ParkingJSON: An Open Standard Format for Parking Data in Smart Cities

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ABSTRACT
Data marketplaces and data management platforms offer a viable solution to build large city-scale Internet of Things (IoT) applications. Contemporary data marketplaces and data management platforms for smart cities such as Intelligent IoT Integrator (I3), Cisco Kinetic, Terbine, and Streamr present a middleware platform to help the data owners to provide their data to the application developers. However, such platforms suffer from adoption issues because of the interoperability concerns that stem from heterogeneous data formats. On the one hand, the IoT devices and the software used by the device owners follow either a custom data standard or a proprietary industrial standard. On the other hand, the application developers consuming data from multiple device owners expect the data to follow one common standard to process the data without developing custom software for each data feed. Therefore, a common data standard is desired to enable interoperable data exchange through a data marketplace and data management platforms while promoting adoption. We present our experiences from developing a city-scale real-time parking application for a smart city. We also introduce ParkingJSON, a new open standard format for parking data in smart cities, which could help the parking data providers to cover all types of parking infrastructures through a single JSON schema. To the best of our knowledge, this is the first parking data standard proposed that a) covers all types of parking spaces, b) integrates spatial information, and c) provide support for data integrity and authenticity.

KEYWORDS
IoT, Parking, Smart City, Interoperability, Data Standard, ParkingJSON, Data Marketplace

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1 INTRODUCTION
Data marketplaces and data integration platforms are being considered as a solution for connecting hundreds of IoT devices with the application developers. Intelligent IoT Integrator [14, 21] (I3), Cisco Kinetic [20], Terbine [1], and Streamr [2] are examples of data marketplaces. Such solutions offer a middleware platform to let the device owners share their data with the application developers. This application development model provides a promising solution for building large city-scale IoT applications.

Such IoT marketplaces and data management platforms make data available to the application developers from a wide range of IoT deployments, including parking sensors, weather stations, and solar monitoring systems. In this model, the data standard followed by the IoT devices and the device owners largely depend on the hardware, software, and other business and policy constraints, including privacy. Consider an application developer interested in building a parking monitoring system for a city using a data marketplace. For this application, the application developer has to buy the parking data from multiple data providers, including the transportation department of cities, counties, and towns and various private garage owners. If each parking provider follows a custom and proprietary data format, then the application developers must support data standards for each application to help the device owners and the application developers to easily provide data and build applications, respectively.

Besides, the lack of common data standard may prevent the application developers from buying data from the marketplace, which, in turn, would reduce the revenue for the device and data owners. Therefore, data standards are one of the critical requirements to increase the adoption of data marketplaces or data management...
platforms while achieving economic sustainability. Note that the marketplaces are promising for city-wide large-scale IoT applications. By overcoming the interoperability challenges, we can introduce a new application development model for smart cities.

Contemporary literature on data standards and IoT interoperability argues the need for a common standard [4, 5, 9]. Existing efforts in this space either focus on enabling interoperability between messaging protocols such as MQTT [19] and CoAP [4, 9] or emphasize the need for interoperability at networking and MAC layers [5]. Other approaches for addressing data standardization include semantic interoperability [11, 12, 15]. Such methods lead to the standardization of networking and messaging protocols, but the data standardization remains an application-specific problem.

In this work, we show the interoperability challenges in developing a real-time parking application for a smart-city using a data marketplace. In particular, we illustrate through multiple parking deployment scenarios why a new parking data standard is desired to interconnect heterogeneous and real-time parking feeds to a data marketplace. Based on the review of the real-world parking feeds, we propose, ParkingJSON, a new parking data standard for city-scale IoT applications. To the best of our knowledge, this is the first parking data standard proposed that a) covers all types of parking spaces, b) integrates spatial information, and c) provide support for data integrity and authenticity.

The rest of the paper is structured as follows: Section 2 motivates the need for city-wide real-time parking applications involving an IoT data marketplace. The architecture of a marketplace-based parking application and its interoperability challenges are discussed in Section 3. Section 4 introduces ParkingJSON, our newly proposed parking data standard. We provide an example of data following our new standard in Section 5. The evaluation results are presented in Section 6. Finally, Section 7 concludes the paper with pointers to future work.

2 MOTIVATION

2.1 Parking Application

The vehicle population is continuously increasing in metropolitan cities, which also increases the demand for parking spaces [10]. Multiple community members, including the government transportation agency, garage owners, and other private organizations, address the parking demands of the vehicle owners. However, studies suggest that the vehicle drivers are spending tens of hours searching for parking in each year. Another study indicates that searching for parking costs $73 Billion for Americans. Minimizing the searching time have the potential to reduce fuel usage and cost, while immensely reducing the drivers’ stress. Gathering real-time parking information from all the parking providers in the city and making that data available to drivers in real-time is essential to enhance the driver’s parking experience.

2.2 The role of a Smart City Data Platform

IoT data marketplaces and data management platforms have been developed to let the device and data owners in the community provide their data to the application developers. Examples of IoT data marketplaces include Intelligent IoT Integrator (I3) [14, 21], Terbine.io [1], and Streamr [2]. Another example of a data management platform that is not based on a marketplace model is Cisco Kinetic [20]. Such platforms enable the cities to develop large-scale city-wide IoT applications by leveraging the data sources provided by the community members. Following a marketplace-based application model, the city administration and the government agencies need not deploy and manage hundreds of IoT devices throughout the city for gathering sensor data. Instead, the community members deploy, manage, and make their IoT devices and their sensor data available to the city and the other application developers because the data marketplace provides an incentive for the sellers [17].

In the next section, we describe how a real-time parking application can be developed by using a data marketplace. The same concepts can be readily extended to other data management and integration platforms.

3 A REAL-TIME PARKING APPLICATION USING AN IOT DATA PLATFORM

The City of Los Angeles’ Information Technology Agency (ITA) is considering a real-time data-driven parking application to help the community members make an informed parking decision. A parking application is being developed in collaboration with researchers at the University of Southern California and other government and academic partners. In this section, we will present the architecture of this application.

3.1 Architecture of Data-driven Parking Application

Figure 1 shows the architecture of the real-time parking application that is currently under development at the City of Los Angeles. The key stakeholders and their roles in this application are described below.

3.1.1 Parking Data Providers. These are owners and managers of public and private parking establishments. Most of the parking sites in metropolitan cities have a system in place to gather data about the parking availability in real-time. Currently, the parking information is mainly posted at the entrances of each parking site. However, the parking systems let the garage managers share this information with other entities, including the city administrators. Through an incentive-oriented application development model, we encourage the independent garage owners and managers to share their parking data in real-time with other application developers via the data marketplace [17], as shown in Figure 1.

3.1.2 I3 Data Marketplace. I3 [14, 21] is the open-source data marketplace developed at the University of Southern California in collaboration with industrial and academic partners, including the City of Los Angeles. In Figure 1, I3 marketplace middleware is used to bridge the data providers with the application developers. The key functionalities of the marketplace middleware include user and device management, authentication and access control, ratings, data exchanging protocol, among other things. For more information, we refer the reader to I3 [14, 21]. Besides, open-source software
is also made available to the researchers and marketplace enthusiasts at the following link: https://github.com/ANRGUSC/I3-Core. For readers interested in understanding the marketplace functionalities through a demonstration, we have released a video here: https://youtu.be/qFee7mlhriE.

3.1.3 Parking Application Developers. These are community members, including government agencies, private organizations, and other individuals interested in building an IoT application using the data sources available in the data marketplace. Figure 1 shows how the application developers would receive parking data from the I3 data marketplace by agreeing to data usage polices and providing incentives. There can be tens to hundreds of application developers at the north end of the data marketplace, focusing on various IoT applications. In our parking application use case, the City of Los Angeles creates a real-time parking application using the I3 data marketplace.

Figure 2 shows the visualization dashboard of the parking application that is currently under development at the City of Los Angeles.

3.1.4 Interoperability Challenges. Although the architecture of the parking application presented in Figure 1 provides a platform for the City of LA to gather parking feeds from the various neighborhood, there were several interoperability challenges, with respect to the City of LA from taking feeds via the I3 data marketplace platform. In this section, we will describe the interoperability challenges and why a custom application with custom standards is not sustainable and scalable.

Protocol Inconsistency: All the parking data providers in the city use REST-based services for sharing their parking data. However, the I3 data marketplace that we use in this application employ MQTT, which is a publish-subscribe protocol. Protocols following the request-reply messaging model are not scalable [16] for data marketplaces, which is the reason behind the selection of MQTT as a messaging protocol for our I3 data marketplace. The parking data providers have to develop custom software to convert their REST API feed into an MQTT stream to interface with the data marketplaces.

Heterogeneous Data Format: Each parking data provider follows a different data format. Therefore, the application developers cannot consume the data without writing a custom data parser for each parking provider. Table 1 provides examples of parking data formats from real-world deployments.

Continuous Management of Custom Software: To deal with protocol and data format inconsistencies, custom software can be developed. However, such software has to be employed either at the data provider’s end or the application developer’s end. Running custom software for each data provider at the marketplace middleware is not scalable, and it leads to continuous development and management of software for each protocol and data format, which is not sustainable. Alternatively, the application developers could also deploy custom software as part of their application. Still, this model creates friction and may discourage application developers from adopting the marketplace-based application model.

These challenges show that the parking monitoring infrastructure deployed and managed by various government and private agencies are not interoperable, which hinders their effectiveness and utility. Note that the parking deployments have limited use because it is only used for displaying the parking availability information at the entrances of the parking garages and nearby streets. Therefore, the vehicle drivers are still required to drive close to the digital displays to check parking availability. Creating a city-wide real-time parking application, therefore, offers a promising alternative, but it requires a set of common standards.

In this paper, we review the parking data standards followed by real-world parking deployments and propose a new parking data standard, ParkingJSON, to mitigate the data interoperability challenges at data marketplaces and other large-scale city-wide parking applications.

3.2 Design Requirements
Table 1 shows the different parking data formats currently employed by parking management systems. In particular, the table highlights the following issues:

- **Multiple Parking Types:** Multiple parking modalities are presented in a city. These range from street-side parking,
<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Parking Type</th>
<th>Fields</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Los Angeles (Parking Occupancy)</td>
<td>Street Parking</td>
<td>Spaceid, Eventtime, Occupancystate</td>
<td>This API only provides occupancy details for each spaceid. To translate the spaceid into location, another API (see the next row) should be issued.</td>
</tr>
<tr>
<td>Downtown Los Angeles (Parking Inventory)</td>
<td>Street Parking</td>
<td>Spaceid, Blockface, Metertype, Ratetype, Raterange, Timelimit, ParkingPolicy, Latlng</td>
<td>This API should be used in combination with the above API.</td>
</tr>
<tr>
<td>Los Angeles International Airport (LAX)</td>
<td>Multi-level Parking Structure</td>
<td>Lotdescription, Lot 1 Occupancy, Parkingid, Parkingname, Totalparkingspaces, Occupied, Freespaces, Fullcapacity, Color, Dataexportdatetime, Long (Longitude), Lat (Latitude)</td>
<td>This API provides parking data for all the parking structures at LAX airport. But, it does not provide parking status for each floor (or level).</td>
</tr>
<tr>
<td>Parking Deployment at Los Angeles</td>
<td>Multi-level Parking Structure</td>
<td>lotName, lotID, totalSpots, availableSpots, occupiedSpots, percentOccupied, percentAvailable, occupancyLevel, availabilityLevel, parkingPolicies, spotAvailability</td>
<td>This API provides parking availability for each multi-level parking structure. And, it includes a field for parking policies and spot availability. Through spot availability field, this API notifies free parking spots available for handicapped.</td>
</tr>
</tbody>
</table>

Table 1: Examples of Data Formats Used by the Parking Providers.

• Diverse Reporting Model for Parking Availability: Some parking establishments provide individual spot status using a Boolean variable that switches between Occupied and Vacant. In the case of multi-level parking structures, the information about the total spots and total availability is reported, and some deployments could also provide parking availability at each level.

• Inconsistent Metadata: Building a map-based visualization or to understand the freshness of the data, it is important to receive information including the GPS coordinates and timestamp associated with the last update. In the case of street-side parking, the app. developers may also need information about specific parking spots. Some parking deployments provide both the metadata and the parking availability information through a single API. But, in some cases, multiple APIs are required to interpret the parking data for a particular location. As shown in Table 1, the parking availability data is reported using spaceids for Downtown LA neighbourhood, and the application developer is required to issue an additional API to gather location information associated with each spaceid, when processing and plotting the data on a map.

These issues must be taken into account when creating a new parking data standard. We list down the requirements for a parking data standard below:

• R1 The parking data format should cover all types of parking infrastructures.
• R2 All the relevant metadata should be part of the parking data standard, and it should not require multiple data queries or messages to interpret the parking data.
• R3 The spatial data should be embedded within the data standard to help the application developers create map-based visualizations.
• R4 The data should follow a programmer-friendly data schema.
• R5 Some mechanisms should be added to ensure integrity and the authenticity of the data.

Related Work on Parking Data Standard: To the best of our knowledge, the topic of parking data standard has not been discussed in the literature. Existing literature describes how IoT and wireless sensor networks can be used to create smart parking applications [6, 18]. The Alliance for Parking Data Standards [3] is looking into standardizing the parking data through a consortium.
of government and industrial partners. But, there is no open-source parking data standard available to help the parking data providers and application developers.

4 PARKINGJSON: AN OPEN STANDARD FORMAT FOR PARKING DATA IN SMART CITIES

We propose ParkingJSON, a new parking data standard satisfying the requirements elucidated in Section 3.2. The key features of ParkingJSON are discussed below.

4.1 Capturing Spatial Relationships through a Hierarchical Layering Schema

Figure 3 shows the hierarchical layering scheme followed by our parking data standard, ParkingJSON.

Within a city, there are multiple areas or neighborhoods. For example, the Los Angeles International Airport (LAX), Downtown Los Angeles, and an university campus are considered as areas. In our parking data standard, an area covers one particular neighborhood. Formally, we can denote the area as $A$. Within a city, there can be $\infty$ areas, which can be represented as $a_1, a_2, ..., a_n$.

Within each area, $a_i$, there could be multiple parking lots—for example, Lot 6 within LAX airport area or City Center Parking in the Downtown Los Angeles area. In our parking data standard, a lot covers a particular parking structure, which may have tens to hundreds of parking spaces across one or more levels (or floors). Formally, we can represent lots as $L$. Within each area, $a_i$, there can be $\infty$ parking lots, which can be represented as $l_1, l_2, ..., l_n$.

Within each lot, $l_i$, there could be multiple sections (or floors). For example, section 2 (denotes level 2 or floor 2) of Lot 6 within LAX airport area or section 5 (denotes level 5 or floor 5) of City Center Parking in Downtown Los Angeles area. In our parking data standard, a section covers a particular segment or a level of a parking lot, wherein each section may have tens of parking spaces. Formally, we can represent sections as $S$. Within each lot, $l_i$, there can be $\infty$ sections, which can be represented as $s_1, s_2, ..., s_n$.

Within each section, $s_i$, there could be multiple individual parking spots. For example, the parking spot 12 in section 2 (denotes level 2 or floor 2) of Lot 6 within LAX airport area or the parking spot 28 in section 5 (denotes level 5 or floor 5) of City Center Parking in Downtown Los Angeles area. In our parking data standard, a spot refers to the individual parking spot, which is the lowest granularity level. Formally, we can represent spots as $P$. Within each section, $s_i$, there can be $\infty$ individual spots, which can be represented as $p_1, p_2, ..., p_n$.

How does ParkingJSON cover the areas with only street-side parking or a single-level parking structure? Although our hierarchical parking data standard covers different types of parking establishments, not all areas in a city may have multi-level parking lots with multiple sections. Some areas may only have street-side parking or a single-level parking structure. In our proposed parking data standard, each higher level of the hierarchy could either be
stand-alone or be itself a collection of lower levels. The following variations are valid data formats in our standard:

- An Area can be a collection of lots (e.g., LAX) or collection of spots (Downtown LA), or maybe just a stand-alone unit (no further subdivision).
- A lot can be a collection of sections, or collection of spots, or stand-alone.
- A section can be a collection of spots or stand-alone.
- A spot is always stand-alone.

We further explain the above variations with a practical example in Section 5, and more examples are available at the following GitHub repository: https://github.com/ANRGUSC/ParkingJSON.

## 4.2 Attributes

In this section, we present the data attributes of our parking data standard, ParkingJSON:

### Area-specific Attributes

Table 2 presents the area-specific attributes used in ParkingJSON standard. The key represents the fields that should be included in the area segment of the data, and the attribute values and the data types for each attribute are also presented to help the parking application developers. Most of the fields are self-explanatory, except for AreaGeometry, which captures the shape of the area. For each area, we could draw a polygon or other geometric shapes by tracing a set of GPS coordinates. For example, a square-shaped area can be represented with four GPS coordinates, which is shown in Figure 5.

<table>
<thead>
<tr>
<th>Attribute Key</th>
<th>Attribute Value</th>
<th>Data Type for Attribute Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Area</td>
<td>String</td>
</tr>
<tr>
<td>OwnerInfo</td>
<td>Parking provider info</td>
<td>String</td>
</tr>
<tr>
<td>AreaID</td>
<td>Alphanumeric identifier</td>
<td>String</td>
</tr>
<tr>
<td>AreaName</td>
<td>Name of the area</td>
<td>String</td>
</tr>
<tr>
<td>AreaLatLong</td>
<td>Latitude and Longitude</td>
<td>Key-value Store</td>
</tr>
<tr>
<td>AreaGeometry</td>
<td>Spatial coordinates</td>
<td>Key-value Store</td>
</tr>
<tr>
<td>Timestamp</td>
<td>Last update timestamp</td>
<td>String (YYYY-MM-DDTHH:MM:SS.SSS)</td>
</tr>
<tr>
<td>TotalSpots</td>
<td>Total number of spots in the area</td>
<td>Integer</td>
</tr>
<tr>
<td>OccupiedSpots</td>
<td>Total number of occupied spots</td>
<td>Integer</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Attribute Key</th>
<th>Attribute Value</th>
<th>Data Type for Attribute Value</th>
</tr>
</thead>
</table>

### Lot-specific Attributes

The lot-specific attributes are similar to the area-specific attributes, in terms of the keys and values. It contains the following fields: Type: Lot, OwnerInfo, LotID, LotName, LotLatLong, LotGeometry, TimeStamp, TotalSpots, and OccupiedSpots. A table is not created for lot-specific attributes to avoid redundancy. Except for the Type field, all the other items are similar to area-specific attributes.

### Section-specific Attributes

The section-specific attributes also follow a similar pattern. It contains the following fields: Type: Section, OwnerInfo, SectionID, SectionName, SectionLatLong, SectionGeometry, TimeStamp, TotalSpots, and OccupiedSpots. Here, the Type field should contain the value "Lot".

### Spot-specific Attributes

The spot-specific attributes have the following fields: Type: Spot, OwnerInfo, SpotID, SpotName, SpotLatLong, SpotGeometry, TimeStamp IsOccupied (True or False), SpotPolicy. Unlike other segments in the data format, the spot segment maintains a Boolean attribute called "IsOccupied", which is used to identify the status of a single parking spot. Additionally, there is also an attribute called "SpotPolicy", which is introduced to specify options such as Unrestricted, HandicapOnly or PermitOnly, and it could be extended further if needed.
4.3 Specifications for Geometry Attribute

Figure 5 shows the difference between Point and Polygon shapes. This attribute follows the GeoJSON data format [8]. We will show an example of Geometry attribute in Section 5.

Table 3: Optional Attribute for Payment Policies

<table>
<thead>
<tr>
<th>Attribute Key</th>
<th>Attribute Value</th>
<th>Data Type for Attribute Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key: PaymentPolicy</td>
<td>Values are as follows:</td>
<td></td>
</tr>
<tr>
<td>PolicyType</td>
<td>Free, FlatRate, UnitRate, TwoPhaseFlat (i.e. initially free for some time, then flat fee), TwoPhaseUnitRate (i.e. initially free for some time, then charged by the minute/hour)</td>
<td>String</td>
</tr>
<tr>
<td>Timing</td>
<td>MaxTime, TimeUnit (for UnitRate), FlatRatePrice or RatePerTime, InitialTime (for TwoPhase)</td>
<td>String</td>
</tr>
<tr>
<td>IsPrepaid</td>
<td>True or False</td>
<td>Boolean</td>
</tr>
</tbody>
</table>

4.4 Parking Payment Policies

An optional attribute is introduced to represent the parking payment policies, which is shown in Table 3. A "PolicyType" field is added to identify the pricing model for a given parking segment (area, lot, section, or spot). And, the timing field is used to represent the timing limitations, while the support for prepaid payment is expressed through a Boolean value.

4.5 Parking Reservation Policies

Some parking vendors may also provide support for reservation of parking spaces. We include an optional attribute in ParkingJSON to handle such circumstances, which is shown in Table 4. Note that the details of future parking availability and how to make reservations are relegated to the URL and not specified in this standard. We will standardize parking reservation in our future work.

Table 4: Optional Attribute for Reservation Policies

<table>
<thead>
<tr>
<th>Attribute Key</th>
<th>Attribute Value</th>
<th>Data Type for Attribute Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key: ReservationPolicy</td>
<td>Values are as follows:</td>
<td></td>
</tr>
<tr>
<td>IsReservable</td>
<td>True or False</td>
<td>Boolean</td>
</tr>
<tr>
<td>MaxReservationTime</td>
<td>Time in Minutes (How far in advance it can be reserved?)</td>
<td>Integer</td>
</tr>
<tr>
<td>ReservationURL</td>
<td>URL</td>
<td>String</td>
</tr>
</tbody>
</table>
4.6 Security and Integrity of Parking Data

To gain a guarantee that the data comes from a valid source (source authentication) and has not been tampered with (integrity), a digital signature could be included in the JSON. The whole ParkingJSON file could be sent as the payload of a JWT [13] (Java Web Token), which adds a header and signature field (using JWS (Java Web Signature)). The header can include the certificate and cryptographic algorithms used for the signature.

4.7 Requirements Evaluation

Section 3.2 elicited the design requirements for a parking data standard. Here, we show how our proposed parking data standard, ParkingJSON, satisfies those requirements:

- **R1** is satisfied through the use of hierarchical layering schema, which covers from an entire area to an individual parking spot.
- Our parking data standard includes name, identifier, GPS coordinates, geometry, and a timestamp for the area, lots, sections, and spots. Therefore, an application developer can process the parking information using a single data feed, which fulfills **R2**.
- When visualizing parking data on a map, it is important to process information about the geometrical shape. Our parking data standard includes geometry for the area, lots, sections, and spots, which satisfies **R3**.
- Through the use of the JSON document, we satisfy requirement **R4**.
- ParkingJSON files could be secured through the use of JWT tokens, which meets **R5**.

5 A PRACTICAL EXAMPLE

Appendix A shows an example the ParkingJSON document for one of the USC campuses. Due to the space limitation, we represent partial data for two parking lots. But, a complete JSON document for this location would have multiple parking lots with tens of sections and hundreds of individual spots. Besides, it is important to note how the Geometry attribute is used to carry the spatial coordinates that are associated with the parking data. In this case, the areaGeometry attribute can be used to draw a polygon on the map to denote the area. To avoid redundancy, we have not included Geometry for all the data segments. We refer the reader to our GitHub repository for more real-world examples: https://github.com/ANRGUSC/ParkingJSON.

6 EVALUATION

In this section, we evaluate how our parking data standard, ParkingJSON, influences the size. Table 5 shows the storage and communication costs.

The serialization overhead is another essential metric since this determines the number of bytes that gets transmitted from the data provider to the marketplace middleware and from marketplace middleware to the application developer. From the data provider’s perspective, this metric can be used to identify the bandwidth requirement for his/her deployment. Note that the file size is not the direct indicator of the bytes transmitted on the network. Contemporary programming languages such as Python, Java, and JavaScript provide a serialization library to encode the data into a transferable format. To understand the payload size after the serialization, we have used Python’s built-in serializer, which is part of the Json package. Besides, we have used the SDK (https://github.com/ANRGUSC/I3-SDK) provided by the I3 data marketplace to publish data to an I3 marketplace instance and measured the payload sizes at the MQTT broker that is part of I3-v1 [21] middleware. Our evaluation shows that serialization reduces the payload size by approximately 50% when compared against the storage sizes, which is because of the ”base64” encoding scheme employed by Python’s JSON serializer.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Size in KB</th>
<th>Serialized Payload Size in KB</th>
</tr>
</thead>
<tbody>
<tr>
<td>ParkingJSON with 1Area</td>
<td>1.2</td>
<td>0.5</td>
</tr>
<tr>
<td>ParkingJSON with 1area1lot</td>
<td>2.3</td>
<td>1.0</td>
</tr>
<tr>
<td>ParkingJSON with 1area1lot 1section</td>
<td>3.5</td>
<td>1.5</td>
</tr>
<tr>
<td>ParkingJSON with 1area1lot 1section1spot</td>
<td>4.6</td>
<td>2.0</td>
</tr>
<tr>
<td>ParkingJSONFor DowntownLA with1area3spots</td>
<td>4.2</td>
<td>1.9</td>
</tr>
<tr>
<td>ParkingJSONForLAX with1area7lots</td>
<td>9.2</td>
<td>3.9</td>
</tr>
<tr>
<td>Parking Data Without Our Standard</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAX current data standard</td>
<td>2.0</td>
<td>2.1</td>
</tr>
<tr>
<td>Downtown current data standard</td>
<td>0.26</td>
<td>0.27</td>
</tr>
<tr>
<td>Downtown inventory for current data standard</td>
<td>1.3</td>
<td>1.3</td>
</tr>
</tbody>
</table>

Table 5: The Storage and Communication costs of ParkingJSON compared against the Custom Standards followed by Downtown Los Angeles and LAX Airport Deployments.
When comparing the current custom parking formats followed by parking owners with ParkingJSON standard, there is a notable difference between storage and serialized file sizes, which is because of the lack of details on the JSON file. Besides, the data for Downtown Los Angeles requires two data streams for processing the data; one stream provides the current parking status, while the other flow informs the metadata associated with each parking spot in the Downtown area. Unlike this, our parking data standard, ParkingJSON, uses a single stream to provide all the necessary details.

Lastly, it is also important to note that each parking segment for a lot, section, or spot adds approximately 1.2 kilobytes to the storage and 500 bytes to the serialized payload. We believe that this is an acceptable trade-off for improving the interoperability in such a standard.

All the ParkingJSON files that were used for the evaluation are made available at the following GitHub repository: https://github.com/ANRGUSC/ParkingJSON.

7 CONCLUSION AND FUTURE WORK
The data marketplace is a promising platform to develop large-scale city-wide IoT applications involving community members. In this work, we have presented our experiences from developing a city-wide real-time parking application for the City of Los Angeles, involving I3, which is an open-source data marketplace developed at the University of Southern California. In particular, we have highlighted how the interoperability challenges prevent the parking data providers and the application developers from adopting a marketplace-based application model. To enhance adoption, we have proposed a new parking data standard, ParkingJSON, which cover all types of parking infrastructures in a city. We have provided an example parking data along with evaluation results highlighting the storage and communication costs of our parking data standard. To the best of our knowledge, this is the first parking data standard proposed that a) covers all types of parking spaces, b) integrates spatial information, and c) provide support for data integrity and authenticity.

In our future work, we will work with the local parking data providers in the city of Los Angeles to convert their parking data format to ParkingJSON data standard. Subsequently, we plan to work with the City of Los Angeles to enhance their findmeaspot\(^3\) parking application and identify the effectiveness of our proposed data standard in realistic settings. Lastly, we plan to investigate approaches to optimize the data format to reduce the payload size.

8 ACKNOWLEDGMENTS
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APPENDIX A
An example ParkingJSON document for one of the USC campuses with two parking lots is presented below.

```json
{  "Type": "Area",  "Attributes": [    {"OwnerInfo": "USC"},    {"AreaID": "usc5428"},    {"AreaName": "USC UPC Campus"},    {"AreaLatLong": [-118.39, 33.94]},    {"AreaGeometry": [      {"type": "Polygon", "coordinates": [        [-118.39, 33.94],        [-118.40, 33.94],        [-118.40, 33.94],        [-118.39, 33.94],        [-118.39, 33.94]      ]    ]},    {"Timestamp": "2019-12-07T21:22:48.120"},    {"TotalSpots": 2023},    {"OccupiedSpots": 1949}  ],  "Lots": [    {"Type": "Lot", "OwnerInfo": "USC", "LotID": "Lot1", "LotName": "LotDowney", "LotLatLong": [-118.39, 33.94], "LotGeometry": [      {"Notes": "Not shown in this example due to space restrictions. But it will follow the format presented in previous area, lot, and section segments"    ]},    {"Timestamp": "2019-12-07T21:22:48.120"},    {"TotalSpots": 455},    {"OccupiedSpots": 324},    {"Sections": [      {"Type": "Section", "Attributes": [        {"OwnerInfo": "USC"},        {"SectionID": "sc5428"},        {"SectionName": "USC UPC Section"},        {"SectionLatLong": [-118.39, 33.94]},        {"SectionGeometry": [          {"type": "Polygon", "coordinates": [            [-118.39, 33.94],            [-118.40, 33.94],            [-118.40, 33.94],            [-118.39, 33.94],            [-118.39, 33.94]          ]        ]},        {"Timestamp": "2019-12-07T21:22:48.120"},        {"TotalSpots": 2023},        {"OccupiedSpots": 1949}      ]    ]},    {"Type": "Spot", "Attributes": [      {"OwnerInfo": "USC"},      {"SpotID": "spot5428"},      {"SpotName": "USC UPC Spot"},      {"SpotLatLong": [-118.39, 33.94]},      {"SpotGeometry": [        {"type": "Polygon", "coordinates": [          [-118.39, 33.94],          [-118.40, 33.94],          [-118.40, 33.94],          [-118.39, 33.94],          [-118.39, 33.94]        ]      ]},      {"Timestamp": "2019-12-07T21:22:48.120"},      {"SpotStatus": "Available"},      {"SpotOccupied": false},      {"SpotReserved": false},      {"SpotReservedBy": null},      {"SpotReservedUntil": null}    ]}  ]}
```

\(^3\)https://findmeaspot.lacity.org/
Example 1: A ParkingJSON Document for USC Campus with two parking lots. Each parking lot has one section, wherein one of the parking lots include a single spot-specific data. This example is created to show how the area, lots, sections, and spots would be represented following our parking format.

We encourage the readers to review the other examples provided in the following GitHub repository: https://github.com/ANRGUSC/ParkingJSON.

REFERENCES
[1] [n.d.]. https://www.terbine.io/


