinate points can be grouped into polygons, representing the closed outline of an entity and polylines, mainly used to describe lines, streets and paths. In addition to its coordinates, geodata also describes other attributes of an entity e.g., its name, altitude, width or height. This can be used for tasks like geocoding/reverse geocoding, display of information, 3d terrain generation or general data analysis.

4.1.1 Overview of needed geodata

Geodata is the building block for map generation and routing through a street network. The following list presents an overview of the geodata needed for this implementation:

- **Buildings:** The outlines of buildings are polygons consisting of multiple coordinate points. Additionally to that, the height of each building is needed for appropriate 3D representation.
- **Streets:** Streets are represented by polylines and are (based on their importance, size and purpose) divided into three categories, namely main roads, small roads and pathways. This separation allows the different road types to be designed and displayed independently from each other. They can therefore vary in size, style and coloring when used in the campus map.
- **Green areas:** The outlines of green areas are retrieved in the polygon format.
- **Water:** The outlines of water (especially rivers) are also retrieved in the polygon format.
- **Entrances to TU Berlin's buildings:** To successfully connect TU Berlin's buildings to its underlying street network, entrances need to be defined. A single-point representation paired with an identifier for the buildings is used.

4.1.2 Collection data from OSM via Overpass Turbo API

OpenStreetMap (OSM) is a free mapping service, that allows its users to access, edit and download its available geodata. Its main querying language is Overpass Turbo which comes with a web interface for data mining and a respective web API [6]. This querying system is used to provide a starting point for the complete set of geodata needed for this thesis. The used bounding box for retrieval is (52.49993096650543, 13.307022255971093) for the south-west and (52.52269751545147, 13.341918533901309) for the north-east corner. The following table presents the queried data over all categories together with the node count (one node usually consists of a coordinate point), the type of retrieved data and the respective query.

Entities	Type of geodata	Number of queried nodes	Overpass Turbo query
Buildings	Polygons	1949	1
Main roads	Polylines	2036	2
Small roads	Polylines	2578	3
Pathways and sidewalks	Polylines	11757	4
Green areas	Polygons	5057	5
Water	Polygons	1651	6
Entrances	Single points	1758	7

Table 4.1: Overview of queried geodata

This results in a total of 26786 queried nodes. Each category is further exported as a separate geojson file, containing the relations between individual points (polygon, polyline, single node) as well as other OSM attributes (e.g., the names of buildings and streets, the height of buildings, etc.).

4.1.3 Correction of OSM data for map generation in QGIS

Since the queried data contains several imperfections that are not desirable for map generation, all geojson files are imported into QGIS for cleanup. QGIS is an open-source geographic information system, that provides a convenient visual user interface for editing geodata. The following images present a visual reference for the changes performed to the data (note, that all street data is represented in one image for simplicity and that water data does not need cleanup and is therefore not present).

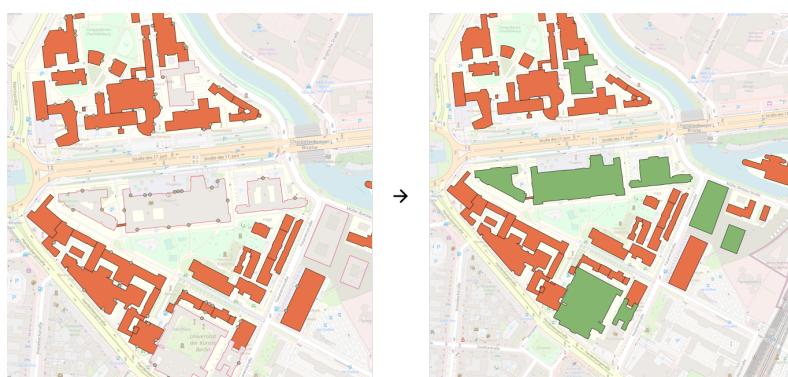


Figure 4.1: Correction of TU Berlin's building data



Figure 4.2: Correction of TU Berlin's street network data

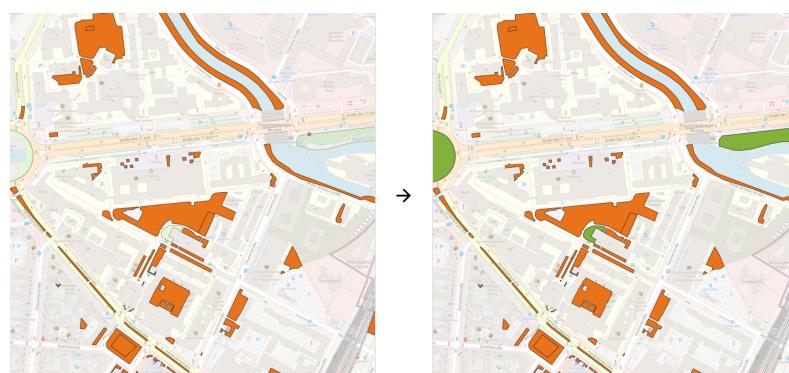


Figure 4.3: Correction of TU Berlin's green area data

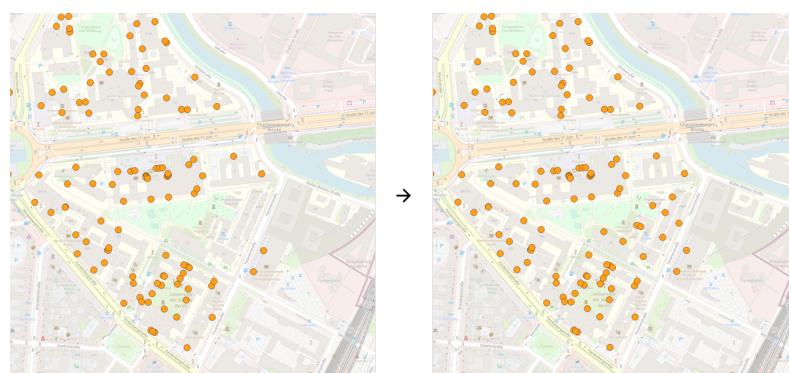


Figure 4.4: Correction of TU Berlin's entrance data

The main problem that gets corrected consists of wrong geometry types in the data. Since it is desirable that every dataset only contains one kind of geometry (e.g., the data for the buildings should only contain polygon outlines, the street data should only contain polylines, etc.), all wrong geometry types in a dataset are either deleted (e.g., single points in the street or building data) or reshaped to match the expected geometry type (e.g., polylines representing the outline of a building/green area are converted into polygons).

Missing entities (e.g., certain entrances to buildings) are furthermore added and information not related to the campus (mainly data from the street network) is removed.

4.2 Generation of digital campus map

Das ist ein Test.

4.2.1 Data import and conversion in Unity

4.2.2 Mesh generation for streets, green areas, water and 3d buildings

4.2.3 Map design

4.2.4 Integration into the Flutter app

4.3 Navigation system development

4.3.1 Representation of geodata for navigation

4.3.2 Manual generation of TU Berlin's street network

4.3.3 Routing across the campus

4.3.4 Time estimation for routes

4.3.5 Embedding the current user location via GPS

4.4 Interactive information layer development

4.4.1 Collection of campus relevant information from the web

4.4.2 Processing of information and internal representation

4.5 User interface development

4.5.1 Navigation system

4.5.2 Information layer

4.5.3 Enhancing the user experience with additional screens and features

5 Evaluation

5.1 Navigation system verification

5.2 Information layer verification

6 Conclusion

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Appendices

Appendix 1

Listing 1: Overpass Turbo query for all of TU Berlin's buildings

```
1 [bbox:52.49993096650543, 13.307022255971093, 52.52269751545147,
 13.341918533901309];
2 (
3     way["building"="university"]>;
4     way(456211792)>;
5     way(358373103)>;
6     way(104507902)>;
7     way(290166587)>;
8     way(172802144)>;
9     way(262367508)>;
10    way(48793247)>;
11    way(50557514)>;
12    way(993968604)>;
13    way(993968602)>;
14 );
15 out meta;
```

Listing 2: Overpass Turbo query for all main roads next to the campus

```
1 [bbox:52.49993096650543, 13.307022255971093, 52.52269751545147,
 13.341918533901309];
2 (
3     way["highway"="primary"]>;
4     way["highway"="secondary"]>;
5 );
6 out meta;
```

Listing 3: Overpass Turbo query for all small roads next to the campus

```
1 [bbox:52.49993096650543, 13.307022255971093, 52.52269751545147,
 13.341918533901309];
2 (
3     way["highway"="residential"]>;
4     way["highway"="tertiary"]>;
5 );
6 out meta;
```

Listing 4: Overpass Turbo query for all pathways and sidewalks next to the campus

```
1 [bbox:52.49993096650543, 13.307022255971093, 52.52269751545147,
 13.341918533901309];
2 (
```

```

3     way["highway"] ["highway"!="primary"] ["highway"!="secondary"] ["highway"!="
        residential"] ["highway"!="tertiary"] [!"footway"];>;
4 );
5 out meta;

```

Listing 5: Overpass Turbo query for all water green next to the campus

```

1 [bbox:52.49993096650543, 13.307022255971093, 52.52269751545147,
  13.341918533901309];
2 (
3     way["landuse"="grass"];>;
4     way["leisure"="park"];>;
5     way["leisure"="garden"];>;
6     way["natural"="scrub"];>;
7     way(314528756);>;
8     way(104712588);>;
9     way(531886237);>;
10    way(531886252);>;
11 );
12 out meta;

```

Listing 6: Overpass Turbo query for water areas next to the campus

```

1 [bbox:52.49993096650543, 13.307022255971093, 52.52269751545147,
  13.341918533901309];
2 (
3     way["natural"="water"];>;
4 );
5 out meta;

```

Listing 7: Overpass Turbo query for all entrances to buildings on the campus

```

1 [bbox:52.49993096650543, 13.307022255971093, 52.52269751545147,
  13.341918533901309];
2 node["entrance"];
3 out meta;

```