



DIGIM I: ClearStation



UIC next station
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Agenda

- Introduction
- ClearStation Project
 - Methodology
 - Results and Findings
- The Next steps

DIGIM Programme

The DIGIM programme (Digital Impacts on business processes):

- Worldwide
- Cross-functional programme

Objectives:

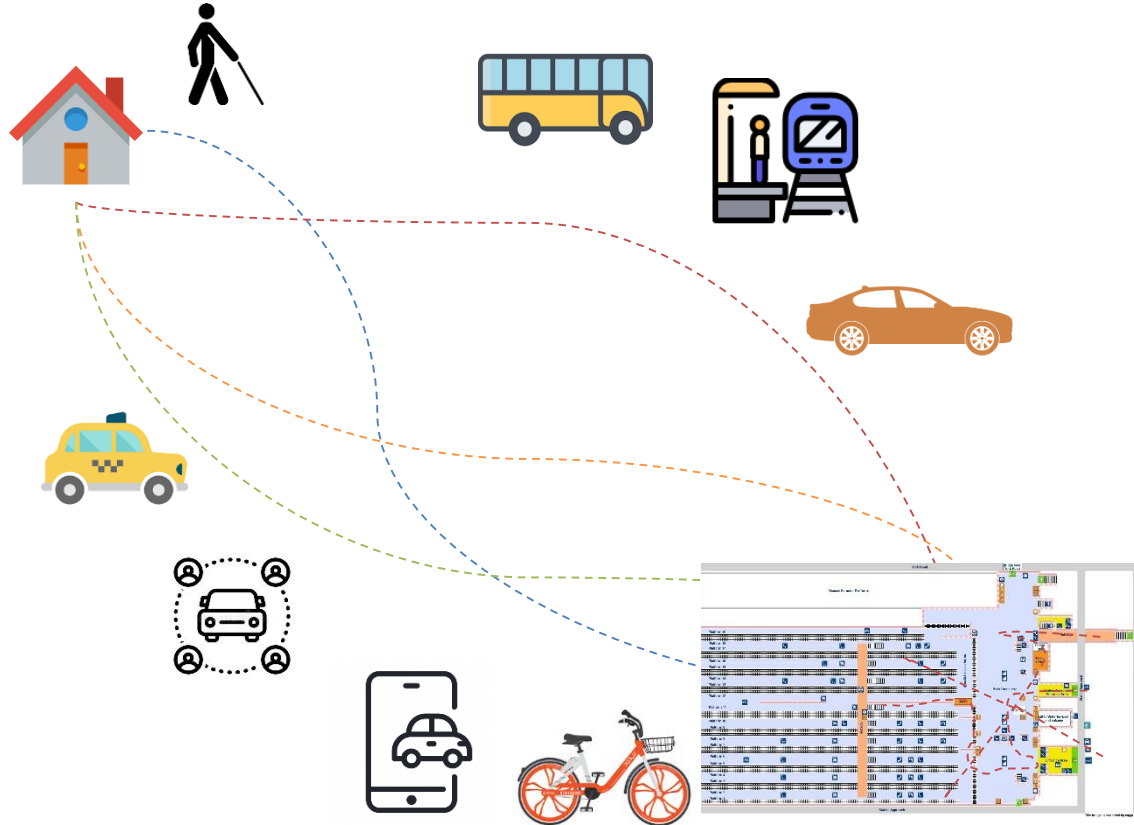
- Leveraging new digital technologies to support business process development
- Improving railway safety and security
- Optimising operations
- Making better use of existing data.

DIGIM I:

- The program initiated by UIC and 6 members were involved: Canada, Russia ,Iran , Italy ,U.K,Luxembourg
- **Clear Stations:**
- Connected level crossings (phase 1)

Mobility

We need to think about all the chain in the mobility system :
door to door(seat!!)



Clear Station

The aim of the project :

- Providing safety and full autonomy for blind and partially sighted passengers by successfully navigating them inside station
- Providing Accessibility for all users
- Enhancing customer experience



Methodology

1

Understand client's
needs and concerns



Observing the journey of partially sighted people inside the station

Understand their feeling, stream of thoughts and the challenges they need to face

Core needs :

- Information clarity
- Choice



Methodology

1

Understand client's need and concerns

2

Indoor navigation technologies

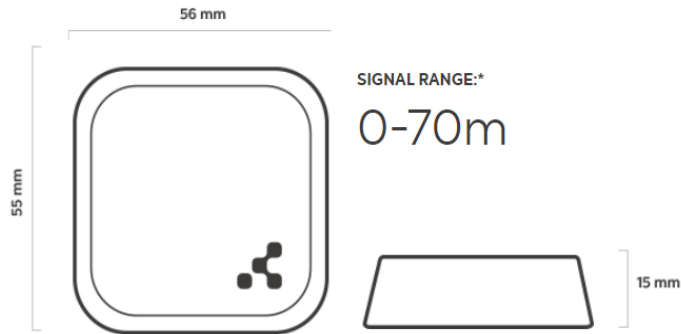
- Different technologies for **wayfinding** (BLE, Wi-Fi, Ultrasound,..)
- and **barrier detection** (white cane modifications, oral echo location techniques, and echo location wearable devices, such as wrist bands) were studied
- Visit from Amtrak's Penn Station and San Francisco Airport
- Desirability, Feasibility, Viability analysis

beacon-based wayfinding + echolocation obstacle detection

Beacon-Based Wayfinding Technology Overview

Partnership with Indoo.rs

- Kontakt SB16-2 beacons were used
- One beacon every 25 square meters
- Beacons were placed roughly 10 meters apart, 3-4 meters high
- 200 Beacons were used for Ottawa Station



Echolocation Obstacle Detection Technology Overview

Partnership with Sunu

Sunu wrist-band worn on
the user's dominant hand



- Using an ultrasonic sensor, the device converts ultrasonic feedback into haptic pulses, changing the intensity based on distance
- indoor and outdoor modes
- The indoor mode detects objects that are 4ft (1.5m).
- It is designed to work in crowded spaces as well as detecting edges, gaps, walls/solid surfaces, and doorways.

Methodology

1

Understand client's need and concerns

2

Indoor navigation technologies

3

Pre-Test and Test the proof of concept

- To check and test the technologies individually and as a pair.
- The UX of the mobile application was adjusted to be better adapted to the needs of the blind.
- The Sunu band was tested in two indoor and outdoors modes. Range of detection of the device Indoor range 1-2 m and outdoor 3-4 m.



Results and Findings

Test group consists of 7 individuals covering three profiles :

- White cane users
 - White cane users with additional mobility challenges
 - Dog guide users
- The Sunuband was 100% successful, all participants navigated successfully around potential barriers and obstacles.
 - Five of seven participants were able to successfully and safely navigate the station
 - Guide dog users struggled with the mobile app solution. Trusting the dog or the app?

The next steps

- To expand the results beyond Ottawa station and implement the solution in other stations.
- To improve the **technology**
To solve and explore deeper some of the limitations :
leverage a confidence interval when determining a precise location is difficult.
- **On-train testing** to see if it is possible to guide blind and partially sighted passengers to washrooms, baggage, and their car number
- Brining **new features** such audio sounds to signal progress, arrival at a destination, offering an audio description of a nearby point of interest

- <https://www.youtube.com/watch?v=rt5c21gBUA4>



Thank you
for your kind attention

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