

Public Transportation System using Swarm Technology



Princy. S. Vaidya, S. L. Haridas, Avinash Ikhar

Abstract: Pedestrians, ridden or herded animals, vehicles, streetcars, and buses are all instances of road users who travel alone or in groups on public roadways. Both informal and official standards are included in the phrase "road regulations." standards and legislation that have emerged over time to help keep traffic flowing smoothly and efficiently. The informal rules and legislation that have developed over time to facilitate the orderly and timely flow of traffic are known as rules of the road. In structured traffic, terms like priorities, lanes, right-of-way, and traffic management have specific definitions. Heavy motor vehicles (cars, trucks), other vehicles (mopeds, bicycles), and pedestrians are the three types of traffic. Some countries have complicated and detailed traffic laws, while others rely on common sense and driver cooperation. In terms of travel, the organization *t* gives a better mix of safety and efficiency. Road work, garbage, and street collisions can all obstruct traffic flow and transform it into a chaotic mess. On heavily packed freeways, a minor disruption will persist, a phenomenon known as traffic waves. A complete breakdown of organization can result in gridlock and traffic congestion. In simulations of organized traffic, stochastic processes, queuing theory, and mathematical physics equations are widely used.

Keywords: Overcrowding, Vehicular Communication, Wi-Fi, Bus Seat Vacancy, LCD display.

I. INTRODUCTION

Overcrowding in public buses has long been a problem in India. The proposed system will assist in reducing the number of serious injuries and deaths caused by overcrowding. In both academia and the automobile business, vehicular communication is a hot topic. The goal of this developing enthusiasm is to create a reliable communications infrastructure for the Intelligent Transportation System (ITS). It is necessary to increase road safety. Both industry and academia are working to improve traffic efficiency and lessen the environmental effect of road transportation. Researchers are particularly interested in developing networking technology and vehicular communication in two practical scenarios:

vehicle to vehicle (w2v) communication in ad-hoc mode and vehicle to infrastructure (V2I) communication with fixed nodes along the road. Some cars, such as Mercedes Benz, Toyota, and Volvo, have adopted Wi-Fi Vehicular Communication.

II. LITERATURE SURVEY

In the research process, the literature review is quite significant. It is a place where research ideas can be derived and developed into concepts, and then theories. It also gives the researcher a bird's eye view of the research that has been done thus far. A researcher will know where his or her research stands based on what is d in the literature review. This project's survey has already been discussed in a number of articles and journals, which are listed below. For building automation, they employ a variety of methodologies and software languages. An article titled Design and Research on Monitoring System of Overload and Unbalanced Load of Cars by Jian Su, Xiugang Wang, Rong Chen, Guan Xu, and Zongju Tian [1]: - Explains the relationship between the vehicle's load and the plate spring's compression deformation. This study offers a new self-overloading device that can precisely determine a vehicle's load state. In addition, this article developed a Lab VIEW drive software for a non-NI DAQ card, as well as a data collection system based on the virtual instrument. Several tests confirmed that the data was correct and that the monitoring system's architecture was reasonable. "Overview on Passengers Overload Control in Public Buses," a paper by Kilavo Hassan and Dina Machuve [2]: - Describes passenger counts and the usage of various technologies for passenger counting. Other research, on the other hand, have a quite different goal than preventing passenger overcrowding on public buses. Many technologies have been invented to count passengers; however, they are being used for other reasons rather than to regulate the over-crowding. Infrared Motion Analyzer, Video Processing, Stereovision, Proposed System, and more ways for counting passengers are available. J. Ram Harish Yadav and K. Dhanunjaya's paper "Wi-Fi for Vehicular Communication System" [3]: - Presented a well-received wireless base station model. It employs the wireless access point model as a queuing system with variable requests and the auto traffic model. A variety of elements, such as radio communication range, available band width, bit rate, and the number of clients in wireless network range, as well as vehicle speed, can affect the performance of wireless networks. The "IEEE 802.11 performance for er-Vehicle Communication Networks" study by Y. Khaled, Ducourthial, and M Shawk [4]: - Describes communication within automobiles.

Manuscript received on 27 June 2022 | Revised Manuscript received on 02 July 2022 | Manuscript Accepted on 15 July 2022 | Manuscript published on 30 July 2022.

* Correspondence Author

Princy Vaidya*, Department of Electronics and Telecommunication Engineering, JD College of Engineering & Management an Autonomous College Affiliated to DBATU, Lonere (Maharashtra), India.

Dr. Sanjay Haridas, Dean (Academics), JD College of Engineering & Management an Autonomous College Affiliated to DBATU, Lonere, India.

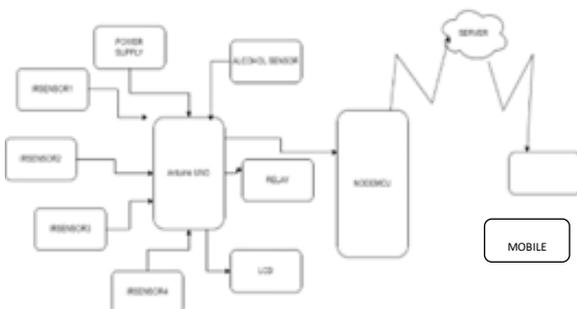
Avinash Ikhar, Department of Electronics and Telecommunication Engineering, JD College of Engineering & Management an Autonomous College Affiliated to DBATU, Lonere, India.

© The Authors. Published by Blue Eyes Intelligence Engineering and Sciences Publication (BEIESP). This is an open access article under the CC-BY-NC-ND license <http://creativecommons.org/licenses/by-nc-nd/4.0/>

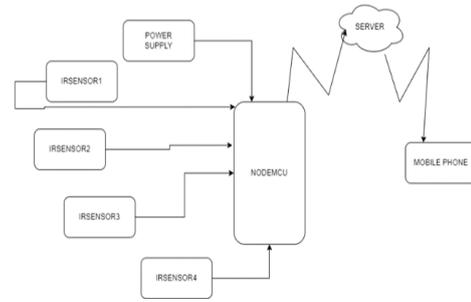
Public Transportation System using Swarm Technology

In the last few years, inter-vehicle communication has got a lot of attention. Automatic driving and improving road safety by disseminating emergency notifications are two of the applications discussed in this study. This network has a very dynamic topology, a high loss rate, and a very short communication duration because of the high mobility of the cars. According to early testing using an IEEE 802.11 interface and external antennae, vehicles crossing each other at 90 km/h can only connect for 10 seconds with a 250-meter communication ray. A study by N. G. Ghatwai and Mangesh Kale titled "Vehicle to Vehicle Communication for Crush Avoidance System" [5]: - Describes how there is a push towards Vehicle to Vehicle (V2V) Communication, and an accident-avoidance system is one that provides safety to both the vehicle and the driver. Vehicle-to-Vehicle Communication (V2V) may assist in gaining access. Safety and the avoidance of crashes are the primary motivations for car-to-car communication systems. The vehicle-to-vehicle communication technology isn't specific to any one car or brand. For a small alteration, this can be utilized in any vehicle. The adoption of wireless communication technology for vehicle networks can significantly improve road safety by enabling new services such as collision detection and traffic management, as well as other improvements. The paper "Several-point Ultrasonic Distance Measurement and Communication Using Simulations" by Ondrei [6]: - Describes a new method for measuring distance between many sites and communicating data using an ultrasonic transceiver. The study starts with a discussion of the theoretical challenge of ultrasonic distance measuring and how communication might be encoded into transmission. Then it will provide a functional hardware prototype capable of communicating at a bit rate of 200 bits per second over a distance of 5 meters. The experimental data and simulations used to refine the solution, as well as future developments, are then discussed. Mrs. Swati Chandurkar, Sanjana Sinha, Sneha Mugade, Megharani Misal, and Pocoja Borekar's paper, "Implementation of Real Time Bus Monitoring Passenger Information System," [7] : - Describes real-time vehicle monitoring. While a lot of money is spent on IT-based apps like real-time at-stop displays, there is little concrete understanding regarding the behavioral consequences these have on consumers or potential customers in the real world. This paper presents a review of relevant literature, with a particular focus on user reactions to public transportation information delivered via mobile devices, the Internet, and stop displays. Several studies have been launched in the past to solve the challenge of predicting bus arrival times.

III. BLOCK DIAGRAM OF PUBLIC TRANSPORT SYSTEM



Block diagram of Bus1. (Fig. 1)



Block diagram of Bus 2. (Fig. 2)

IV. HARDWARE USED IN OF PUBLIC TRANSPORTATION SYSTEM

IOT (internet of things) are devices that are connected to the internet and may be managed by users over the internet. They are also known as web of things. The Internet of Things (IoT) is used in conjunction with hardware components to collect data, such as sensors that perceive and transmit data to IoT devices. The following is a list of some of the hardware components that were used.

A. Arduino UNO



Arduino UNO (Fig. 3)

The Arduino/Genuino Uno is a microcontroller board that uses the ATmega328P microcontroller (datasheet). It features 14 digital input/output pins (six of which can be used as PWM outputs), a 16 MHz quartz crystal, a USB port, six analog inputs, a power jack, and an ICSP header. To get started, simply connect it to a computer through USB, battery, or AC-to-DC adaptor. You can tinker with your UNO without fear of making a mistake, and if something goes wrong, you can replace the chip for a few dollars and start over.

B. Node MCU



Node MCU (Fig. 4)

Node MCU is an open source IoT platform with a low cost. It came with firmware that ran on Espressif Systems' ESP8266Wi-Fi SoC and hardware that was based on the ESP-12 module at first. Later, the ESP32 32-bit MCU was introduced to the mix.

C. IR Sensor



IR Sensor (Fig. 5)

A radiation-sensitive opto-electronic component with a spectral sensitivity in the infrared wavelength range 780 nm - 50 m is known as an infrared sensor (IR sensor). Infrared sensors are increasingly commonly employed in motion detectors, which are utilized in building services to turn on lights or in security systems to detect unwanted visitors.

D. LCD (Liquid Display Crystal)



LCD (Fig. 6)

A liquid-crystal display (LCD) is a flat-panel display or other electronically modified optical device that employs liquid crystals with polarizers to manipulate light. Liquid crystals do not emit light directly, instead relying on a backlight or reflector to generate color or monochrome images.

E. Relay



Relay (Fig. 7)

A relay is a switch that is controlled by electricity. A set of input terminals for a single or multiple control signals, as well as a set of operating contact terminals, make up this device. The switch can have any number of contacts in any contact form, including make contacts, break contacts, and combinations of the two.

F. MQ135 (Alcohol Sensor)



MQ135 Alcohol Sensor (Fig. 8)

A SnO₂ with a lesser conductivity of clean air is the MQ135 alcohol sensor. When the target explosive gas is present, the sensor conductivity rises in lockstep with the rising gas concentration. It turns the change of conductivity into a signal that corresponds to gas concentration using basic electrical circuits.

V. WORKING PRINCIPLE

The bus that is seen to be substantially loaded can be stopped since the load is higher than the standard rate. If the load exceeds the maximum, the ignition is turned off. Wi-Fi is used to communicate between the two buses. This entails signal transmission and reception. This can be improved by using Bus Seat Vacancy. The number of vacancies outside the bus is displayed on the LCD, and the vacancy of the seat is declared, which is useful for physically disabled and illiterate people. The system uses the ESP8266 to display the exact time of the next arriving bus as well as the amount of space available on that bus. Connect two (or more) ESP8266s and have them communicate with one another.

Once you have connected them together you then need a way to make them talk each other. As humans do, while one is talking, the other one need to listen. The advantage of ESP8266 is that in the same time, can be both Client and Access Point / Server. In this project client Node MCU measures how many seats are filled and how much seats are vacant with the help of IR Sensor person is sitting at some particular seats that seat will provide information to Node MCU that seat is filled now and when person left the seat will provide information seat is empty now, this all information will be collected and given to server Node MCU which is fitted in another bus, from this application we will easily get to know how much seats are available in next bus, and will be display information using LCD display.

VI. CONCLUSION

We are presenting the system which gives the number of vacant seats in the current bus and next bus with its arrival and departure time. This system will help travelers to choose their buses wisely which create Low rush system in buses. This system can also be used for avoiding accident on road and it is helpful for physically disabled and illiterate persons. In this proposed project we use solar energy to drives electronic and electrical devices which is eco-friendly.

REFERENCES

1. Rajesh Kannan Megalingam, Nistu Raj, Amal Lehar Soman, LakshmiPrakash, Nivedha Satheesh,” Smart, Public Buses Information System”, International Conference on Communication and Signal Processing, April 3-5, 2014, India. [[CrossRef](#)]
2. Rohit Minni, Rajat Gupta,” Low-cost real-time vehicle tracking system”, Fourth International Conference on Computing, Communications and Networking Technologies, 4-6 July 2013. [[CrossRef](#)]
3. Oleh Boreiko, Vasyl Teslyuk,” Structural Model of Passenger Counting and Public Transport Tracking System of Smart City”, 2016 XII International Conference on Perspective Technologies and Methods in MEMS Design, 20-24 April 2016, Lviv, Ukraine. [[CrossRef](#)]
4. <http://smartcities.gov.in/>
5. “BRT in Chennai - Towards a new paradigm in urban mobility”: ITDP India
6. <http://itdp.in/what-we-do/public-transport/>
7. <https://www.eurotransportmagazine.com/21458/transport-extra/citypublic-transportation-india>.

AUTHORS PROFILE



Princy Vaidya, BE, MTECH (Pursuing) is a talented student and experienced software professional with more than 2 year. She is currently pursuing MTECH in Department of Electronics and Telecommunication Engineering from JD College of Engineering & Management An Autonomous College Affiliated to DBATU, Lonere, India. She is an active researcher who likes to explore and implement new ideas as well as technologies.



Dr. Sanjay Haridas, BE, MTECH, PhD is a multitasking personality having a total experience of 32 Years which involves working as Lecturer, Assistant Professor, Professor, HOD, Vice Principal and Principal. He is currently holding the position of Dean (Academics) at JD College of Engineering & Management An Autonomous College Affiliated to DBATU, Lonere, India. Throughout his journey of 32 years, he has published more than 42 research papers. He also hold various other precious positions at Nagpur University because of his notable work in teaching and research field. Apart from this he has one patent and seven copyright work at his disposal.



Avinash Ikhar, BE, MTECH is an experienced and talented assistant professor having the experience of more than 6 years in Department of Electronics and Telecommunication Engineering, JD College of Engineering & Management An Autonomous College Affiliated to DBATU, Lonere, India. Apart from this, he also have 4 years of experience in software industry. On his research and publication front, he has published a review paper on Unified Computing System, VIBGYOR, volume 5, Issue 1, Feb 2018, ISSN 22774491