



PROGRAM PROGRESS PERFORMANCE REPORT

Connected Vehicle/Infrastructure University
Transportation Center (CVI-UTC)

PPPR #8

July 1 to December 31, 2015

Connected Vehicle/Infrastructure University Transportation Center (CVI-UTC)

The mission statement of the Connected Vehicle/Infrastructure University Transportation Center (CVI-UTC) is to conduct research that will advance surface transportation through the application of innovative research and using connected-vehicle and infrastructure technologies to improve safety, state of good repair, economic competitiveness, livable communities, and environmental sustainability.

The goals of the Connected Vehicle/Infrastructure University Transportation Center (CVI-UTC) are:

- Increased understanding and awareness of transportation issues
- Improved body of knowledge
- Improved processes, techniques and skills in addressing transportation issues
- Enlarged pool of trained transportation professionals
- Greater adoption of new technology

Disclaimer

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**Program Progress Performance Report for
University Transportation Research Centers (PPPR #8)**
Prepared for the Research and Innovative Technology Administration (RITA);
U.S. Department of Transportation (US DOT)

Grant Project Title:
**Advanced Operations Focused on
Connected Vehicles/Infrastructure (CVI-UTC)**

Consortium Members:
**Virginia Tech Transportation Institute (VTI)
University of Virginia (UVA) Center for Transportation Studies
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Accomplishments

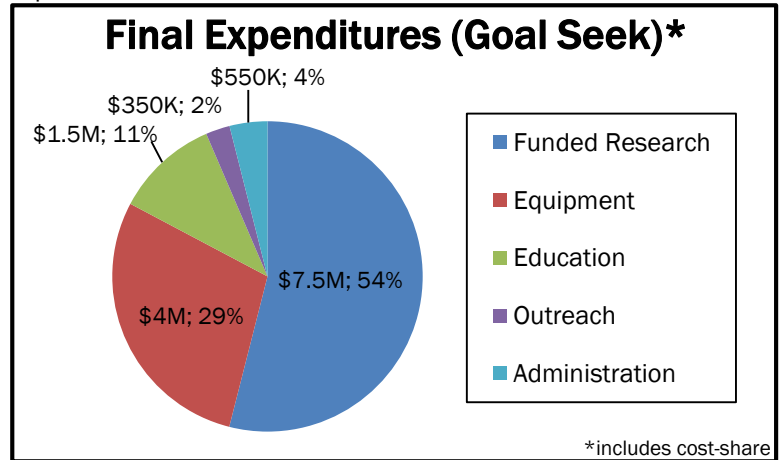
What are the major goals and objectives of the program?

The goals of the Connected Vehicle/Infrastructure University Transportation Center (CVI-UTC) are:

- Increased understanding and awareness of transportation issues
- Improved body of knowledge
- Improved processes, techniques and skills in addressing transportation issues
- Enlarged pool of trained transportation professionals
- Greater adoption of new technology

Focused on the following strategic goals:

- Safety
- State of Good Repair
- Economic Competitiveness
- Livable Communities
- Environmental Sustainability



What was accomplished under these goals?

During the July 1 to December 31, 2015 reporting period covered by this PPPR, the following was accomplished:

Major activities:

- Research projects: 13 projects ongoing, 6 projects completed and final reports pending, 5 final reports approved during this reporting period
- Funded UGA and GRA direct tuition and work study: 17 students supported during this reporting period (including many underrepresented students)
- Graduated 3 students (1 Master's, 2 Ph.D.); all 3 students were placed in employment post-graduation at private engineering practices, public institutions, or continued to pursue a higher degree
- 13 CVI applications developed, improved, or evaluated on CVI-UTC testbeds during this reporting period
- Continued data collection and research on the Smart Road and Northern Virginia Connected Vehicle Testbeds
- 17 presentations and publications that were submitted, accepted and/or published by national and international transportation conferences, institutions, and publishing entities during this reporting period
- VTTI, in collaboration with VT Civil and Environmental Engineering, Industrial Systems Engineering, Psychology, and Statistics academic departments, has implemented Human Factors of Transportation Safety Graduate Certificate Program
- Participated in the VDOT RoadEO and provided a demonstration of the CVI-UTC applications being developed to employees of the Virginia Department of Transportation and other event sponsors, August 6, 2015, Northern Virginia.
- Participated in the Virginia Science Festival Industry Day, September 25, 2015, Blacksburg, VA.
- CVI-UTC research displayed and demonstrated at VDOT Career Expo, October 8, 2015, Manassas, VA.
- Presented CVI-UTC research and facilitated a hands-on connected vehicle workshop activity with middle school girls interested in engineering at the Women in Transportation (WTS) Girls in Transportation Transportation YOU! outreach event, October 14, 2015, Richmond, VA.
- Hosted a high-level VIP demonstration of CVI-UTC research and applications on the Northern Virginia Connected Vehicle Test Bed, October 19, 2015, on I-395 in Washington, DC.
- CVI-UTC research displayed and demonstrated at the 1st Annual Hampton Roads Transportation Career Expo, October 21, 2015, Hampton, VA.
- Presented CVI-UTC research at the Virginia Smart Road Open House, October 23, 2015, Blacksburg, VA.

- Hosted and presented CVI-UTC research to many community groups, businesses, and academic groups during multiple tours of the Virginia Smart Road and VTTI facilities
- Continued website development and updated content

Specific objectives:

	Safety	State of Good Repair	Economic Competitiveness	Livable Communities	Environmental Sustainability
Major Activities:					
CVI-UTC research projects	X	X	X	X	X
Funded UGA and GRA direct tuition and work study	X		X	X	
Graduated 3 students and placed in employment or accepted for higher education	X	X	X	X	X
13 CVI applications developed, improved, or evaluated on CVI-UTC testbeds	X		X	X	
Continued data collection and research on the Smart Road and Northern Virginia Connected Vehicle Testbeds	X	X	X	X	X
17 presentations and publications submitted, accepted and/or published by national and international transportation conferences and institutions	X	X	X	X	X
Implemented Human Factors of Transportation Safety Graduate Certificate Program	X	X	X	X	X
Participated in the VDOT RoadEO	X	X	X	X	X
Participated in Virginia Science Festival Industry Day	X	X	X	X	X
CVI-UTC research displayed and demonstrated at VDOT Career Expo	X	X	X	X	X
Presented CVI-UTC research and outreach at WTS Girls in Transportation, Transportation YOU! event	X	X	X	X	X
Hosted high-level VIP demonstration of CVI-UTC research and applications on the Northern Virginia Connected Vehicle Test Bed	X	X	X	X	X
CVI-UTC research displayed and demonstrated at the 1st Annual Hampton Roads Transportation Career Expo	X	X	X	X	X
Presented CVI-UTC research at the Virginia Smart Road Open House	X	X	X	X	X
Hosted and presented CVI-UTC research to many community groups, businesses, and academic groups during multiple tours	X			X	
Continued website development and updated content	X	X	X	X	X

Significant results, including major findings, developments, and conclusions:

Five final reports finalized:

- **Safety, Operational, and Energy Impacts of In-Vehicle Adaptive Stop Displays Using Connected Vehicle Technology:** A. Noble (VTTI), T. Dingus (VTTI), Z. Doerzaph (VTTI), H. Rakha (VTTI), B. Katz (VT); finalized July 2015.
 - The performance of participants using the adaptive stop display indicates no difference in stopping behavior in terms of driver input when compared to a traditional stop sign. However, the increased level of compliance to the stop display is something that should be noted; participants were not missing valuable information and were more willing to stop when using the adaptive stop display.
 - A stop made in compliance with the adaptive stop display had a compliance level of 62.11 percent compared to a stop made at a traditional stop sign (12.44 percent compliance).
 - When participants were presented with the “proceed with caution” display, they exhibited more risk-averse behaviors that were appropriate when responding to situational changes that required higher levels of attention, such as an increase in traffic.
 - Mean glance durations and frequencies decreased rapidly with increased driver experience with the in-vehicle system.

- The mean eyes-off-road time and number of glances to the in-vehicle device when functioning normally are comparable to that of checking the speedometer (Dingus et al.¹).
- Participants were generally able to learn how to use the display quickly.
- Additionally, the number of glances to the display decreased to about one glance per intersection approach after the first six to eight exposures to the system.
- Scanning behaviors increased during situations of higher traffic levels, which was a sign that they were not relying totally on the system and still sought information from their surroundings before committing to proceeding through the intersection.
- For one intersection with an ADT of 1,950 vehicles per day controlled by adaptive stop display compared to traditional stop signs the savings to society in terms of CO₂ emissions is \$24,349.14 over 45 years.
- **Infrastructure Pavement Assessment & Management Applications Enabled by the Connected Vehicles Environment – Proof-of-Concept: S. Katicha (VTI), H. Zeng (UVA), H. Park (UVA), B. Smith (UVA), G. Flintsch (VTI); finalized September 2015.**
 - Proposed method can correctly identify between 80 and 93 percent of deficient pavement sections.
 - Transportation agencies should consider using this low-cost application for pavement condition network screening to identify locations where repairs are needed.
 - Application can serve as a surrogate pavement roughness assessment method for local transportation agencies.
- **An Innovative “Intelligent” Awareness System for Roadway Workers Using Dedicated Short-Range Communications: D. Bowman (VTI), T. Martin (VT); finalized October 2015.**
 - Approach enables detection of roadside workers in situations where existing solutions may fail due to visual occlusions or environmental conditions.
 - Experimental results show that the warning system can distinguish between a near miss, complete miss, and collision with a worker with 91% accuracy.
 - Accurate warnings can be provided 5 to 6 seconds before any potential collision, allowing time for mitigating solutions.
- **Infrastructure Safety Assessment Using Connected Vehicle Data: R. Kluger (UVA), B. Smith (UVA); finalized December 2015.**
 - Utilized naturalistic driving data to classify crash and near-crash events with elements of the Basic Safety Message (BSM).
 - Successfully developed a model to detect crashes and near-crashes and also designed a methodology to apply hot spot identification.
 - Project findings outline an approach to identify crash hotspots utilizing connected vehicle data, once testbed data is widely available.
- **Prototyping and Evaluating a Smartphone Dynamic Message Sign (DMS) Application in the CVI-UTC Test Bed: B. Smith (UVA), J. Ma (UVA); finalized December 2015.**
 - The developed VDMS application has satisfying technical performance in terms of battery life, latency, and location accuracy.
 - Positive attitude among participants (21 total) towards VDMS in terms of both usefulness and satisfaction.
 - Most participants (80.95 percent) perceived that VDMS is a safer way to receive information; most (66.67 percent) felt more comfortable receiving information from the VDMS compared to a DMS.

Four final reports submitted for approval:

- **Emergency Vehicle-to-Vehicle Communication: P. Murray-Tuite (VT); submitted December 2015, revisions pending.**

¹ Dingus, Thomas A., Klauer, Sheila G. (2008). The Relative Risks of Secondary Task Induced Driver Distraction SAE Technical Paper Series. Detroit, Michigan.

- Based on microsimulation, for a small network, pre-emption (without V2V communication) improved the emergency vehicle's (EV) travel time by approximately 1.5 – 5.0 minutes (11-37% improvement), depending on traffic volumes and cycle lengths.
- Increasing the desired speed of the EV had only small effects on its travel time in a congested network, where the EV's speed was limited by other vehicles on the road.
- For the simulation network and specified conditions, the benefits of V2V communication in addition to signal pre-emption were 20-32% improvement in the EV's travel time over scenarios with pre-emption alone.
- Based on a field test of a prototype, reaction times to messages were not equal to 2.7 seconds.
- A linear regression model of reaction times identified the following factors as significant: (1) preference for listening to loud music while driving, (2) speed at the time the brake is applied, (3) speed at the time the drivers take their feet off the accelerator, and (4) throttle position at the time the message is received.
- Based on these four variables, the model without an intercept gave the best R-squared value of 0.93. The estimated reaction times varied from 1.4 to 5.9 seconds.
- Numerical case analysis for a small, uniform section of roadway with a limited number of non-EVs revealed our mixed integer non-linear program is capable of optimizing the behavior of non-EVs to maximize the speed of the EV.
- **Field Demonstration of Cumulative Travel-time Responsive Intersection Control Algorithm under Connected Vehicle Technology: B. Park (UVA); submitted December 2015, revisions pending.**
 - The cumulative travel-time responsive (CTR) algorithm was enhanced by adopting adaptive Kalman filter (AFK) algorithm that works much better under low market penetration rates of connected vehicles. The AKF seems outperform existing actuated signal control at a lower market penetration rate of 15%.
 - Developed hardware in the loop simulation environment featuring actual controller used in the Northern Virginia, CID, and VISSIM microscopic traffic simulator.
 - A field testing of the Bluetooth readers indicated that the market penetration rate of the Bluetooth devices was much lower than expected – approximately 10% (compared to some literature indicating about 20%). This might lead to significant disadvantage in the field deployment.
- **Connected Vehicle Enabled Freeway Merge Management – Field Test: B. Smith (UVA); submitted October 2015, revisions pending.**
 - Based on the compliance data, it is evident that the highest compliance rates are achieved for large and medium gap size scenarios, with no significant difference of compliance rates between these gap sizes.
 - Though the small gap scenario has resulted in the lowest compliance rates (58%), it implies that some drivers were comfortable following advisories when available gaps were relatively smaller and accept gaps that they would have otherwise rejected. This indicates that the Merge Management Advisories have the potential to improve merging operation even in highly congested condition
 - A valuable lesson from this study is that it is important to design advisory messages in straightforward way so that drivers can readily understand and with which the desired outcomes are easily achieved.
 - In most cases, no significant differences in compliance rates between male and female participants were found.
 - Older participant drivers (65 years and above) demonstrated statistically significant lower compliance rate when compared with all other age groups.
 - In terms of response time, for both MCA and LCA strategy, we can observe similar trend in the average reaction times across the different gap sizes with comparatively slower response for VSL advisory. Also, as gap size decreased, the average reaction time also increased, this may be due to drivers becoming more cautious about lane changing as the available gap size decreased.

- **Connected Motorcycle System Performance: R. Viray (VTI), Z. Doerzaph (VT); submitted June 2015, revisions pending.**
 - Across the various tests, it was quite apparent that rider occlusion and ranges impacts communication performance. In situations where the motorcycle has direct line of sight with the vehicle, a noticeable increase in performance is seen.
 - For the dynamic range tests, it was observed that the forward mounted antenna had an overall wider communication range of -300m to +300m in the open sky environment. For the rear mounted antenna, a -300m to +100m in the open sky environment.
 - Having a wider overall communication range allows for effective detection of motorcycles in crash avoidance applications. Depending on the specific crash avoidance application, however, such distances may mean more or less in different configurations. For example, if a vehicle and a motorcycle are approaching each other head on, having a longer communication range in the ahead direction proves more valuable.

Fifteen research projects currently underway (*note results are preliminary as the project/analysis is ongoing):

- **Bicycle Naturalistic Data Collection: A. Jahangiri (VTI), H. Rakha (VTI), T. Dingus (VTI); ongoing.***
 - The following results were obtained using only a part of the data. The data collection is still ongoing and the results will be updated after completing the analysis for the entire data.
 - A naturalistic cycling data collection system was conducted that can be used to develop bicycle violation prediction models.
 - The system architecture that embodied cyclist violation prediction models was demonstrated. It was shown how connected vehicle technology can be adopted for different parts to communicate amongst themselves. Communication between different system entities was shown to have different purposes:
 1. Sending required variables for violation prediction models such as bicycle speed, acceleration, and current location.
 2. Sending warning to the drivers/riders in potential danger.
 3. Sending a “control change” order to change the signal setting.
 - In case of signal-controlled intersections, it was found that it is more likely that a cyclist violates a red light when making right turns. Also, the probability of red light violation decreases when there is side traffic at the intersection or when there is traffic in front of the cyclist.
 - In case of stop-controlled intersections, the likelihood of violating a stop sign increases when there is no side traffic or when the cyclist is younger.
 - Violation prediction models at stop-controlled intersections were developed. The model accuracy of about 94 percent was obtained when the time to intersection for the cyclist was about 2 seconds.
- **Mobile User Interface Development for the Virginia Connected Corridors: M. Mollenhauer (VTI); ongoing.***
 - This project has resulted in the development of the Northern Virginia Connected Vehicle Test Bed Mobile Application component of the overall connected vehicle program. The mobile application is an Android phone based application that provides the driving public in Northern Virginia with a downloadable user interface application where drivers can receive traveler information messages from the VDOT traffic operation systems and make reports of driving conditions back to a cloud system.
 - The mobile application has been designed to provide a configurable user interface and interaction model that is designed to be appropriate for use while driving. Distraction reducing features including large format visual message presentation, automated message filtering, text-to-speech message announcement, and a speech-to-text driver reporting capability.
 - The mobile application includes a best path message routing capability that will make use of DSRC message communication infrastructure when equipped with an on-board DSRC radio and within range or cellular data communications when the phone is stand-alone and not within range of a

- roadside DSRC radio unit. The result is a flexible system that can be used to present traveler information messages to drivers anywhere within the state of Virginia with a minimum Android smart phone device.
- The mobile app interfaces with the cloud computing environment to access a variety of messages that are constantly updated from VDOT Operations computing systems and the 511 Virginia driver information system. Categories of information include:
 - Traffic congestion messages indicating the location and duration of traffic backups
 - Traffic incident events such as crashes, stalled vehicles, special incidents such as sporting events, and other traffic relevant roadway anomalies
 - Special weather events such as slick bridges, snow packed roads, standing water, fog and rain
 - Work Zone information including general work zone locations and speeds, specific areas of work zones where work is actively occurring, and special driver instructions such as lane shifts or flagging operations, etc.
 - Dynamic message sign content such as the information that is currently shown on overhead signs along the Northern Virginia transportation corridors
 - Future additions to be added soon include ATM information regarding prescribed travel speeds, dynamic lane operations, and HOV requirements and EMS information regarding the presence and status of emergency responder vehicles
 - Drivers may use the system to report various roadway conditions to provide crowdsourced information back to the cloud computing environment. These reports are classified, validated, and converted into additional messaging for other drivers that happen to be navigating through the same area
 - **Field Testing of Eco-speed Control using Vehicle-to-infrastructure Communication: H. Rakha (VTI); ongoing.***
 - Fuel consumption of vehicles increased as the demand in the network grew with a more drastic increase beyond the peak volume.
 - Savings in fuel consumption were highest at 25 percent and 150 percent of the peak volume, with savings in the 13 to 30 percent range.
 - Savings in emissions followed the fuel consumption closely and includes carbon monoxide, hydrocarbon, carbon dioxide, and nitrogen oxide emissions.
 - Percentage change in delay was considerably different than that of energy or emissions (i.e., in the order of 38 to 65 percent).
 - Average fuel consumption for an individual vehicle increased gradually for lower penetration rates and had a decline for penetration rates of more than 75 percent.
 - Analysis of total delay incurred by an average vehicle showed a significant decrease for penetration rates beyond 75 percent.
 - Stopped delay reduced to 10 to 50 percent when the penetration rate was increased from 0 to 100 percent with the highest reduction for the lowest volume.
 - **Applications of Connected Vehicle Infrastructure Technologies to Enhance Transit Service Efficiency and Safety: Y. Lee (Morgan State), K. Hancock (VT), H. Rakha (VTI); ongoing.***
 - This project developed a rudimentary architectural framework for two CVI applications which is conceptual and designed to generically map communications and linkages between components that make up the applications:
 1. an application for dynamic demand-response transit (DRT) services and,
 2. an enhanced traveler safety application that allows individuals to notify a transit vehicle that they are within a specified distance of the vehicle's current stop.
 - A limited simulation was performed to evaluate the potential of using this location with respect to a transit vehicle to provide flexibility for that vehicle to remain at a stop for a limited time minimizing passenger wait time and exposure to potential safety issues, specifically during night operations. The simulation exposed some limitations in the initial design, specifically routes with closely spaced

- transit stops. The concept is valid but additional logic is necessary to ensure that information provided to both the driver and traveler is consistent and unambiguous.
- An annotated bibliography of resources used for this study was developed.
 - A handheld mobile app for users, a mobile app for transit drivers, and a management server program are being developed, and they are in the final debugging process.
 - A user mobile app can request a trip and users can confirm their travel and they can check the location of the bus.
 - Bus driver can check the locations of the users, bus stops, and who are going to board and alight, so they can make sure that all the passengers can be picked up.
 - Once the programs are finalized, the apps and the server program will be field-tested at Morgan State University for the following purposes
 - Communication between the handheld mobile app and the data server
 - GPS accuracy for the passenger safety purpose
 - Communication latency and droppage
 - Currently, surveys are being conducted to find out user perceptions whether this kind of user location based transit mobile app can improve ridership and safety (especially during the night time)
 - **Developing Connected Vehicle Freeway Speed Harmonization Algorithms: H. Rakha (VTTI), H. Chen (VTTI), M. Elhenawy (VTTI); ongoing.***
 - When the algorithm was applied, the speed of the equipped vehicles decreased gradually to restrict the arrival rates at the downstream bottleneck and mitigate traffic congestion.
 - With increased market penetration rates of the equipped vehicles, the discharge flow rate of the bottleneck was greater, the traffic stream delay was reduced, and vehicle emissions and fuel consumption levels were reduced.
 - **A Connected Vehicle-Enabled Virtual Dynamic Message Sign System Demonstration and Evaluation on the Virginia Connected Vehicle Testbed: H. Park (UVA), B. Smith (UVA), D. Recht (UVA); ongoing.***
 - The VDMS system is intended to be used by TOC operators; therefore, the operational testing of the VDMS system was conducted with actual operators at PSTOC and the results are being analyzed.
 - The goal of this operational testing is to evaluate the VDMS system as a tool to support TOC's efforts to manage traffic. More specifically, it is to gain feedback from TOC operators on the usability, and the effectiveness of the VDMS system as an information dissemination tool to support advanced traffic management.
 - **Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System: K. Sykes (VTTI), A. Noble (VTTI), Z. Doerzaph (VTTI); ongoing.***
 - According to the eye glance reduction analysis, all of the NHTSA distraction guidelines were met; therefore, the IVD would not be considered a distraction to drivers.
 - None of the in-vehicle alerts were distracting or annoying based on in-vehicle and post-drive survey responses.
 - When asked if they would use an in-vehicle device that provided HOV, lane management, speed limit, and VMS if such system existed, 98% of participants said they would use the device in both the pre-drive and post-drive surveys.
 - A vast majority of the participants found the in-vehicle VMS to be clear and concise based on post-drive survey responses (95%).
 - Of the twenty-seven participants who provided price ranges, 48% were willing to pay \$100 - \$500 for the in-vehicle system.
 - **Reducing School Bus/Light-Vehicle Conflicts Through Connected Vehicle Communications: K. Donoughe (VTTI), A. Alden (VTTI); ongoing.***
 - Initial analysis of results indicate that the "school bus ahead" alert provided by the on-board HMI was effective at providing an enhanced awareness of school bus loading ahead.

- **Intersection Management using In-vehicle Speed Advisory/Adaptation: H. Rakha (VTI), I. Zohdy (VT); ongoing.***
 - iCACC has the ability to model any type of intersection control and accepts the following inputs: approach volumes, intersection characteristics, weather conditions, vehicle specifications, and the percentage of equipped vehicles at the intersection.
 - iCACC optimizes all levels of automation, from legacy vehicles to fully autonomous vehicles. (Video may be found at: <http://bit.ly/iCACC>).
 - The iCACC system logic was compared to conventional intersection control in terms of delay and fuel consumed on a per-vehicle basis for different traffic demand cases (16 cases); simulation results showed significant savings by using the iCACC tool compared to other conventional controls (signal, stop-sign, and/or roundabout) for the same demand level.
- **Connected Motorcycle Crash Warning Interfaces: M. Song (VTI), S. McLaughlin (VTI), Z. Doerzaph (VTI); ongoing.***
 - Connected vehicle technology (CVT) - based motorcycle crash warning systems (CWS), through its prototype crash warning interface (CWI) and applications, delivered positive impact on participants and was considered beneficial.
 - Combined auditory and haptic displays show considerable promise for implementation.
 - Auditory display using in-helmet headset system was successful in presenting warnings. The presentation of directional information turned out to be a weak point, using speech in addition to various channels may be a good solution.
 - Riders could easily distinguish between the haptic warnings and handlebar vibration. As with visual displays, the haptic design performed well at presenting directional information.
 - Visor-mounted LED light strips were level with eyes which make them hard to be ignored. However, naïve users may look at them when triggered. Moving the strips further apart, deep into the peripheral vision or up to the edge of the visor might discourage riders from looking directly at them and getting distracted.
 - Mirror-mounted LED light strips were good for situations like lane changes when mirrors are more likely to be checked.
 - Environment could influence the performance of CWI, so it would make sense to develop a smarter CWI by adjusting alerts based on environmental measure, such as self-adjusted brightness of visual alerts based on lighting conditions.
 - CWS applications overall received slightly lower scores from sport riders than cruiser and touring riders, who might put more emphasis on riding comfort and safety. Cruiser and touring riders preferred the in-helmet headset over other displays, while sport riders showed no preference.
 - Style and better integration of motorcycle CWSs would help improve their acceptance. Incorporating additional capabilities into protective gear and helmets will likely promote adoption by riders.
 - Findings would not only benefit CVT based motorcycle CWS design, but also traditional CWS design for motorcycles.
- **Connected Vehicle Virginia Test Bed System Performance: R. Viray (VTI), Z. Doerzaph (VTI); ongoing.***
 - Evaluated the performance by assessing three standard communication parameters: Packet Error Rate, Latency and Inter-Packet Gap.
 - Associated with several intrinsic and extrinsic factors including heading, speed, ahead, across, range, roundabouts.
 - Initial results indicate that physical obstacles in the roadway may be impacting communication performance between vehicles and RSEs. Such obstacles include overpasses, underpasses, highway barrier walls, and/or tree foliage.
- **Vehicle-Based BSM Generator for Accelerating Deployment: R. Viray (VTI), Z. Doerzaph (VTI); ongoing.***

- The team has developed an algorithm that estimates the velocity and GPS position of radar targets from the perspective of a moving host vehicle.
- This algorithm was improved upon through iterations of validation with Model Deployment naturalistic driving data.
- The research team has developed an on-board vehicle system that utilizes the algorithm to transmit dynamic BSMS on behalf of remote vehicles that are not equipped with connected vehicle technologies.
- The system can transmit BSMS on behalf of up to 4 non-connected vehicles at one time.
- Testing the system in a controlled environment yielded data that is currently being used to further improve the algorithm.
- **Connected Vehicle Applications for Adaptive Overhead Lighting: M. Palmer (VTI), R. Gibbons (VTI), A. Medina (VTI); ongoing.***
 - Survey results indicate acceptance of the on-demand lighting concept with participants often rating the system to be safe for the speeds they were driving (35 and 55mph).
 - Participants were able to detect pedestrians on the side of the road under the on-demand conditions nearly as well as under the continuous lighting conditions, but the differences were not statistically significant.
- **Next-Generation Transit Signal Priority with Connected Vehicle Technology: B. Park (UVA), J. Hu (UVA), Y. Lee (Morgan State); ongoing.***
 - Field evaluation test confirmed that the transit signal priority (TSP) under connected vehicle technology work as expected.
 - A simulation-based study shows that the TSP under Connected Vehicle significantly improves both bus travel time as well as network delay when compared to Conventional TSP and No TSP cases.
 - TSP under connected vehicle developed in this study can handle multiple buses as well as coordination with adjacent intersections.
- **Measuring User Acceptance of and Willingness-to-pay for CVI Technology: H. Shin (Morgan State), M. Callow (Morgan State), Y. Lee (Morgan State), A. Farkas (Morgan State); ongoing.***
 - Participants generally accept selected connected-vehicle technologies.
 - Results to date indicate that price will be the main factor in deciding to purchase a connected-vehicle technology, and safety benefits are most appealing to drivers.
 - Comparisons of willingness-to-pay with several socioeconomic variables found that drivers between the ages of 40 and 49, African-Americans, those with less than a bachelor's degree, and a higher budget for vehicle purchase are positively related to willingness-to-pay.
 - Early adopters or innovators of connected-vehicle technologies are willing to pay more for such systems.

Key outcomes or other achievements:

The Northern Virginia Connected Vehicle and Virginia Smart Road Test Beds are now completely operational allowing translational research toward deployment to be conducted. All 24 CVI-UTC research activities have either been completed or are currently underway and many are utilizing the test bed environments. The 13 connected vehicle applications which have been developed by CVI-UTC research projects are currently being evaluated for real-world deployment on the Northern Virginia Connected Vehicle Test Bed through the CVI-UTC research project "Mobile User Interface Development for the Virginia Connected Corridors". This research project will aid in the next phase of application development and ultimate deployment of CVI systems in Northern Virginia.

Discussion of stated goals not met:

Nothing to report.

What opportunities for training and professional development has the program provided?

Educational programming completed this reporting period includes:

- Human Factors of Transportation Safety Graduate Certificate Program
- Virginia Science Festival Industry Day

- VDOT Career Expo
- Women in Transportation (WTS) Girls in Transportation, Transportation YOU!
- 1st Annual Hampton Roads Transportation Career Expo
- Virginia Smart Road Open House
- Presented CVI-UTC research to many community groups, businesses, and academic groups during multiple tours of the Virginia Smart Road and VTTI facilities

Because this is the last year (ending July 2016) of the CVI-UTC under the FY2012 grant funding period, we will continue to look for outreach opportunities, but in general, will continue with those activities already underway.

How have the results been disseminated? If so, in what ways?

Our main source of dissemination has been through publishing research results in national and international archival journals. We have also utilized invitations to speak at conferences, conference presentations, and general attendance in professional conferences and networking events hosted by consortium universities or large scale industry events to disseminate research results to a professional audience, as well as utilized virtual sources, such as our UTC website and the TRB database to disseminate results.

In addition, a high-level VIP demonstration of CVI-UTC research and applications on the Northern Virginia Connected Vehicle Test Bed was conducted in October 2015. This event was well-attended by a host of high-level attendees including Virginia State Senator Mark Warner, U.S. DOT Assistant Secretary for Research and Technology Greg Warner, Virginia Tech President Timothy Sands, Virginia Secretary of Technology Karen Jackson, National Highway Traffic Safety Administration Administrator Mark Rosekind, Virginia Department of Transportation Commissioner Charles Kilpatrick, Virginia Department of Motor Vehicles Commissioner Richard Holcomb, and other state and federal officials as well as numerous media outlets including CNN, USA Today, The Washington Post, Richmond Times Dispatch, WTOP, NBC Washington, and others, which were given the opportunity to experience automated and connected vehicle capabilities, such as those developed via the CVI-UTC.

What do you plan to do during the next reporting period to accomplish the goal's end objectives?

During the next reporting period, the CVI-UTC will continue ongoing research projects, continue CVI application development, produce final reports, and disseminate research through presentations and publications. The results of these research projects will aid in the deployment of upcoming systems. Our outreach goals will be filled through continued activities which present CVI-UTC research to the public. In addition, all CVI-UTC projects will be completed during the next reporting period, and therefore numerous publications and presentations are expected to result from the research performed, including research presented at the TRB Annual Meeting, SAE Government/Industry Meeting, ITS America, Lifesavers, and SAE World Congress conferences. During the next reporting period, the CVI-UTC will close out the grant, as scheduled.

Products

What has the program produced?

- **Research Presentations:**

The following are research presentations from CVI-UTC research projects that were submitted, accepted and/or published during this reporting period (July 1 – December 31, 2015).

- Zeng, H., Smith, L.B., & Park, H. (2015, November). A Smartphone-enabled Application for Pavement Condition Monitoring. Poster presented at Connected and Automated Vehicles: the 9th University Transportation Centers Spotlight Conference, Washington, DC.
- Jahangiri, A., H.A. Rakha, and T.A. Dingus, Developing a System Architecture for Cyclist Violation Prediction Models Incorporating Naturalistic Cycling Data. 6th International Conference on Applied Human Factors and Ergonomics 2015.
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- Sykes, K.P., Noble, A.M., Neurauder, M.L., Doerzaph, Z.R., Murray-Tuite, P.M., & Dingus, T.A. (2015, November). Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System. Poster presented at the 9th University Transportation Center (UTC) Spotlight Conference: Connected and Automated Vehicles, Washington, D.C.
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- Kristen Hines, Wallace Lages, Namitha Somasundaram, Thomas Martin (2015, September). Protecting workers with smart e-vest. Poster presented at UbiComp 2015, Osaka, Japan.
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- **Websites; other Internet:**

CVI-UTC maintains a website to document consortium-related activity (<http://www.connectedvehicleinfrastructure-utc.org>)
- **Technologies, techniques:**

Many research projects are currently underway and several have completed experimental activities which designed, developed, improved or evaluated CVI applications. The CVI applications that were developed during the reporting period include the following:

- A V2V communication prototype was developed by VTTI that 1) provided an alert via the vehicle's infotainment system in the vehicle and 2) instructed drivers to move to the left, move to the right, or stay put. (CVI-UTC project: Emergency Vehicle-to-Vehicle Communication)
- An advanced messaging application was developed on a smart phone (Android platform) through this research project which provides drivers with information about road conditions ahead. This application works with DSRC and LTE communications and allows a substantial component of connected vehicle technology to be experienced by a large number of users, without the cost of purchasing a new vehicle, allowing for rapid, near-term deployment of connected vehicle technology (CVI-UTC project: Mobile User Interface Development for the Virginia Connected Corridors)
- A Virtual Dynamic Message Sign (VDMS) system was developed by the UVA CTS team, in collaboration with VTTI, which 1) provides audio messages of existing text messages on Dynamic Message Signs (DMSs) to drivers, and also 2) can be used to create additional virtual DMSs for better traffic operations. (CVI-UTC project: Prototyping and Evaluating a Smart Phone Dynamic Message Sign Application in the CVI-UTC Testbed)
- The UVA CTS team developed a more advanced, second generation of the Virtual Dynamic Message Sign (VDMS) system that is fully integrated in the DSRC environment of the Virginia Connected Vehicle Testbed, suitable for demonstration and evaluation. To provide more specifics, highlights of the enhancement of the VDMS system include: 1) this system utilizes four DSRC-based Roadside Equipment (RSE) for communications, 2) the VDMS manager software application has the capability to virtually "build" (or create) new DMSs as opposed to only using the geographic zones corresponding to fixed existing DMSs, and 3) the information to be presented can be customized to provide more details. (CVI-UTC project: A Connected Vehicle-Enabled Virtual Dynamic Message Sign System Demonstration and Evaluation on the Virginia Connected Vehicle Testbed)
- An in-vehicle application was developed which provided HOV, lane management, speed limit, and variable message signs to drivers while they traveled along a section of I-66 along the Northern Virginia Connected Vehicle Test Bed. The application also deployed various alerts to notify the driver when information was updated. (CVI-UTC project: Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System)
- A CTR algorithm has been developed and enhanced by adopting an adaptive Kalman filter algorithm. (CVI-UTC project: Field Demonstration of Cumulative Travel-time Responsive Intersection Control Algorithm under Connected Vehicle Technology)
- An application for providing an alert to driver's approaching a loading school bus was developed and evaluated for driver response and overall efficacy. (CVI-UTC project: Reducing School Bus/Light-Vehicle Conflicts Through Connected Vehicle Communications)
- A test control application was developed to send merge advisories. (CVI-UTC project: Connected Vehicle-Enabled Freeway Merge Management – Field Test)
- A Road Side Equipment (RSE) Basic Safety Message (BSM) generator was developed to run on the RSE and generate BSM traffic data across the Northern Virginia Connected Vehicle Test Bed network. For this application, the user has the ability to define the transmission frequency and total number of BSMs to generate. The primary purpose of this application is to test the scalability of the end-to-end test bed network. (CVI-UTC project: Connected Vehicle Virginia Test Bed System Performance)
- An algorithm and software application was developed to generate a BSM using VTTI-equipped forward radar, transmitted over the air. (CVI-UTC project: Vehicle-based BSM Generator for Accelerating Deployment)

- A user location-based mobile application and server program are under development to request and provide transit services. (CVI-UTC project: Applications of Connected Vehicle Infrastructure Technologies to Enhance Transit Service Efficiency and Safety)
- A Transit Signal Priority (TSP) application has been developed and tested on the Virginia Smart Road. (CVI-UTC project: Next Generation Transit Signal Priority with Connected Vehicle Technology)
- A naturalistic cycling data collection system was developed that can be used to develop bicycle violation prediction models. (CVI-UTC project: Bicycle Naturalistic Data Collection)
- **Inventions, patent applications, licenses:**
Nothing to report.
- **Other:**
Nothing to report.

Participants & Collaborating Organizations

Have collaborators or contacts been involved?

- Collaborations with others within the lead or partner universities, especially interdepartmental or interdisciplinary collaborations:
 - “Applications of Connected Vehicle Infrastructure Technologies to Enhance Transit Service Efficiency and Safety”: VT and Morgan State
 - “A Connected Vehicle-Enabled Virtual Dynamic Message Sign System Demonstration and Evaluation on the Virginia Connected Vehicle Testbed”: UVA CTS and VTTI
 - “Connected Vehicle-Enabled Freeway Merge Management – Field Test”: UVA and VTTI
 - “Next Generation Transit Signal Priority with Connected Vehicle Technology”: UVA and Morgan State
- Collaborations or contact with others outside the UTC:
 - “A Connected Vehicle-Enabled Virtual Dynamic Message Sign System Demonstration and Evaluation on the Virginia Connected Vehicle Testbed”: UVA CTS has been working with the McConnell Public Safety and Traffic Operation Center (PSTOC) of VDOT in Fairfax, VA. The VDMS system will be demonstrated to the staff of PSTOC and used by the PSTOC operators for an operational testing.
 - “Field Demonstration of Cumulative Travel-time Responsive Intersection Control Algorithm under Connected Vehicle Technology”: UVA collaborated with Joyoung Lee, Assistant Professor at New Jersey Institute of Technology.
 - “Reducing School Bus/Light-Vehicle Conflicts through Connected Vehicle Communications”: VTTI collaborated with Leidos (Brian Katz) who contributed resources (loan of a school bus) for completion of the study.
 - “Connected Vehicle Virginia Test Bed System Performance”: VTTI collaborated with Iteris, which provided Intelligent Transportation System networking support services for the test corridor in Northern Virginia.
- Collaborations or contacts with others outside of the United States or with an international organization:
 - “Field Demonstration of Cumulative Travel-time Responsive Intersection Control Algorithm under Connected Vehicle Technology”: UVA collaborated with Sang H. Son and the Cyber Physical System Center at DGIST in South Korea.
 - “Connected Vehicle Virginia Test Bed System Performance”: VTTI collaborated with Miguel Sepulcre at the Ubiquitous Wireless Communications Research Laboratory Uwicore, Signal Theory and Communications Division, University Miguel Hernández for access to real-world collected V2I communications traces for comparative analysis.
 - “Next Generation Transit Signal Priority with Connected Vehicle Technology”: UVA collaborated with the Cyber Physical System Center at DGIST in South Korea.

Impact

What is the impact on the development of the principal discipline(s) of the program?

With the completion of the Northern Virginia and Smart Road test beds, the research being conducted under the CVI-UTC has moved into a translational research phase, where the applications that are being developed to assist travelers and the overall roadway transportation system are moving toward the ultimate goal of deployment of CVI technologies. In particular, the mobile application that is being developed as part of the CVI-UTC research project “Mobile User Interface Development for the Virginia Connected Corridors” is transferring technology by providing drivers in Northern Virginia a downloadable user interface application where drivers can receive traveler information messages from the VDOT traffic operation systems and make reports of driving conditions back to a cloud system, actualizing the results of many CVI-UTC research projects. These CVI technologies will also greatly aid in paving the way to connected automation, enabling vehicles to communicate with one another and the infrastructure, and respond accordingly. During the high-level VIP demonstration of CVI-UTC research and applications on the Northern Virginia Connected Vehicle Test Bed, examples of connected automation were exhibited, with such scenarios as receiving information about an upcoming work zone through CVI technologies and responding through automated technologies, such as automatically braking to safe work zone speed and to avoid roadway workers.

In addition, the CVI-UTC is continuing to conduct outreach activities, education and workforce development programming within and between the consortium universities, and seeking outside collaboration and participation toward the goal of CVI technology deployment.

What is the impact on other disciplines?

The CVI-UTC has continued to conduct education and outreach activities which increase awareness about CVI technology across multiple disciplines. Major educational outreach events during this reporting period include:

- Virginia Science Festival Industry Day
- VDOT Career Expo
- Women in Transportation (WTS) Girls in Transportation, Transportation YOU!
- 1st Annual Hampton Roads Transportation Career Expo
- Virginia Smart Road Open House
- Presented CVI-UTC research to many community groups, businesses, and academic groups during multiple tours of the Virginia Smart Road and VTTI facilities

In addition, a new certificate program has been developed which a number of students participating in CVI-UTC projects are enrolled in. The Human Factors of Transportation Safety Graduate Certificate Program (HFTS GCP) focuses on the driver characteristics, states, behaviors, and performance factors that, in interaction with vehicle, traffic, and roadway factors, have a major influence not only on mitigating the deleterious effects of crashes, but on actively avoiding them altogether. This program integrates the strengths of VTTI in partnership with Civil and Environmental Engineering, Industrial and Systems Engineering, Psychology, and Statistics academic departments. The program currently has 6 students enrolled and more are expected in the coming terms.

What is the impact on the development of transportation workforce development?

During this reporting period, the CVI-UTC supported 17 undergraduate, masters, and Ph.D. level students at the consortium universities. The research projects conducted under the CVI-UTC provided opportunities for the students to conduct research, many toward course projects, theses, and dissertations, and gain valuable knowledge and training in the transportation field toward future employment.

In addition, Morgan State’s participation in our UTC has been able to majorly affect underrepresented groups through their research projects and outreach and education opportunities. By inner-consortium research work with Morgan State, this has allowed UVA and VTTI to work with more underrepresented groups. Morgan State also directly offers programs for Baltimore-area high school students and teachers, which include underrepresented populations, and has allowed UTC research to directly affect future generations of potential engineers and human factors professionals.

Furthermore, the CVI-UTC funds many females and other individuals from other underrepresented groups across all consortium universities, many of which have a lead role in research projects. The CVI-UTC has sought to provide opportunities for members of underrepresented groups to gain experience in transportation through research projects.

- The following students worked on and were educated under the grant during this reporting period (July 1 – December 31, 2015):
 - **Alona Green** (UGA, Morgan State University) Working on “A Connected Vehicle-Enabled Virtual Dynamic Message Sign System Demonstration and Evaluation” under the direction of Dr. Brian Smith.
 - **K. Fitzgerald** (undergraduate, VT) Working on “Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System” under the direction of Dr. Zachary Doerzaph.
 - **L. Bonett-Endara** (undergraduate, VT) Working on “Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System” under the direction of Dr. Zachary Doerzaph.
 - **E. Roberson** (undergraduate, VT) Working on “Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System” under the direction of Dr. Zachary Doerzaph.
 - **W. Smith** (undergraduate, VT) Working on “Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System” under the direction of Dr. Zachary Doerzaph.
 - **Kayla Sykes** (GRA, VTTI) Working on “Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System” as the PI under the direction of Dr. Zachary Doerzaph.
 - **Arnab Gupta** (GRA, VTTI) Working on “Connected Vehicle System Performance” under the direction of Dr. Zachary Doerzaph.
 - **Abhijit Sarkar** (GRA, VTTI) Working on “Connected Vehicle Virginia Test Bed System Performance” under the direction of Dr. Zachary Doerzaph.
 - **Seongah Hong** (GRA, UVA) Working on “Field Demonstration of Cumulative Travel-time Responsive Intersection Control Algorithm under Connected Vehicle Technology” under the direction of Dr. Brian Park.
 - **Robert Kluger** (GRA, UVA) Working on “Infrastructure Safety Assessment Using Connected Vehicle Data” under the direction of Dr. Brian L. Smith.
 - **David Recht** (GRA, UVA) Working on “A Connected Vehicle-Enabled Virtual Dynamic Message Sign System Demonstration and Evaluation on the Virginia Connected Vehicle Testbed” under the direction of Dr. Brian Smith.
 - **Kyungwon Kang** (GRA, VTTI) Working on “Field Testing of Eco-Speed Control using V2I Communication” under the direction of Dr. Hesham Rakha.
 - **Alex Noble** (GRA, VTTI) Working on “Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System” and “Connected Vehicle System Performance” under the direction of Dr. Zachary Doerzaph.
 - **Hossam Abdelghaffar** (GRA, VTTI) Working on “Developing Connected Vehicle Freeway Speed Harmonization Algorithms” under the direction of Dr. Hesham Rakha.
 - **Karim Fadhoun** (GRA, VTTI) Working on “Developing Connected Vehicle Freeway Speed Harmonization Algorithms” under the direction of Dr. Hesham Rakha.
 - **Abdallah Mahmoud** (GRA, VTTI) Working on “Developing Connected Vehicle Freeway Speed Harmonization Algorithms” under the direction of Dr. Hesham Rakha.
 - **Seyedehsan Dadvar** (GRA, MSU) Working on “Next Generation Transit Signal Priority with Connected Vehicle Technology” under the direction of Dr. Young-Jae Lee.

What is the impact on physical, institutional, and information resources at the university or other partner institutions?

The grant money has been instrumental in providing the foundation for the Northern Virginia and Virginia Smart Road Connected Vehicle Test Beds and the connected vehicle and connected motorcycle fleets which are used to perform research and collect data for the CVI-UTC research projects. These resources have offered the consortium universities opportunities for research that would not have been possible without this grant. In addition, the grant funding has allowed educational and outreach programs to be implemented and/or continue at consortium universities that would not have been possible otherwise.

What is the impact on technology transfer?

Results of CVI-UTC research are continuing to be disseminated through national and international journals and publications, conferences, and through outreach and educational events, facilitating technology transfer to students, researchers, and the general public. In addition, multiple graduate student theses and dissertations have been or are expected to be published during this period and in the coming months as a result of CVI-UTC research. Through these avenues, it is expected that results from CVI-UTC research will have a translational impact on the future of CVI technologies, being used extensively to inform emerging connected vehicle deployments. The CVI-UTC is laying the groundwork for CVI technology, with the ultimate goal of deploying this technology such that lives may be saved, mobility improved, and positive impacts made on the environment.

In addition, the mobile application that is being developed as part of the CVI-UTC research project “Mobile User Interface Development for the Virginia Connected Corridors” completes the link between the cloud computing environment and its available data sources and the end user (the driver). This application makes it possible to finally deploy advanced messaging capabilities (or any application outputs) to large numbers of drivers operating on the Northern Virginia Connected Vehicle Test Bed. The mobile application uses open message standards and addressing methods to provide a flexible development and deployment platform through which any application developer working through the cloud computing environment may provide informational messages back to a driver operating on the Northern Virginia roadway system. Development under this project focused primarily on the development of the Android cell phone application but it also provided the data flow and connectivity between other components of the Northern Virginia Connected Vehicle Test Bed.

What is the impact on society beyond science and technology?

The CVI-UTC is likely to make an impact beyond STEM or academia because the CVI-UTC encourages safety, affordability, and practicality for every transportation consumer in America. As a result of the research the CVI-UTC is completing, the outreach and education opportunities, and the technical development of CVI technology, applications have been or are being currently tested in a real-world environment on the Northern Virginia Connected Vehicle Test Bed. In particular, the mobile application that is being developed as part of the CVI-UTC research project “Mobile User Interface Development for the Virginia Connected Corridors” provides VDOT with a mobile phone application that can be downloaded by the general public to begin receiving important traveler information messages that may improve safety and mobility. The application and supporting a cloud computing environment are ready for early stage deployment. The basic user interface and data communications capability can be used to expand the mobile application capabilities easily to include other connected vehicle applications. The mobile application is directly tied into the cloud computing environment used on the Northern Virginia Connected Vehicle Test Bed and it can be easily be scaled to large driver penetration as drivers begin to adopt the system. The mobile application empowers VDOT to build and assess new connected vehicle applications rapidly and test them on a corridor-wide basis. Immediate benefits may be realized as the mobile application is functioning using live VDOT data and providing information to drivers through a broader means than has ever been made available before.

Changes/Problems**Changes in approach and reasons for change:**

Nothing to report.

Actual or anticipated problems or delays and actions or plans to resolve them:

Nothing to report.

Changes that have a significant impact on expenditures:

Nothing to report.

Significant changes in use or care of animals, human subjects, and biohazards:

Nothing to report.

Additional Information Regarding Products and Impacts**Outputs:****Research projects awarded:**

	Safety	State of Good Repair	Economic Competitiveness	Livable Communities	Environmental Sustainability
Research Projects:					
Safety and Human Factors of Adaptive Stop/Yield Signs Using Connected Vehicle Infrastructure	X	X	X	X	X
Connected Vehicle Applications for Adaptive Overhead Lighting	X	X	X	X	X
Intersection Management Using In-Vehicle Speed Advisory/Adaptation	X		X		X
Field Testing of Eco-Speed Control Using V2I Communication	X		X		X
An Innovative "Intelligent" Awareness System for Work Zone Workers Using Dedicated Short-Range Communications	X	X		X	
Emergency Vehicle to Vehicle Communication	X			X	
Connected Vehicle Enabled Freeway Merge Management - Field Test	X				
Infrastructure Safety Assessment Using Connected Vehicle Data	X	X	X	X	X
Infrastructure Pavement Assessment and Management Applications Enabled by the Connected Vehicle Environment Research Program - Phase I: Proof-of-Concept	X	X	X	X	X
Connected Vehicle-Infrastructure Application Development for Addressing Safety and Congestion Issues Related to Public Transportation, Pedestrians, and Bicyclists	X	X	X	X	X
Connected Motorcycle Crash Warning Interfaces	X				
Connected Motorcycle System Performance	X				
Developing and Evaluating a Smartphone Application Aimed at Reducing Crashes Involving Bicyclists	X			X	
Developing Connected Vehicle Freeway Speed Harmonization Algorithms	X		X		X
Reducing Bus/Light-Vehicle Conflicts Through Connected Vehicle Communication	X			X	
Next Generation Transit Signal Priority with Connected Vehicle Technology	X		X		X
Prototyping and Evaluating Smart Phone Dynamic Message Sign Application in the CVI-UTC Testbed	X	X	X	X	X
Measuring User Acceptance of and Willingness to Pay for CVI Technology	X	X	X	X	X
A Connected Vehicle-Enabled Virtual Dynamic Message Sign System Demonstration and Evaluation on the Virginia Connected Vehicle Testbed	X	X	X	X	X
Connected Vehicle Virginia Test Bed System Performance	X	X	X	X	
Vehicle Based BSM Generator for Accelerating Deployment	X	X	X	X	
Effect of In-Vehicle ATDM on Traffic Management, Distraction, and Desirability	X	X	X	X	X
Field Demonstration of Cumulative Travel-time Responsive Intersection Control Algorithm under Connected Vehicle Technology	X		X		X
Mobile User Interface Development for the Virginia Connected Corridors	X	X	X	X	X

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- **Publications:**

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- Investigating Drivers' Response Time To Freeway Merge Management Advisory Messages In A Connected Vehicle Environment (Accepted for presentation and reviewed for publication in Transp. Res. Rec. J. Transp. Res. Board, 2016)

- **Websites; other Internet:**

CVI-UTC maintains a website to document consortium-related activity (<http://www.connectedvehicleinfrastructure-utc.org>)

- **Technologies, techniques:**

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- V2V communication prototype (CVI-UTC project: Emergency Vehicle-to-Vehicle Communication)
- Advanced messaging application (CVI-UTC project: Mobile User Interface Development for the Virginia Connected Corridors)
- Virtual Dynamic Message Sign (VDMS) system (CVI-UTC project: Prototyping and Evaluating a Smart Phone Dynamic Message Sign Application in the CVI-UTC Testbed)

- Advanced, second generation of the Virtual Dynamic Message Sign (VDMS) system (CVI-UTC project: A Connected Vehicle-Enabled Virtual Dynamic Message Sign System Demonstration and Evaluation on the Virginia Connected Vehicle Testbed)
- An in-vehicle application (CVI-UTC project: Human Factors Evaluation of an In-Vehicle Active Traffic and Demand Management (ATDM) System)
- CTR algorithm (CVI-UTC project: Field Demonstration of Cumulative Travel-time Responsive Intersection Control Algorithm under Connected Vehicle Technology)
- School bus alert application (CVI-UTC project: Reducing School Bus/Light-Vehicle Conflicts Through Connected Vehicle Communications)
- Test control application (CVI-UTC project: Connected Vehicle-Enabled Freeway Merge Management – Field Test)
- Road Side Equipment (RSE) Basic Safety Message (BSM) generator (CVI-UTC project: Connected Vehicle Virginia Test Bed System Performance)
- Algorithm and software application (CVI-UTC project: Vehicle-based BSM Generator for Accelerating Deployment)
- User location-based mobile application and server program (CVI-UTC project: Applications of Connected Vehicle Infrastructure Technologies to Enhance Transit Service Efficiency and Safety)
- Transit Signal Priority (TSP) application (CVI-UTC project: Next Generation Transit Signal Priority with Connected Vehicle Technology)
- Naturalistic cycling data collection system (CVI-UTC project: Bicycle Naturalistic Data Collection)
- **Outreach Activities:**
 - Virginia Science Festival Industry Day
 - VDOT Career Expo
 - Women in Transportation (WTS) Girls in Transportation, Transportation YOU!
 - 1st Annual Hampton Roads Transportation Career Expo
 - Virginia Smart Road Open House
 - Presented CVI-UTC research to many community groups, businesses, and academic groups during multiple tours of the Virginia Smart Road and VTTI facilities

Outcomes:

	Increased understanding and awareness of transportation issues:	Improved body of knowledge:	Improved processes, techniques and skills in addressing transportation issues:	Enlarged pool of trained transportation professionals:	Greater adoption of new technology:
CVI-UTC research projects	X	X	X	X	X
Funded UGA and GRA direct tuition and work study	X			X	
Graduated 3 students and placed in employment or accepted for higher education	X	X	X	X	X
13 CVI applications developed, improved, or evaluated on CVI-UTC testbeds	X	X	X	X	X
Continued data collection and research on the Smart Road and Northern Virginia Connected Vehicle Testbeds	X	X	X	X	X
17 presentations and publications submitted, accepted and/or published by national and international transportation conferences and institutions	X	X	X	X	X
Implemented Human Factors of Transportation Safety Graduate Certificate Program	X	X	X	X	
Participated in the VDOT RoadEO	X	X		X	X
Participated in Virginia Science Festival Industry Day	X	X			X
CVI-UTC research displayed and demonstrated at VDOT Career Expo	X	X			X
Presented CVI-UTC research and outreach at WTS Girls in Transportation, Transportation YOU! event	X				X
Hosted high-level VIP demonstration of CVI-UTC research and applications on the Northern Virginia Connected Vehicle Test Bed	X	X			X
CVI-UTC research displayed and demonstrated at the 1st Annual Hampton Roads Transportation Career Expo	X	X			X

	Increased understanding and awareness of transportation issues:	Improved body of knowledge:	Improved processes, techniques and skills in addressing transportation issues:	Enlarged pool of trained transportation professionals:	Greater adoption of new technology:
Presented CVI-UTC research at the Virginia Smart Road Open House	X	X			X
Hosted and presented CVI-UTC research to many community groups, businesses, and academic groups during multiple tours	X				
Continued website development and updated content		X		X	

Impacts:

	Safer driver behavior:	Increased travel time reliability:	Increased intermodal transportation operations:	Reduction in carbon and other harmful emissions from transportation sources:
CVI-UTC research projects	X	X	X	X
Funded UGA and GRA direct tuition and work study	X	X	X	X
Graduated 3 students and placed in employment or accepted for higher education	X	X	X	X
13 CVI applications developed, improved, or evaluated on CVI-UTC testbeds	X	X	X	X
Continued data collection and research on the Smart Road and Northern Virginia Connected Vehicle Testbeds	X	X	X	X
17 presentations and publications submitted, accepted and/or published by national and international transportation conferences and institutions	X	X	X	X
Implemented Human Factors of Transportation Safety Graduate Certificate Program	X	X	X	X
Participated in the VDOT RoadEO	X			
Participated in Virginia Science Festival Industry Day	X			
CVI-UTC research displayed and demonstrated at VDOT Career Expo	X			
Presented CVI-UTC research and outreach at WTS Girls in Transportation, Transportation YOU! event	X			
Hosted high-level VIP demonstration of CVI-UTC research and applications on the Northern Virginia Connected Vehicle Test Bed	X			
CVI-UTC research displayed and demonstrated at the 1st Annual Hampton Roads Transportation Career Expo	X			
Presented CVI-UTC research at the Virginia Smart Road Open House	X			
Hosted and presented CVI-UTC research to many community groups, businesses, and academic groups during multiple tours	X			
Continued website development and updated content	X			

Special Reporting Requirements

Not applicable for CVI-UTC.