Mobile awareness in a wide area wireless network of info–stations

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Abstract

Wireless networking is becoming an increasingly important communication means, yet high wide–area wireless data connectivity is difficult to achieve due to technological and physical limitations. To alleviate these problems we experiment with an alternative by placing many high bandwidth local "islands" of *info–stations* dispersed throughout the low bandwidth wide–area wireless network. The location and distribution of the individual stations is crucial for the network's overall effectiveness, as demonstrated by our investigations. The info–stations are deployed in a transparent manner, often not geographically visible to the user. Applications must be designed mobile–aware and able to account for changing network characteristics by optimally utilizing the available network resources. We simulate alternative network layouts and determine their effectiveness by experimenting with an incremental map downloading application for road travelers that uses intelligent prefetching to take advantage of the info–stations. The prefetching algorithm uses location, route and speed information to predict future data access. Our experiments show substantial performance improvement of the mobile–aware application in the info–station network over a mobile–unaware application in a conventional wide–area wireless network. The prefetching algorithm proves to hide latency from the user better than a mobile–unaware prefetching algorithm. The results also suggest that a network design with frequent short range info–stations is better than one with fewer, longer range stations.

1 Introduction

The past few years have witnessed the rise of a new computing model — distributed mobile computing. Combined with a growing wide area wireless communication infrastructure, previously unthinkable applications have become feasible. These are, for example, navigational aids on the road, mobile offices in the car, wireless classrooms, and personalized information services, to just name a few. A paradigm of anytime–anywhere–computing has largely become possible as the result of the combination of these two technologies.

Today's wide area wireless networks, as the key component of the wireless communication infrastructure, still suffer from low bandwidth and frequent disconnections. Covering wide areas with high bandwidth requires complex equalization, due to physical limitations such as signal attenuation, multipath fade, and shadowing effects. Currently, both CDPD and GSM networks offer merely a transfer rate of 5–10kbps. The microcell network, Ricochet [Met95], by Metricom Inc., provides up to 30kbps bandwidth, but it does not support that under vehicular speeds.

Emerging, third generation networks, investigated in Europe under the umbrella term UMTS (Universal Mobile Telephone Services) aim at supporting up to 2 Mbps services on mobile links [XII96, KLO97, BGR+98, O'M98]. Mobile services for the use in and the control of high–speed trains are projects currently pursued [ICG+97]. Mobile broadband systems (MBS), [CP93, Zub94, JP94], even aim at supporting data rates of up to 155 Mbps, for quasi-mobile users within the range of stadions, factories, or buildings. HIPERLAN (High Performance Local Area Network) [Kru93, Hal95] is a suite of standards defined by the ETSI that supports data rates of up to 20 Mbps, later aiming at 155 Mbps (HIPERLAN 4), for local environments (50 m) with limited mobility.

Such sophisticated radio engineering can alleviate the problems of today's wireless infrastructures, but at a much higher price. Compared with the wired network, the bandwidth available in a wireless link will always be several orders of magnitude lower. We believe, however, that higher performance can be achieved by combining smart network layout with efficient applications design.

In traditional cellular network design all cell sizes are kept constant and all cells have uniform capability, but all cells offer the same low bandwidth for data traffic.

One idea is to lay out the wireless network such that lots of high bandwidth "information islands" lie in a sea of relatively low bandwidth coverage. Such a network configuration provides high bandwidth, but not uniformly. Combined with a network–aware application design, it could benefit a large class of non–latency sensitive applications. Examples include interactive map querying, e–mail retrieval, and web browsing, et cetera.

A related approach has first been pioneered by Take *et al.*, [TMOIT94b, TMOIT94a], who proposed and studied a network system based on 'chained isolated radio zones' located along a road to enable non–real–time media services for moving vehicles. The approach assumes that outside a microradio zone no network connectivity is provided, but allows an operation initiated in one zone to be completed in another zone.

Frenkeil *et al.*, [Fra97], introduced the notion of an *'Info-*

station', as an 'isolated, low cost, low power, short range base station', placed at 'predictable accessible locations', such as toll booths, building entrances, or airport lounges [Fra97] [1]. In [Fra97], the conceptual design of an *Infostation*, its impact on future PCS, and the potential differences in design of the OSI layers, as required by mobile versus stationary clients, is briefly sketched. No attribute to mobile–awareness within the application design is given.

Badrinath, [Bad97], first proposed the theory of supporting users with information services, such as, e–mail, fax, and web access offered by 'infostations' as pocket of high bandwidth areas along the highway, at traffic lights or airport entrances.

we aim at hiding user perceived latency through network aware application design. We also focus on supporting highly mobile users, such as driving vehicles, with non–real–time media services by placing info–stations transparently to the user,

By constructing info–stations along major highways we can enable such applications for highly mobile users, which is currently not possible, as initially demonstrated in [YJK97],

Most of today's applications are not designed network aware. For the class of applications we are targeting network awareness refers to the need to establish a connection between the changing network availability of info–stations, the user interactions, and the application design. Some work on event signaling [BW96], has already been done to support this kind of mobile awareness. Watson, [Wat94], summarizes several design techniques helpful for mobile application design. Snoop TCP [BSAK95] and indirect TCP [BB95] propose transport layer protocol improvement for wireless networks. Fox *et al.*, [FGBA96], showed how proxy support can be used in wireless networks. In our work, we demonstrate how to improve performance from the application level. Other approaches such as the Rover toolkit, [JTK96], investigate the possibility of disconnected operation but do not emphasize high mobility as under driving condition.

In this paper we investigate the effectiveness of info–station networking combined with mobile aware application design and study their synergetic effects in a simulation.

We base this investigation on a client–server application, referred to as Map–on–the–Move, an incremental map retrieval system, supporting vehicle drivers. Map–on–the–Move automatically refines maps in response to user movements. It employs intelligent prefetching, a technique we developed, to make the application mobile–aware, by having it take advantage of the info–station network configuration. Prefetching decisions are made according to the client's geographic location, driving direction, driving speed, and the availability of info–stations.

Moreover, we are interested in efficiently laying out the islands of info–stations, given their communication characteristics and information about the traffic load of the region covered.

Figure 1 shows an example of an info–station layout for the Bay Area and illustrates the relationship between info–station and base–station coverage. The remainder of the paper describes and experimentally validates our approach. Section 2 describes the architecture of the Map–on–the–Move application and discusses the intelligent prefetching scheme. Section 3 presents the model we have developed to study the approach. Section 4 experimentally evaluates the techniques proposed. We have deferred a discussion of related work to Section 5, to be able to better place our work within the context of existing approaches. We discuss future work and draw conclusions in Sections 6 and 7, respectively.

[1] Note, the release date of this communication is 1996. However, it was not permitted to be released to the general public until 1997 (See attached note to [Fra97]).

2 Application design for the network of info–stations

The earlier motivated class of applications impose interesting demands on the wireless networking environment and the application design. In this section we first extract these requirements from Map–on–the–Move, the envisioned incremental map retrieval application. We proceed by designing a client–server architecture implementing Map–on–the–Move in a network aware manner. Finally, we describe the intelligent prefetching algorithm that ties the application more closely together with the network layout.

2.1 Map–on–the–Move

The objective of Map–on–the–Move is to deliver maps on demand for instantaneous route planning, emergency use by police and firemen, and for the use by various groups of field workers. The application can be interpreted as a 'mobilized' version of an Internet map service, like Mapquest [Map96]. We now motivate its deployment and operation.

At the beginning of a trip, the user inputs source and destination location, Map–on–the–Move retrieves the corresponding top level map that highlights the route. As the trip unrolls, more map segments will be automatically fetched into the mobile client's cache. The application decides autonomously, given the driving route, the vehicles position, driving speed, and direction, which information to retrieve. The user will periodically demand more information about the surrounding area, either looking for more detailed information about the current location, or seeking more information about the route further ahead, i.e., nearby restaurants, traffic updates, road conditions, tourist information et cetera. In both cases the access pattern will be closely related to the current vehicle location, speed, and direction of travel, as well as the route plan.

For example, if the user is driving 65 mph on a highway, she is not likely to demand detailed map segments. On the other hand, if she is driving 20 mph on local roads, she will most likely be looking for more detailed information. An intelligent prefetching algorithm will access the right information, at the right time, and correct level of detail, to have it ready in the cache for the user, thereby improving latency and saving bandwidth. The algorithm can also take advantage of the topology of the network of info–stations by increasing its activity in high bandwidth regions.

A more detailed discussion will follow in Section 2.3. The following section describes the system architecture.

2.2 System architecture and design

2.2.1 Design goals and rational

The Map–on–the–Move mobile application design is governed by the following design goals:

1. the need for a simple and cost effective solution to increase data availability in mobile and wireless environments,
2. support thin clients in mobile environments,
3. hide network latency from the user by making the application mobile–aware,

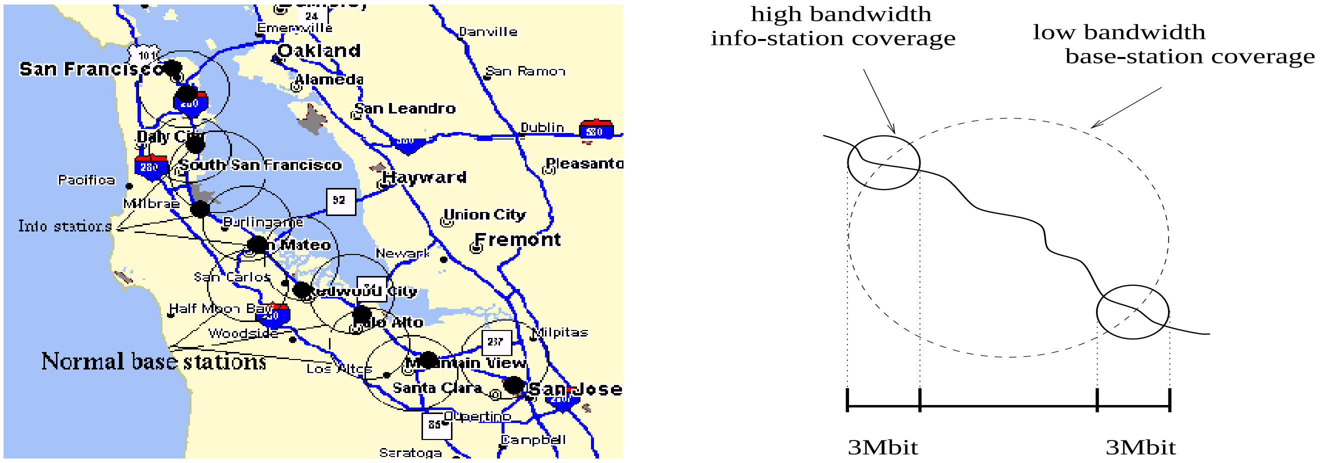

Figure 1: The map illustrates a possible layout of info–stations. The black dots denote the areas covered by info–stations. The circle around them denote the cells of the regular low bandwidth wide–area wireless network. (This map is only an illustration, it doesn't corresponds to any real cellular network layout.) The right most figure gives a conceptual account of the relation between base and info–station.

4. experiment with just–in–time delivery of dynamic data,
5. experiment with the info–station capability and mobile–awareness supporting it.

The overall design follows the client–server paradigm with a request passing from the client through the info/base–station to the server. Figure 2 depicts the individual stages in more detail. The approach is purely pull–based. We discuss possible alternatives in Section 7.

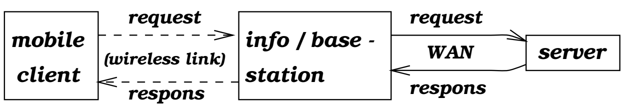

Figure 2: Request–response pattern of client–info /base–station–sever interaction.

One of the primary design goals is to keep the overall system simple and cost effective. We chose incremental retrieval of the map instead of downloading the complete detailed map, because the latter is expensive and inefficient, as the user might not need all the details. The goal is further stressed by the desire to support thin clients. Devices installed in vehicles or carried by the users tend to have limited display functionality and computing power. Hence, more functionality needs to go in the server and network infrastructure. In particular, we trade off computing power with bandwidth by transmitting the fully rendered map which is large in data size but requires only simple display capability. To hide latency and improve availability of the data at the client site, we design the application to be aware of the high bandwidth info–station links and use intelligent prefetching techniques.

Since the data transferred to the client is large, a dissemination based approach [AFZ96] would not be feasible. Using permanent storage, such as CD-ROM or hard disk, is also nonoptimal because, (1) thin clients are desirable; (2) data on CD-ROM is not updated easily, therefore time dependent information related to location, such as traffic information and whether updates, cannot not be included.

Our goals will generalize to related applications, like web–browsing, where, depending on the document, large bodies of graphic or sound data may be transferred . [2]

2.2.2 Architectural layout of the network of info–stations

Figure 3 shows the conceptual architecture of the network of info–stations. A mobile client is connected to a wireless network, which in turn connects to a map database server on the Internet. Within this wireless network there are two types of links, pockets of high bandwidth near info–stations and low bandwidth in between. The mobile client uses high bandwidth links when it is within info–station coverage. Outside these regions, client requests are passed to the server via a conventional cellular base–station. The wireless links will in general be much slower then the wired connection from the info/base–station to the server.

Whenever a mobile client enters the coverage of an info–station, the associated high bandwidth communication characteristics become available, unless some other intersecting region offers superior characteristics. For now we have neglected this case and assume that at any point in time only a single info–station can be reached by a client.

2.2.3 Map Representation

We assume that the map data sent across the network to the mobile client is in a fully rendered but layered format and design the map server accordingly. The map is partitioned into map segments of equal size. Each map segment represents a two–dimensional region of the original map. However, map segments are designed such that they reveal access to different levels of detail in the original map. Each segment contains three blocks which represents three increasing layers of detail. These are:

1. `Layer 1`: represents major roads and intersections,

[2] Prefetching decisions could then, in the simplest form, be based on sub-links in documents.

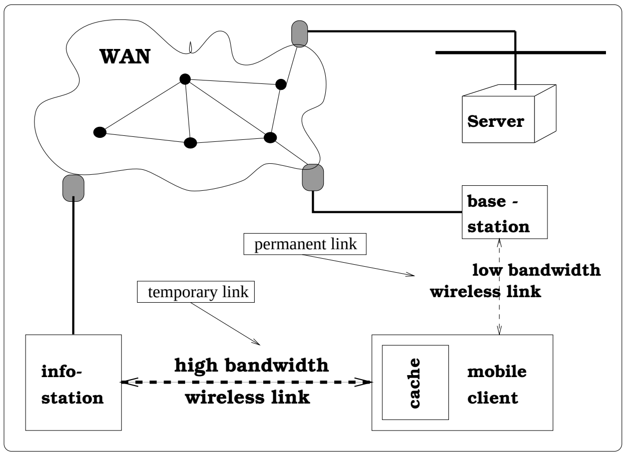

Figure 3: Map–on–the–Move architecture and client interaction with info–station and normal base–station.

2. `Layer 2`: represents a complete street–level map of the area covered,
3. `Layer 3`: represents additional detailed nformation, like landmarks, parks, tourist information, et cetera.

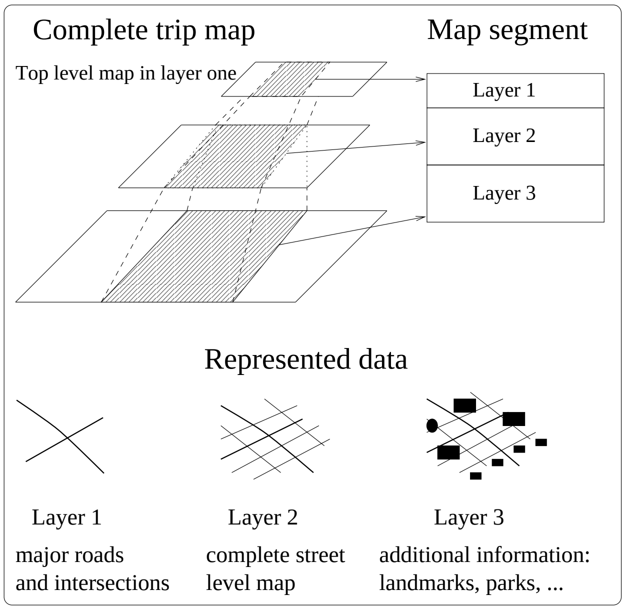

Figure 4: Conceptual representation of map and partitioning into map segments.

Layer 1 corresponds to the highest level map (i.e. the least detail) and needs the least storage space. Layer 2 and 3 reveal incrementally more detail. Their storage requirements is much larger than that of layer 1. The different map segments may be retrieved independently but need to be loaded incrementally to obtain the full information stored in the map. Figure 4 illustrates this representation in more detail. Each map segment is stored by a certain number of pages. The exact storage requirements for the individual layers are given in section 3.

A client request to this map contains a map segment number and a the desired detail level l. The response will be all the data up to layer l in that segment. A user can request the map of a region that consists of several map segments. We simply use several client requests together. The request–response operation is implemented on top of a TCP connection similar to common RPC implementations. A single TCP connection is established for each request.

2.3 The intelligent prefetching algorithm

To alleviate user perceived latency at the mobile client, we enhance the demand–page–caching cycle by prefetching pages which are likely candidates for future accesses. Our prefetching algorithm has two main characteristics. First, we use the user's location, speed and driving direction, combined with route information to prefetch data. Second, to add mobile–awareness to our application, prefetching is enabled when the user comes within range of an info–station.

Most prefetching techniques suffer from the lack of information indicating future application needs. However, for the class of location dependent applications we study, much information about future needs can be derived, especially, due to their location dependent nature and well understood semantics of the highway and street network.

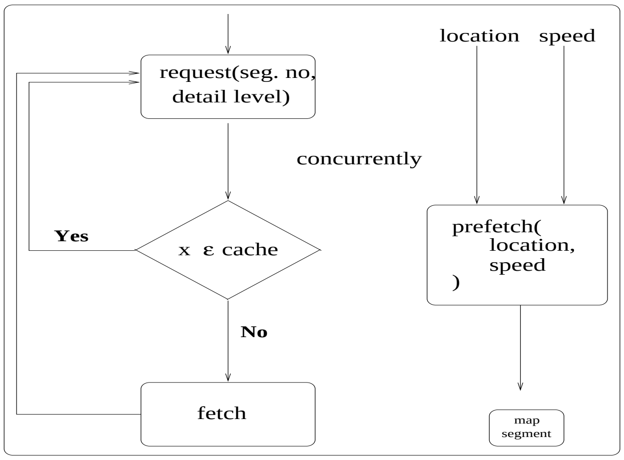

Figure 5: Flow chart of the simple cache–prefetch algorithm.

We assume that the user has given the start and end points of the trip. This allows the application to considerably narrow down the set of pages potentially accessed by the user. Secondly, current location, driving speed and direction are used as indicators to predict future paging needs. This heuristic is based on our assumptions about the user request pattern detailed in Section 3.2. For example, we assume that a client moving rapidly is less likely to access detailed information about the area around and ahead of her as one who is traveling more slowly.

The basic prefetching loop run by the mobile client is outlined in Figure 5. Whenever the mobile client enters the coverage of an info–station, it prefetches a fixed amount of k bytes. For clients with different driving speed and location, the amount k represents different maps. When a client is moving along at a fast speed, the amount k represents less levels of detail but more number of segment in a map (i.e. a larger region). A slower moving client will receive this k bytes as more levels of detail but less number of segment (i.e. a smaller region).

We discuss the experiment of choosing the right prefetching amount in Section 4. By relating prefetching to the info–station layout, we periodically take advantage of the available high bandwidth. In later sections we demonstrate the benefits of such application–network coupling over an application that is unaware of the network bandwidth variation. It is possible that such coupling could happen in the network layer, as suggested in [Bad96], but we leave that as a future network layer design option. Mechanisms for notifying the application of network variation, such as high bandwidth availability, are discussed in [BW96].

3 Modeling the mobile environment

We simulate the MAP–ON–THE–MOVE application and the network of info–stations. This section motivates and develops the models we used. The model of the mobile environment contains the network of info–stations, a mobile client, and a server.

The info–station network model specifies the network link characteristics between the client and the server. This model accounts for the different communication characteristics of that link, according to whether communication is via an info– or a base–station. The client model specifies the mobile client's parameters and the user request patterns. The server model models the map database server.

For the purpose of this study we assume that all of the traffic is generated by our application. Furthermore, we assume that all client requests can be served either by an info–station, if the client is within its coverage, or by a regular base–station, otherwise. Congestion would impact the availability of data at the client and therefore influence its performance. However, this can be handled at a lower network layer by mechanisms like fair queueing. Alternatively, a rate limiting scheme for clients could be introduced. We therefore neglect background traffic and possible congestion in the simulation.

Next we describe the server, the client, and the info–station network model in more detail. We then show how we derived the model parameters by explicitly surveying state–of–the–art wireless communication infrastructures and their technical specifications.

3.1 The map server model

The map server model constitutes a fully rendered trip map, stored as individually retrievable map segments. A segment roughly corresponds to a 1 mile long, 5-10 miles wide region. A query is performed based on (x,y)–location–coordinates and a desired detail level. The map server model returns the appropriate amount of data for a specified detail levels. The representation of maps and the query model has already been discussed in section 2.2.3.

The map server model is characterized by its size and content. The size is specified by a single parameter, `SrvDBSize`, representing the number of map segments for one trip. The `SrvDBSize` varies for each trip taken. Table 1 summarizes these values.

Map server model parameters	
`SrvDBSize`	varies from trip to trip
Detail level and # of bytes transferred	
layer 1	1 Kbyte
layer 2	10 Kbyte
layer 3	10 Kbyte

Table 1: Server model parameters. The # of bytes transferred represent the amount of data returned from the server for a request with the specified detail level.

Client model parameters	
Device parameters	
cache size	0-4 MByte
replacement policy	FIFO
User request pattern generation	
TripTime	30 min – 1h 30 min
ThinkTime	{`local, highway, combined`}–pattern
Workload: Zipf–distribution	
skew	ρ
translation	k

Table 2: Client parameters. (See text for explanation.)

3.2 The mobile client model

The mobile client model represents a user requesting map information while driving. The model defines the mobile client device, specifying its cache size and cache replacement policy as well as the user request pattern. The user request pattern is determined by the `TripTime`, the actual request pattern chosen and the workload distribution. The model parameters are given in Table 2.

The `TripTime` parameter models the length of a trip, i.e., the time the client is operational requesting information from the info–station network.

The `ThinkTime` parameter models the time between requests generated by the client. It accounts for the user's interaction behavior with the system. We use it to model several alternate user behaviors. The following request patterns are represented:

- *local–request–pattern*, modeling a driver in a downtown area,
- *highway–request–pattern*, modeling a driver on a highway,
- *combined–request–pattern*, modeling a trip on a highway between two downtown areas,

The *local–pattern* models a user who generates a few (i.e., between three and six) requests with inter–request times distributed uniformly within the range of 10 to 30 seconds and another few requests after 5 to 10 minutes. This pattern is repeated until the overall `TripTime` exceeded. It models the situations of driving in a city, i.e., searching, driving, searching, driving in a periodic cycle.

The *highway–pattern* is similar to the local–pattern, except that the gap between repeated requests is larger. We assume that as a driver runs down a highway, she will less

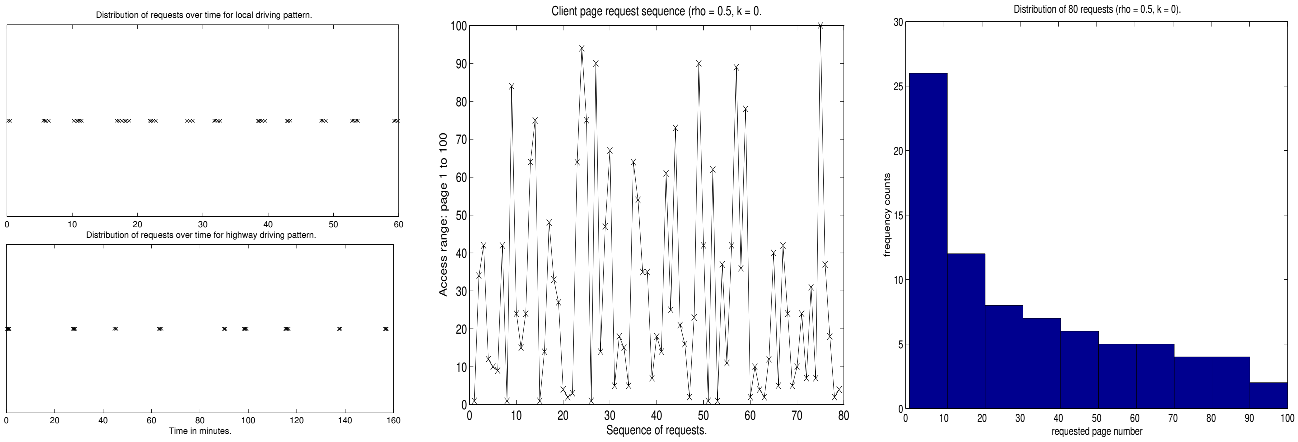

Figure 6: The top graph actually contains two graphs, depicting the request pattern of the client over time. The upper graph shows the *local request pattern*, i.e., a repeated stop–and–search cycle. The lower graph shows the *highway request pattern* which models a more prolonged stop–and–search cycle, with reduced periodic requests than the local pattern. The bottom left graph plots the requested page numbers over time which have been drawn according to the generalized Zipf–distribution with parameters ($\rho = 0.5$ and $k = 0$). The bottom right graph depicts the frequency count of these requests. We assume the page request natually follows the Zipf–distribution.

often interact with the map retrieval device. The gaps are therefore uniformly drawn from the interval of 10 to 20 minutes.

A *combined–pattern* is generated as a hybrid of the above two. It models the situation of looking for the highway entry, driving to the desired exit and finally finding the way locally to the destination.

The workload, from which individual page requests are generated, models a driver demanding map segments from the user–interface of the map loading and displaying device. We assume that the distribution of these requests is localized around the area of the user's location, with a decaying probability of access for map segments further towards the trip destination. We assume that a user gets lost ocassionally, i.e., once per each 30 minute. trip and needs to backtrack. The model accounts for this by requesting pages that is around a position slightly behind the current position in the trip. Page requests are drawn randomly from a range of m to n, where n is the total number of pages stored in the data base (i.e., `SrvDBSize`) and m a dynamically varying value derived from the location and speed measurements of the client's location. Page requests are generated according to a generalized, two–parametric Zipf distribution. These distributions are often used to model skewed local access behavior (e.g., [FZ96] and [Dag88]). Figure 6 shows a typical sample drawn according to this law. The distributions are defined by:

$$f_X(x) = B(x+k)^{\rho+1} (x = 1, 2, ...),$$

where $\rho > 0, k \leq 0$, and B is a constant. For k integral, this is a truncated one–parameter distribution, translated by k units. For $k > 0$ the distribution has relatively less probability concentrated at $x = 1$ (compared to $k = 0$). The parameter ρ controls the skew of the distribution. For increasing ρ the concentration of the distribution on one increases.

Info–station network model parameters	
info–station parameters	
bandwidth	3 Mbit
delay	50 msec
coverage	1-2 min. client time
density	0-60%
base–station parameters	
bandwidth	10kbps
delay	300msec

Table 3: Info–station network model parameters.

3.3 The info–station network model

As outlined above a mobile client moves through "islands" of high bandwidth followed by extended periods of low bandwidth. The high bandwidth islands correspond to regions closely surrounding the info–stations. Stretches of low bandwidth correspond to regions where communication to the server is via a base–station.

The info–station network model accounts for these dynamically varying characteristics of the client–server communication link. It represents the link by its bandwidth and delay parameters.

The distribution of info–stations in the network is described by two parameters, `density` and `coverage`. `Density` describes the percentage of the overall area covered by info— stations, while `coverage` describes the physical range of one info–station. Both parameters should be described in two dimensional space. Here, for simplicity, we simulate `coverage` in a one dimensional model, as the length of time a mobile client stays in an info–station coverage, relative to a constant driving speed. `Density` is calculated as the percentage of time spent in info–station coverages over the entire trip time. Table 3 summarizes the parameters.

Description	Bandwidth	Fixed Cost Estimate	Variable Cost Estimate	Coverage	Comment
Data Pager	500, 1200, 2400 bps	$200	minimal	Throughout US	
Cell Modem	14.4-230kbps (4.8–14.4 kbps typical)	$270–$390+ cell phone	monthly fee .30 $ minute	Throughout US	
Metricom	30kbps	$ 300	$ 30 monthly fee only	Bay Area, Washington D.C., Seattle, LA	Not for vehicular speed
CDPD	19.2kbps (9600bps typical)	$1000	monthly fee+ $ .10/KB	Major Metropolitan areas	Scattered throughout US
IBM ARDIS	19.2kbps	$800–1000	monthly fee + $.30–.59/KB	Major Metropolitan areas	
RMD	8kbps (2400-4800bps typi.)	$750	monthly fee	Major metropolitan area	long latency
GSM	9.6 kbps	$20–$100	monthly fee + amount per Kbyte	world wide	
UMTS	144 kbps - 2 Mbps	experimental		aim: Europe wide	vehicular speed
MBS	155 Mbps	experimental		stadions, factories (about 1 km)	mobility 50 km/hr
HIPERLAN	20 Mbps	vendor specific		50 m	35 km/hr

Table 4: Summary of wireless network provider options.

3.4 Mobile environments and their real–world characteristics

This section surveys state–of–the–art wireless networks and their characteristics. The result is presented in Table 4. The information has been obtained from the numerous infrastructure providers' web pages. The providers are referenced in the table. The network parameters in the experimental study have been chosen to reflect these real world characteristics.

4 Experiments and Results

This section presents our experimental methodology, measurements and summarizes the results of our study.

4.1 Experimental methodology and experimental setup

All experiments are performed with the network simulator *ns* [Mcc], which we extended with a client–server model incorporating different caching and prefetching strategies. The primary performance metric used, to monitor the application, is the response time as perceived by a user. Each experiment was repeated five times for a given set of parameter values. The response time is measured for each user request and averaged over the experimental runs. One experimental run corresponds to a single trip. We monitor the variance of the individual runs by also computing their standard deviation. Measurements are all performed with warm caches, i.e., we start measuring after the application had been running for some time. This is done to not distort our performance metric with initial cache loading effects. The response time of one request is determined as follows:

1. Check if the requested pages are in the cache. If yes, set response time as a fixed cache access overhead and go to (3), otherwise continue. The cache access overhead is set to 0.001 msec. Cache size varies from 0-4MByte in different experiments. The results of that variation is discussed in Section 4.2.

2. Determine the size of the requested transfer, record the start time, establish a TCP connection and retrieve the data through the info–station or base–station link, depending on the current connectivity. (This is done transparent to the user.) After the retrieval is completed, record the finish time and calculate the response time.

   In the link model we ignore the delay from the info–station to the server for several reasons: (1) We are primarily interested in the behavior of the client with respect to the changing characteristics of the wireless link; (2) the delay on the wire can safely be assumed as a fixed value.

3. Record the response time.

A secondary performance metric used to monitor the application is the hit–rate on the prefetched data, which is an indicator for the overall effectiveness of the intelligent prefetching technique. The number of pages to prefetch for one request is evaluated against the cache and possibly reduced by the pages already there.

Each experiment models a trip taken according to different driving scenarios, derived from the user–request–patterns presented in section 3.2. Two main scenarios are constructed with variable mobile client and info–station parameters:

- *Local driving scenario.* This scenario models the situation of a client driving in a downtown area where the chance of encountering an info–stations is relatively high. The `SrvDBSize` parameter is set to 100, a small value, representing a small number of available map segments. The `TripTime` parameter is set to 30 min. The '*local–request–pattern*', as described in section 3, is used as the underlying user model.

- *Highway driving scenario.* This scenario models the situation of a longer trip, i.e., between 1 and 1.5 hour long.

  The user goes through three phases in such a trip — (1) from the starting point of the trip to the highway entrance; (2) drive on highway; and (3) from highway exit to the destination of the trip. The user request pattern alternates accordingly, from '*local–request–pattern*' to '*highway–request–pattern*' and back to '*local–request–pattern*'. The `SrvDBSize` parameter is set to 300, representing a larger number of available map segments. The `TripTime` parameter is set to 90 min.

In both scenarios we introduce occasional referencing of map segment previously touched. We add a few of such requests every 30 minutes. This is to model when the driver makes a mistake and decides to backtrack.

4.2 Experimental goals and results

The experiments are designed to study the effectiveness of the network of info–stations as compared to a traditional wide–area wireless network. Furthermore, we explore the effectiveness of alternative info–station layouts under different driving scenarios. This is to find design guidelines for areas with different request densities, i.e., downtown versus highway. We also study the behavior of mobile–aware applications in such environments for different design parameters. In particular, we focus on finding the optimal parameter settings for the intelligent prefetching technique proposed.

4.2.1 Effectiveness of info–stations

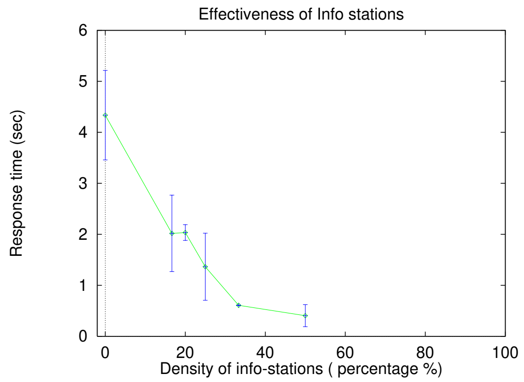

Figure 7: Response time for the local driving scenario for a number of info–station configurations. (2 MB of Cache and 100KB prefetch amount). The result of average response time with variations of these two parameters is discussed in the later part of this section.

In this experiment we run a number of trips for different info–station configurations with a fixed cache size and prefetch amount. The results are depicted in Figure 7. The figure clearly indicates that the response time is greatly improved with the increasing density of info–stations. When there are no info–stations, but only normal base stations are in range, the average response time is nearly two times worse than for a network with 20% of its area covered by info–stations with an approximate data rate of 3 Mb/s. Section 4.2.4 gives a more detailed study of the info–station topology parameters.

It is interesting to observe the effect of prefetching when no info–station is deployed. Figure 8 compares the performance of the mobile client with and without prefetching. Since there is no info–station, we prefetch immediately after each request. In Figure 8, the bottom graph shows much higher response times than the top graph due to the long prefetching time and the interference of prefetching and requests. We conclude that aggressive prefetching behaves

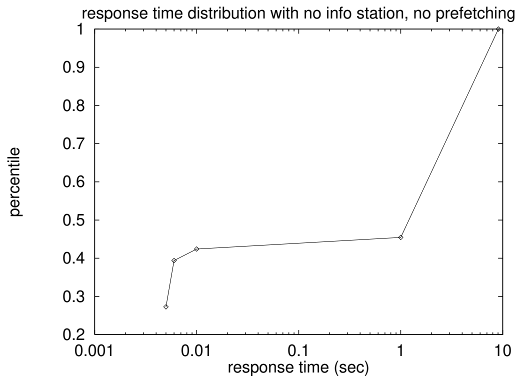

Figure 8: **TAO ! ONE FIG and MERGE in BAR GRAPH!** No info–station deployed. The top Figure shows the response time distribution without prefetching. The bottom Figure shows the response time distribution with 100KB chunks of prefetched data.

worse than no prefetching in a traditional wide–area wireless network.

4.2.2 Does the cache size matter ?

The cache size is an important design parameter for mobile applications. It is therefore crucial to understand how it influences their performance. We originally expected the cache size to dominate the performance, since intuitively the more data that can be stored, the better the chances a request will hit in the cache.

On the contrary, we find that the cache size does not affect the performance very much. Figure 9 shows the average response times for different prefetching amounts (100KB, 200KB and 300KB) over a variety of cache sizes. Each curve shows greatly varying response times across all cache sizes.

This follows directly from the user behavior. A user driving about her route exposes very little locality, i.e., the pages touched are unlikely to be touched over and over again. Most of the time a driver will not request the map segments of the places she has already passed, except for the cases when she gets lost and backtracks which occurs only once or twice in every experiment run.

To better underlying the variation of the experimental runs, Figure 10 shows the average response time with standard deviation when 300KB of data is prefetched each time.

4.2.3 Determine the amount to prefetch

It seems intuitive to assume that the more data is prefetched, the more performance the application would exhibit. However, prefetching large amounts of data is very expensive, especially in most wireless environments where every bit transferred costs time and money. We therefore seek to understand how different prefetching strategies behave and whether or not there exists an optimal amount to prefetch given the application and the user behavior.

In the experiments we observe that the average response time decreases with increasing amount of data prefetched, as depicted in Figure 11. But after the amount exceeds 400KB, the response time improvement is not noticeable to the user.

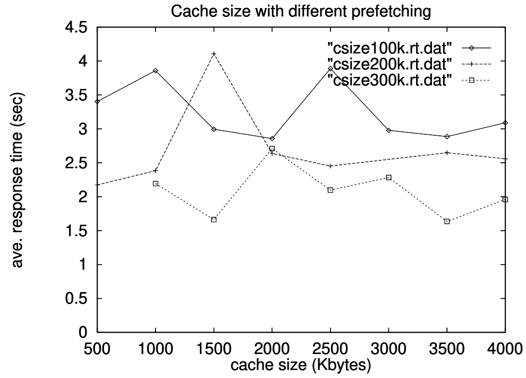

Figure 9: The response time vs. cache size with a fixed prefetching amount. Error bars are not plotted here to ease illustration.

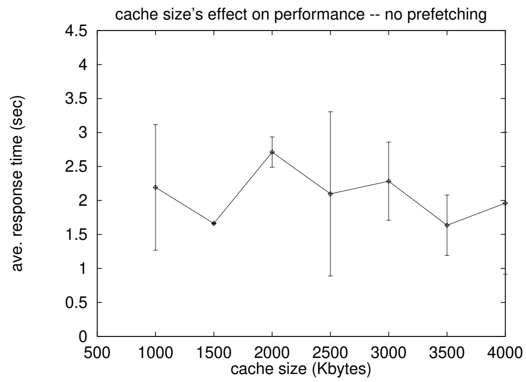

Figure 10: The response time vs. cache size with 300KB of prefetching.

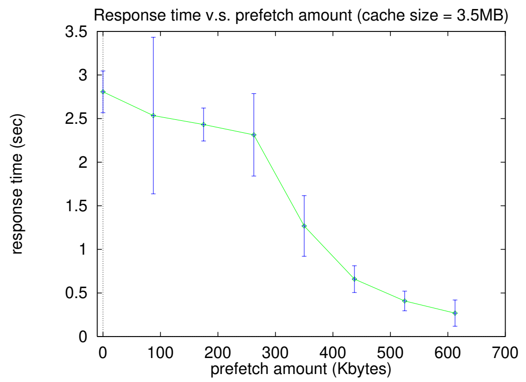

Figure 11: The response time vs. prefetching amount with a cache size of 2Mbytes

We now compare the intelligent (location and driving speed dependent) prefetching algorithm with an algorithm that always prefetches as much as possible, i.e., the map segment with all its detail levels. Intelligent prefetching performs substantially better than the less adaptive prefetching algorithm. The average response time graph is plotted in Figure 12. The performance improvement is nearly twofold. This is further verified in Figure 13 which plots the utilization of the prefetched data by the application for different prefetching schemes. Although the overall utilization is fairly low, we see that intelligent prefetching has a much higher utilization rate.

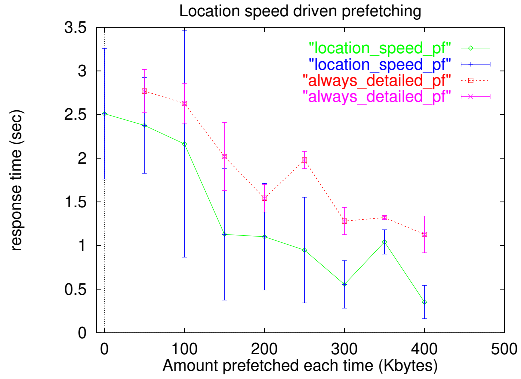

Figure 12: Comparison between the location and speed driven prefetching and a greedy prefetching algorithm in terms of response time.

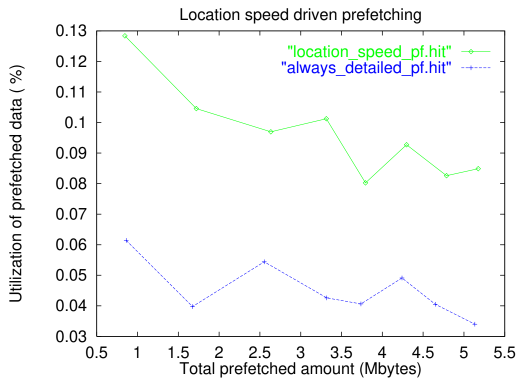

Figure 13: Comparison between the location and speed driven prefetching and a greedy prefetching algorithm in terms of response time.

4.2.4 Benchmarking the topology of info–stations

The Map–on–the–Move application is used to benchmark the layout of the network of info–stations. We seek to determine the most cost effective way of laying out the info–stations within the overall network to maximize application performance.

As shown in Figure 14, in a local driving scenario (with a fixed speed), we can see that the 2 min. info–stations perform worse than 1 min. info–stations when distributed with the same density. This means having many info–stations that cover small ranges is a more optimal topology than having few info-stations that cover large ranges. This is only a qualitative analysis because we didn't take into consideration the delay of signaling. But the result shows that we could use many relatively small and inexpensive info–stations to achieve good performance. This corresponds well to the micro-cell argument. If it were constructed, too frequent handoff might yield a performance problem, as in today's micro–cell networks.

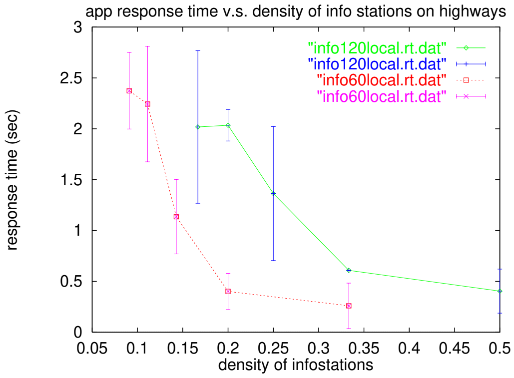

Figure 14: The network topology with info–stations that cover 2 min range(info120local) are compared with that of 1min(info60local). Note we fix user's driving speed in this experiment. With the same density, the 1min info–stations performance substantially better.

These interesting results show us the characteristics of info–stations and our mobile–aware application's interaction with the info–station network. We conclude that info–station networking with application prefetching greatly improved the performance. Our location and speed dependent prefetching algorithm works more efficiently than a normal prefetch-as-much-as-possible algorithm. The benchmark results show small but frequent info–station coverage is more favored.

5 Related Work

The idea to deploy "information islands" along roads to enable wireless communication for driving vehicles has first been studied by Take *et al.* [TMOIT94b, TMOIT94a]. They propose a mobile packet communication system based on chained isolated microradio zones and study the relationship between the time a vehicle spends in a radio zone and the achievable throughput. In their model zones are deployed isolated, whereas we experiment with a system that assumes connectivity everywhere, but non–uniform.

Frenkeil *et al.*, [FI96], introduced the notion of an *"Infostation"*, as an "isolated, low cost, low power, short range base station", placed at "predictable accessible locations", such as toll booths, building entrances, or airport entrances. Their Infostation concept is broadly presented and future applications are motivated. Frenkeil *et al.* also aim at supporting mobile users, but assume users to come near, or drive next to the high bandwidth station. Mobile–awareness, is not primarily stressed in this work. Infostations, as discussed by Frenkeil *et al.* have first been mentioned by Imielinski [Imi96] in a DataMan project perspective.

The idea of placing info–stations, "pockets of high bit rate connectivity", in a wireless network to enhance connectivity was first presented by Badrinath in [Bad97]. Badrinath, however, aims more at supporting stationary "information kiosks", where mobile users can download e–mail, fax, news and local information. We present a more complete simulation study and experiments on techniques to make the application mobile–aware, which we believe to be integral to increase user perceived performance and overall system performance.

The utility of wireless data access to documents and maps in the field has been discussed by Morey [Mor97] who studies the tradeoff between different delivery and retrieval techniques on a conceptual basis. Discussion of services and market possibilities based on the availability of navigable digital map databases in Europe and the US can be found in [Ess94, Bas96] and [Mor97]. To the best of our knowledge, no other approach has discussed the explicit application of incremental map downloading for mobile clients.

Related work is discussed by Schilit and Theimer [ST94] who address the problem of object location information distribution in local areas, such as buildings and campuses. Their aim, however, is to provide a single "active map service" for the entire environment that keeps track of location and characteristics of objects. We are investigating the problem of geographical map downloading as mobile clients move about the environment, especially through regions with alternating communication characteristics.

Caching and prefetching techniques have been successfully employed to alleviate user perceived latencies for a long time. Prefetching has been widely studied and applied to improve system performance in different areas ranging from software system design to hardware design, e.g., in database systems [Sto81], operating systems [PGS93], in language compilers [Tri79], and microprocessors design [CB92] have prefetching techniques been successfully employed.

Techniques referred to as stashing and hoarding are used in mobile computing environments [KS92] and [TLAC95]. These approaches are very similar to prefetching. Their focus is more on improving availability of the data in the system as opposed to directly influencing performance gain.

The intelligent prefetching algorithm developed in this work is *user–driven* in the sense that hints, provided by the user, are applied to derive prefetching decisions. We are explicitly incorporating route, location, and speed dependent information, gathered from the environment, into the prefetching algorithm. These hints are used to predict the user's future reference needs. This more exact information eases request prediction and consequently improves performance (i.e., decreases user perceived latency).

6 Future Work

Our results are promising and provide a rich foundation for further exploration. We plan to extend this work by additionally incorporating a push–based server model which will allow us to quantitatively study the tradeoff between push and pull–based information retrieval in wireless networks, as has recently been proposed qualitatively by Franklin [Fra97].

Presently we assume that an info–station is primarily deployed to implement the idea of a high bandwidth, low latency region in the wide–area wireless network. This concept can certainly be extended. In future studies we plan to attribute more functionality to an info–station, e.g., database, separate application caches, user proxies, filtering and data compression.

Furthermore, we think that, due to the user–specific nature inherent in many location dependent applications, an access–history driven prefetching strategy, based on machine learning techniques, could be of great benefit. The application could automatically adapt to specific user access patterns and thus customize itself to changing user requirements.

We are currently working on an analytical model of the mobile client–server scenario which incorporates the different caching and prefetching strategies and the network layout. The model helps to capture network deployment cost, as well as, the cost incurred by the mobile client. It also serves to better choose between different parameter settings. The model reveals the actual cost–performance tradeoff analytically. It is meant as a tool for the info–station network designer to help find the optimal network layout.

7 Conclusion

To achieve high bandwidth coverage in wide–area wireless networks we have experimented with an alternative network layout based on localized regions of high bandwidth and low latency (info–stations). These regions provide high connectivity to interacting applications for a short period of time. This alternative network layout, and the mobile character of many emerging applications of such networks, demand for a mobile–aware application design. We propose an architecture for implementing a mobile–aware client–server application that takes advantage of the network of info–stations by changing its data–retrieval pattern intelligently according to the distribution of the high bandwidth regions. Our experiments show that smart network layout, combined with mobile–aware application design, can greatly reduce user perceived latency for the class of location dependent applications we have investigated. We show that intelligent prefetching, the technique developed to improve the mobile-awareness of the application, greatly increases its performance. Our location and speed driven prefetching algorithm works more efficiently than a greedy *prefetch–as–much–as–possible* algorithm. Furthermore, we found by benchmarking different network topologies, that small but frequent info–station coverage is better suited for the applications studied then other network topologies.

Acknowledgement

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