Research Projects in the SMART FM IRG
(November 13, 2017)

1. SimMobility Pax
Develop and integrate state-of-the-art behavioural models with simulation tools to predict the impact of different mobility portfolios, including flexible mobility on demand services and autonomous mobility, on travel demand and activities, both for passengers and freight, and on transportation networks and land-use. The research includes:

- *Short-Term*: Calibration of the entire Singapore network and development of flexible traffic, fleet and information control modules that will enable the design and testing of innovative ITS solutions.
- *Mid-Term*: Implement a rescheduling plan model (i.e. in terms of en-route choice, changes in modes, departure times and trip making) and representation of individual day-pattern choices.
- *Long-Term*: Development and testing of the components that relate to land use, residential and commercial real estate, and their sensitivity to transportation infrastructure and various accessibility and mobility measures.

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2. SimMobility Freight
Develop agent-based models for the movement of goods and materials in the urban environment. Commodities will be traced through their entire life cycle; from its production, its distribution through various channels and its consumption by an end-consumer, to its final disposal or recycling. All relevant transport and logistics choices will be simulated using behavioural models, estimated based on innovative data collection methods.

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3. **DynaMIT 2.0**

Develop a multi-modal network state estimation and prediction system that utilizes heterogeneous real-time data from a variety of sources to assess the impact of congestion-causing planned and unplanned events and optimize interventions/network management strategies to facilitate the real-time deployment of measures to mitigate congestion. The research includes:

- Multi-Modal Traffic State Estimation and Prediction System
- Online Calibration Methodologies

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4. **Data-Driven Traffic Modelling and Route Guidance**

Algorithms that use real-time data from many heterogeneous sources in order to (i) track and predict paths in dynamic transportation networks, and (ii) provide on-demand route guidance under uncertainty, based on a combination of optimization, data-fusion, machine learning, and novel behavioural techniques. The research includes:

- Data-Driven Traffic Modeling for Passengers and Freight
- Large-Scale Modeling and Prediction of Spatiotemporal Traffic Phenomena
- Selfish and Competitive Routing in a Network under Uncertainty

**MIT Principal Investigator(s):**
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Bryan LOW (NUS, Computer Science)
Melvyn SIM (NUS, Department of Decision Sciences, Business School)

5. **Mobility on Demand**

Develop models and algorithms to configure dynamically portions of the urban transportation service network to meet mobility demands in real-time; the objective is to provide passenger-centric, timely service while minimizing costs and maximizing system efficiency. The research includes:

- Anytime Planning with Optimal Schedules
- Activity Recognition Planning with Ride Sharing
- Routing Algorithms for Mobility-on-Demand

**MIT Principal Investigator(s):**
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6. **Technologies of Autonomy**
Assess and demonstrate the role of autonomy in mobility-on-demand and its impact in terms of feasibility, safety, and efficiency through modelling and simulation, algorithm development and experimental demonstration (“Autonomy for Mobility-on-Demand”).

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7. **Mobility Management**
Envision a future scenario for Singapore in which the urban mobility service provided as a public utility that combines public transit, walking and bicycling, and autonomous vehicles. The project aims to design and test the new mobility scenarios in which autonomous vehicles are embedded in the public transit system.

*MIT Principal Investigator(s):*
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8. **LIVE Singapore! 2.0**
A platform for the collection, analyzing, distribution and visualization of urban mobility data from different sources in Singapore that can serve as the active application of a semantic web platform to the management of the city, and form the basis for crowd sourced open application development. The research includes:

- **Social Implications of Universal Mobility:** Analyze large scale, fine grained global mobility data sets as the ones derived from cellular phone data and social networks to advance our knowledge and understanding of the fundamental laws governing human mobility at the urban and regional scale.
- **Indoor Tracing:** Analyze human occupancy and flows through public spaces as it is essential to improve already existing environments, and to better plan and design future spaces.
- **DataCollider:** Refine a tool that allows the user to turn real-time data streams into sophisticated, next-generation visualizations.

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9. Future Mobility Sensing (FMS)
Development of a next generation individualized mobility sensing system that leverages advanced mobile technologies and machine learning techniques to capture high resolution, multi-day human behaviour and vehicular and freight movements as well as related preferences and satisfaction information. The research includes:

- **FMS-Core**: Improve quality of the travel behavior data by reducing battery consumption and using additional sensor and context information to improve the stop/mode detection algorithm.
- **FMS-SP**: Develop a context specific stated preferences (SP) survey system to test new transportation solutions and policies.
- **FMS-Real time**: Develop real-time on-phone surveys based on specific events of interest being detected by the FMS app.
- **FMS-Feedback**: Provide information and recommendations to users based on their data.
- **FMS-DES**: Understand the capabilities of, behavioral understanding from, and data implications of implementing FMS in a city of the Global South, Dar es Salaam (Tanzania).

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10. Internet-informed Traffic Prediction and Route Planning
This project studies the use of information from the Internet on predicting traffic conditions and route planning. Such information is mostly in the text form, and can include news facts such as road works and sport events being held at specific time and locations, police records such as the influence of particular accidents at specific locations, and social media texts such as Tweets on road conditions. Natural language processing, information extraction and statistical modelling techniques are used to leverage different sources of information in order to make the most sensible decisions.

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11. Cyber-Physical Security and Resilient Control of Transportation Networks
This project is on developing tools to detect and proactively respond to incidents in networked transportation systems, both reliability failures (random faults) and security failures (malicious attacks). Our approach involves modelling strategic attacker-defender interactions using game-theoretic tools, and combining incentive mechanisms with network control strategies to improve the transportation network resilience, even in the presence of simultaneous cyber-physical failures.

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