Change Management Board Meeting

Tuesday, January 27, 2015

Video Conference: CO-Burns Video Bridge 1

Audio Only: 850-414-3101

Do NOT Put On Hold **Call is Being Recorded**

GoToMeeting:
https://www2.gotomeeting.com/join/371021466

Welcome and Call for Quorum

Derek Vollmer, P.E., CMB Chairman

Agenda

Time	Item	Lead
1:30 – 1:35	Welcome and Call for Quorum	Derek Vollmer
1:35 – 1:40	Previous Meeting Recap & Action Item Review	Derek Vollmer
1:40 – 1:50	ITS WAN Update	Randy Pierce & Frank Deasy
1:50 – 2:15	SunGuide Software Update	Derek Vollmer
2:15 – 2:25	RITIS Update	Derek Vollmer
2:25 – 2:40	Detector Naming Convention	Clay Packard
2:40 – 2:50	Waze Phase 2	Clay Packard
2:50 – 3:05	Wrong Way Driving	Clay Packard

Agenda

Time	Item	Lead
3:05 – 3:15	Break	
3:15 – 3:35	Discontinuous Lane Blockage *(vote)*	Derek Vollmer
3:35 – 3:45	Statewide ITS Architecture Update	Derek Vollmer
3:45 – 3:55	Auto-Dismiss Already Detected Alerts Modification (FP 2845) *(vote)*	Clay Packard
3:55 – 4:10	TSS Link Editor Removal of Non-TSS Links (FP 2391) *(vote)*	Tucker Brown
4:10 – 4:25	Open Discussion	Derek Vollmer
4:25 – 4:30	Review Action Items	Derek Vollmer

CMB agenda, slides, and attachments posted here:

http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/CMB.shtm

Previous Meetings Recap and Action Items Review

Derek Vollmer, P.E., CMB Chairman

Previous Meeting Action Items

1. FTE to prepare white paper to document their efforts and findings on WWD. (Open Action Item)
2. CO to create a scope and cost estimate for discontinuous lane blockage item and provide more information. (Open Action Item)
3. CO look into getting Bluetooth data into RITIS. (Open Action Item)
4. CO to reach out to Districts for appointments to the Technical Review Committee to review DMS displays and SunGuide software capabilities. (Open Action Item)

Previous Meeting Action Items

5. CO to follow-up on Google Traffic data possibilities. (Open Action Item)
6. CO to send updated RITIS enhancement schedule to everyone when received from UMD. (Open Action Item)
7. CO to investigate D2 proposal regarding Alert Auto-Dismiss only dismissing upstream events. (Open Action Item)

ITS Telecommunications Update

Randy Pierce & Frank Deasy, P.E.

ITS WAN Update

- FTE Tolls Middleware Application
  - FTE Tolls has requested a consolidated connection over the ITS WAN for all Districts
    - D6 has a Layer 3 Connection via ITS WAN
    - D4 still on separate Layer 2 Connection via separate FDOT fiber
  - FTE Tolls connection to the ITS WAN being upgraded to a Layer 3 connection with routing to support the 95Express project and future Managed Lanes projects
    - Southeast Fiber re-routing
      - D4 work is completed
      - Waiting for FTE approval to access splice enclosures
  - D5 to Turkey Lake – Redundancy connection
    - D5 work is completed
    - Waiting on FTE fiber allocation along SR-528

ITS WAN Update

- FL-ATIS & VAS
  - Phase I migration complete, Phase II to be scheduled
  - ITS WAN connectivity established and working for VAS
  - VAS IP addresses will be migrated in a future project
- Tallahassee Fiber Ring
  - Procuring network equipment
- FTE RTMC Pompano
  - FTE is working out a routing problem
- Multicast Re-Addressing
  - Districts should re-address their multicast devices now to resolve any overlapping addresses
  - D3, D4 & D6 completed their multicast addressing
  - D1, D5, D7 & MDX are in process
  - D2 not implemented at Layer 3 at this time
  - Multicast video can then be shared statewide

ITS WAN Update

- ITS WAN – District IP Re-allocation Effort
  - All Districts will end up with (at a minimum), a 12-bit CIDR block of >524,000 logically sub-nettable, **contiguous** IP addresses for ITS devices.
  - Multicast IP allocations will be **augmented**.
  - Official notice and further details will be forthcoming.

QUESTIONS?

Randy Pierce & Frank Deasy, P.E.

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Frank.Deasy@dot.state.fl.us

SunGuide Software Update

Derek Vollmer, P.E., FDOT

Status 6.0 Upgrades

- District 6 and MDX on Release 5.1.1
  - District 6 is preparing for the transition to 6.0
- All other Districts on Release 6.0

Release 6.1

- Schedule:
  - FAT completed week of September 22
  - IV&V began November 2014
  - Release expected 1st Quarter 2015
- Changes Impacting Other Systems
  - C2C
  - Permissions via SAA

DMS Messages

- Reached out to the Districts for Representatives
- Kickoff meeting will be scheduled once all representatives have been received
- Some topics of discussion
  - Current ConOps and Capabilities
  - Future Needs for Expressway DMS
  - Capabilities of the NTCIP standards
  - Level of Font Support

Camera Auto Focus Issue

- NTCIP implementation different among manufacturers
  - NTCIP 1205v01Amend1 approved September 2014
  - New version clarifies byte definition for object that turns on/off autofocus
  - Very few manufacturers implement the clarified definition
  - SunGuide does not implement the clarified definition
  - Does anyone use the auto focus button in Video on Desktop to turn the auto focus on?

Upcoming

- Pete's Signals in SunGuide ConOps
- Enhancement Priorities
  - Discussions at SSUG to determine complete concepts and requirements
    - Email enhancements
    - Upstream/downstream device info to TSS devices
    - Other simple items from the previous enhancement priorities request

QUESTIONS?

Derek Vollmer, P.E., FDOT

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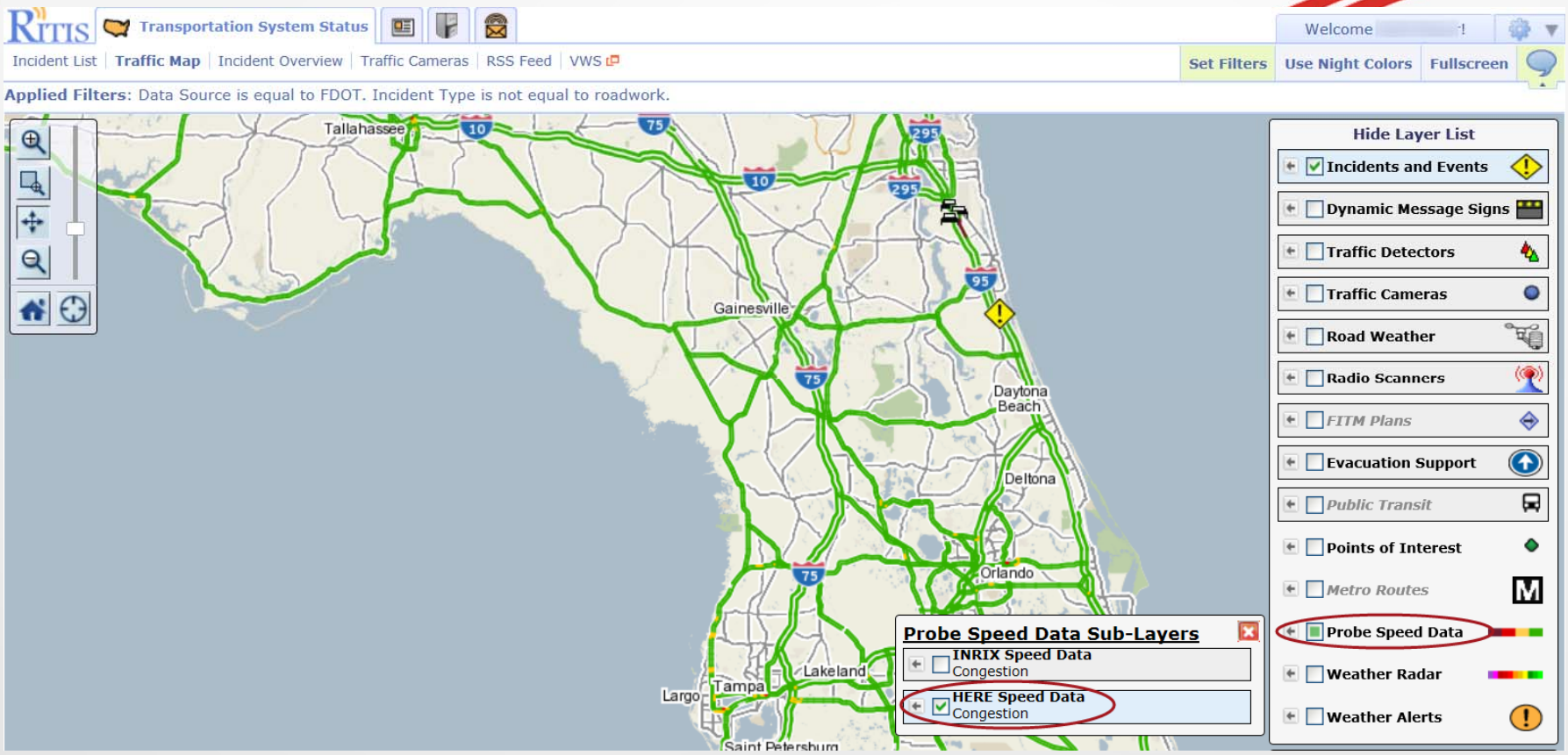
RITIS Update

Derek Vollmer, P.E., FDOT

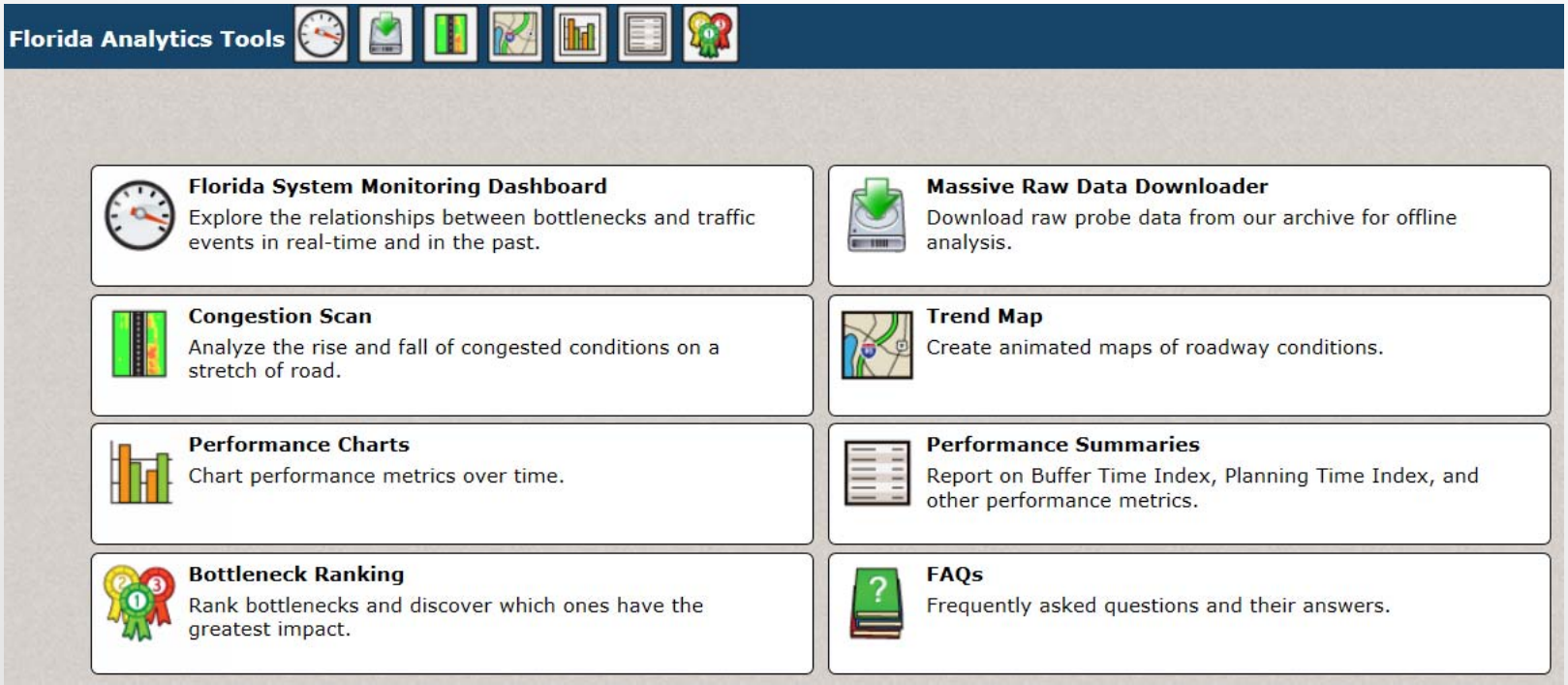
Revised Enhancement Schedule

Item	Date
HERE real-time data on RITIS website	10/23/2014
HERE real-time data with VPP Suite tools (Florida Analytics)	10/23/2014
HERE 3-year archive incorporated	03/16/2015
FDOT Probe real-time data on RITIS website	04/13/2015
FDOT Probe real-time data with VPP Suite tools	04/13/2015
FDOT Probe data archive incorporated	07/06/2015

HERE Real-Time Data on Traffic Map



HERE Real-Time Data in Florida Analytics



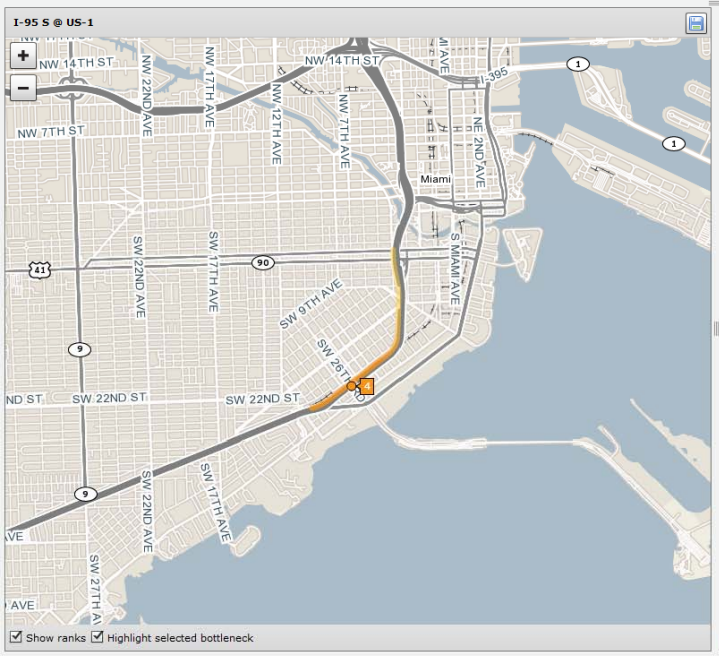
Bottleneck Ranking in Florida Analytics

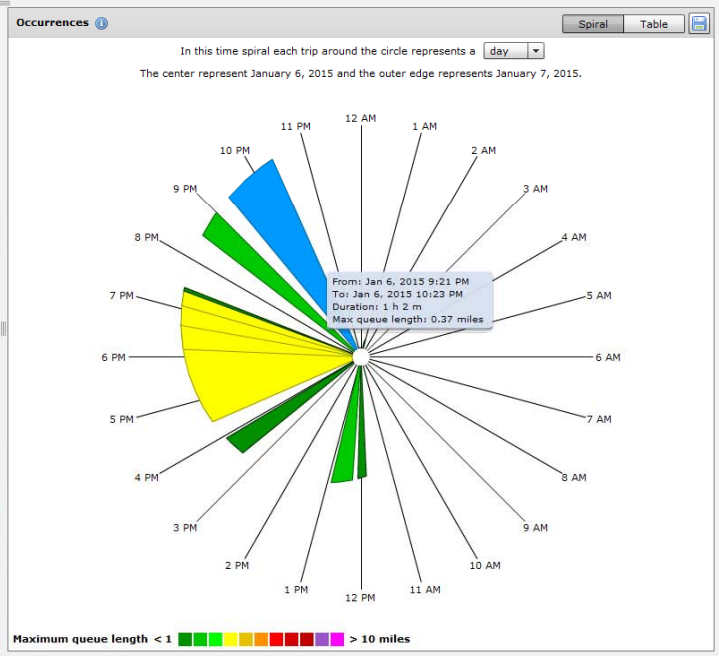
Bottleneck Ranking

New search

Bottleneck locations from I-95 between January 6, 2015 and January 6, 2015 (22 total)

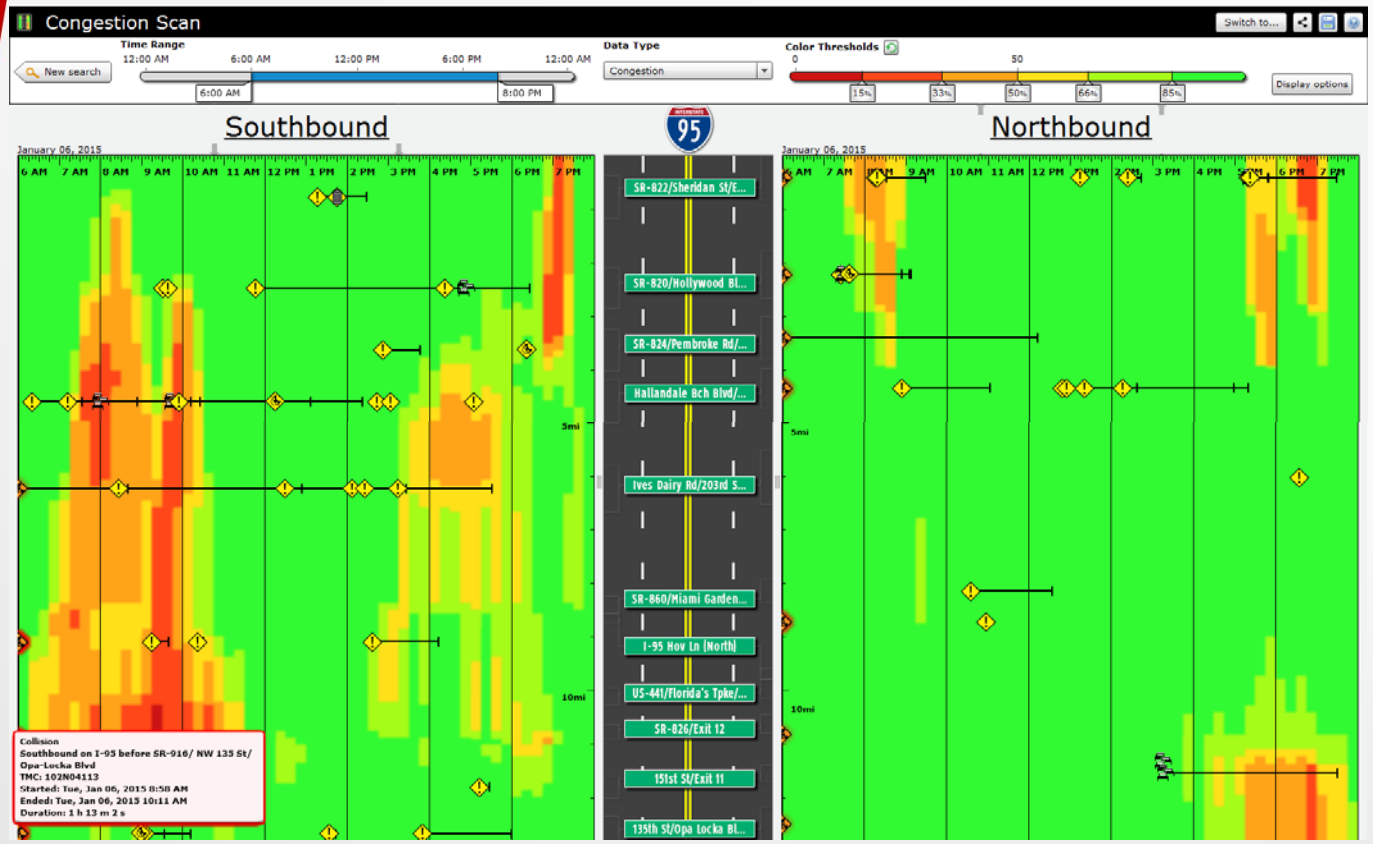
Rank	Map	Location	Average duration	Average max length (miles)	Occurrences	Impact factor
1	☐	I-95 N @ SR-826/Exit 12	4 h 8 m	14.15	2	7,019
2	☐	I-95 S @ 151st St/Exit 11	2 h 44 m	7.99	3	3,929
3	☐	I-95 S @ I-395/SR-836/Exit 2/Exit 3	2 h 40 m	8.56	1	1,369
4	☐	I-95 S @ US-1	50 m	1.50	9	675
5	☐	I-95 S @ US-441/Florida's Tpke/Exit 12	1 h 32 m	3.48	2	641
6	☐	I-95 N @ 95th St/Exit 8	1 h 18 m	3.38	2	527
7	☐	I-95 S @ 125th St/Exit 10	1 h 52 m	4.21	1	472





I-95 in Miami area showing duration and length on spiral

Congestion Scan in Florida Analytics

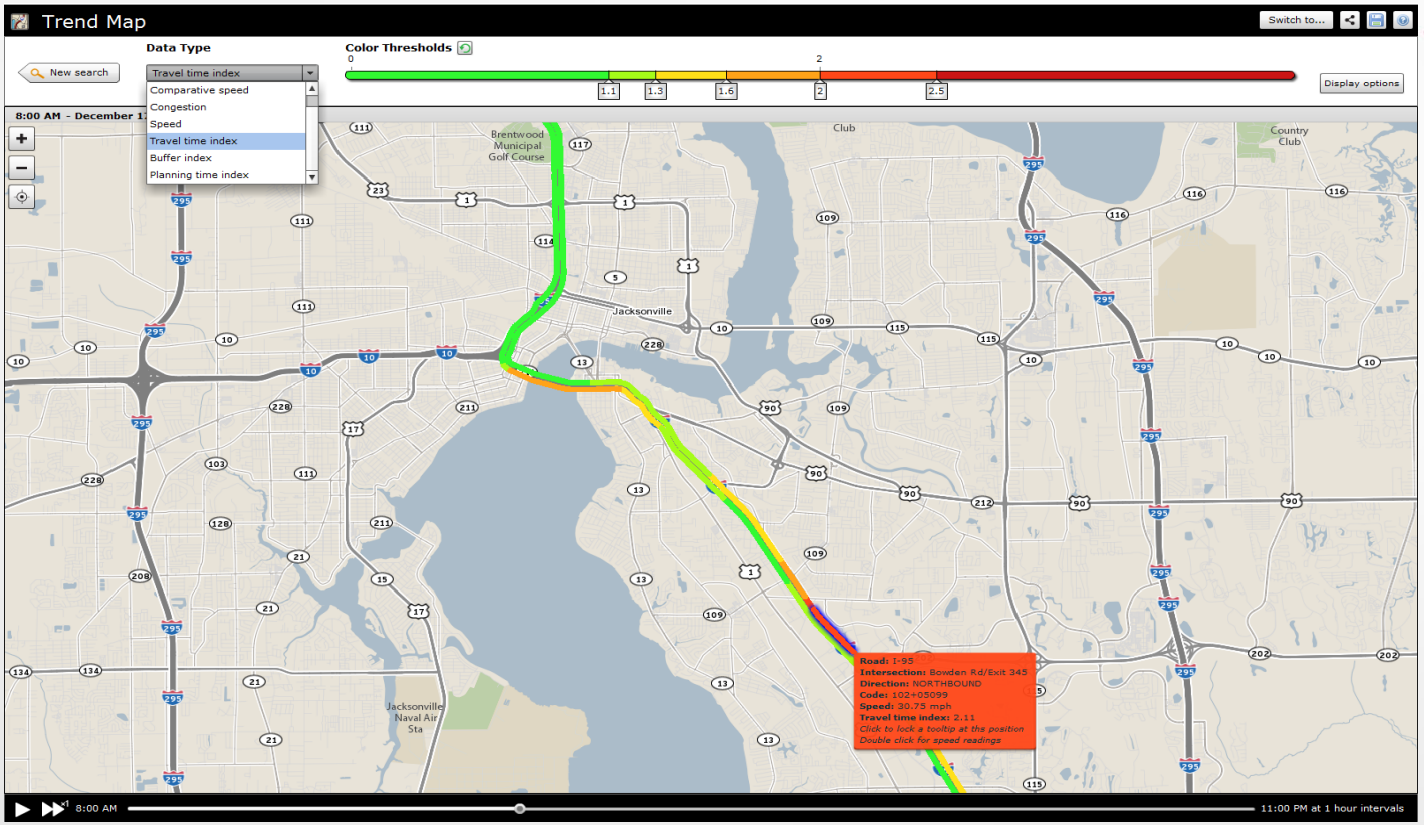


Daytime hours on I-95 in Miami area showing collision and congestion events.

Congestion Scan is available separately and from double clicking spiral section from the Bottleneck Ranking. Data Type can be changed to:

- Speed,
- Comparative Speed,
- Congestion,
- Historic Average Speed,
- Travel Time Index,
- Buffer Index or
- Planning Time Index.

Trend Map in Florida Analytics



I-95 Travel Time Index in Jacksonville area at 8am

Other data type options are shown in drop down menu

RITIS Issues Update

- Event Query Tool Missing Roadways – Resolved
  - Additional Roadways were added to the Event Query Tool Drop Down
- Inactive Detectors on Traffic Map – Resolved
  - Detectors on Traffic Map are now showing as active.
- Road Gaps in Vehicle Probe Project Suite – Resolved
  - Multiple selected roadways no longer have gaps.
- Incorrect Road Prefix in Data Archive – Resolved
  - Road prefix FL-XXX was being used but has been changed to SR-XXX.

RITIS Issues

- Please send RITIS issues with detailed information to: Derek.Vollmer@dot.state.fl.us, Clay.Packard@dot.state.fl.us, and Kelli.Moser@dot.state.fl.us

QUESTIONS?

Derek Vollmer, P.E., FDOT

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Detector Naming Convention

Clay Packard, P.E., Atkins/FDOT

Purpose/Benefit:

To Standardize Detector and Detection zone names

- Users trying to find detectors and zones on SG & RITIS map
  - Operations
  - Researchers
  - Performance Measures Analysts
    - Statewide and District analysis

To use the name efficiently

- Indicate technology type
- Indicate location: Roadway, Direction, Mile Marker

Detection Object Organization

- Detector Station: Device (or Historical Device) at a location
- Link (or Zone): Smallest spatial aggregated measurement
  - Group of same type of lanes
  - Side-by-side, in same direction
  - Same operational lane type

    i.e. separate links for general purpose and express lanes
- Lane (individual measurement)

Naming Approach

- Use identifying information embedded in names,
- Build upon parent names from detector, to links, to lanes

Detector:

- Technology Type – Roadway – Mile Marker (XXX.X)
- Detector does not include direction
  - Detector can cover multiple directions
  - Direction is associated with link instead – more meaningful

Naming Approach

Link:

- Use detector name as prefix
- Add direction and operational lane type
  - All lanes in a link have same operational lane type by definition

Lane:

- Use Link name as a prefix
- Add 2-digit lane number starting with 01 for the inside (‘fast’) lane

Other Naming Rules

- Use “PS” for point-speed and “PF” for probe-fusion technology types
- Mile Marker is always 3 whole digits and 1 decimal digit (XXX.X)
- Mile Markers are made up if needed – 000.0 a western-most or southern-most point of roadway
- Roadways should follow same formatting standards as Reference Points
- Use “EL” after roadway name for express lanes
- Use “ON RAMP” or “OFF RAMP” for ramp links
- Detectors names are a maximum of 30 characters – use abbreviations if necessary (see document)
- Do not use relations, such as “at”, “N of”, “S of”, etc.
- Use “NB, SB, EB, or WB” for roadway direction

Examples

Detectors:

- PS I-95 MM125.5
- PS I-275 MM004.1
- PF SR-528 MM012.4

Links:

- PS I-95-NB MM125.5
- PF SR-528-WB MM012.4
- PF SR-528-WB MM012.4 ON RAMP

Examples

Lanes:

- PS I-95-NB MM125.5 L01
- PS I-95-NB MM125.5 L02
- PS I-95-NB MM125.5 L03
- PF SR-528-WB MM012.4 L01
- PF SR-528-WB MM012.4 L02

QUESTIONS?

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Clay Packard, P.E., Atkins/FDOT

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Waze Phase 2

Clay Packard, P.E., Atkins/FDOT

Waze Phase 2 Goals

- Facilitate efficient and consistent processing of the Waze events
- Decrease the cost of operations by automating operator's manual steps in SunGuide
- Reduce workload and complexity by using the IDS Waze driver instead of C2C subscriber to retrieve events

Waze Phase 2 Automation

- Automate the following Phase 1 operator actions:
  1. Monitoring the operator map for new Waze events
  2. Deciding if the Waze event is a duplicate
  3. Deciding if the Waze event is on a US or state road
  4. Creating an event from scratch
  5. Updating the event information with the Waze incident information
  6. Creating a floodgate
  7. Monitoring the C2C event details dialog for a status change
  8. Ignoring Waze C2C events and IDS alerts already processed

Waze Phase 2 Reporting

- Include Waze alerts in IDS Alert reports
  - Analyze the integrity and usefulness of the Waze data.
  - Determine how many and what percentage of Waze incidents were used to create events

Waze Phase 2 Constraints

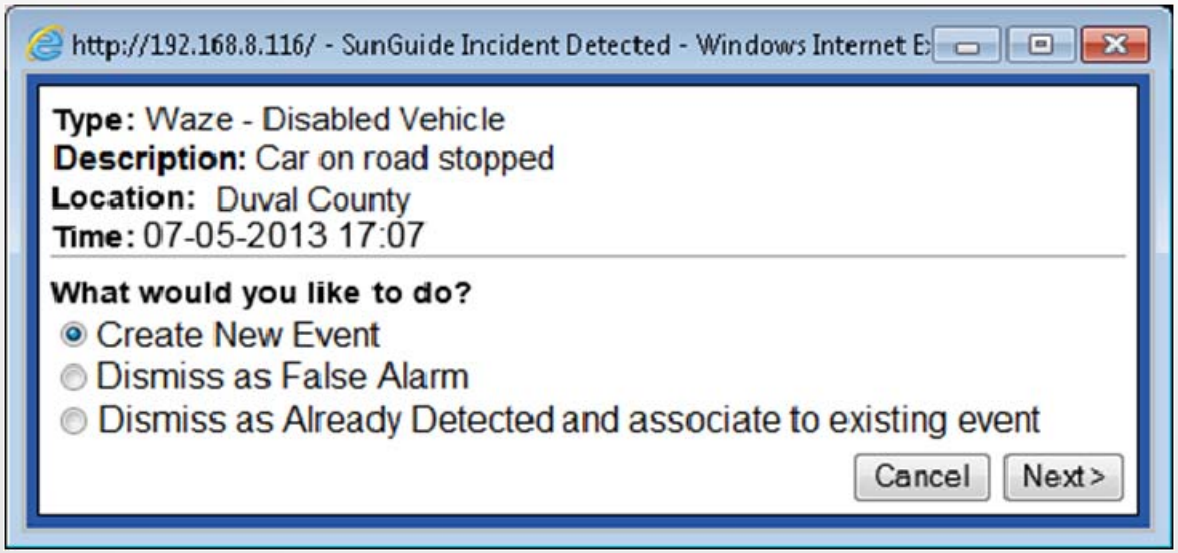
- May not be of the same reliability or timeliness of a primary notification source
- Information generated is not always relevant in traffic management
- Requires additional notification sources to confirm event
- On a non-instrumented roadway with a single secondary notification, information will be posted as unconfirmed
- If there is no EM location defined for US/state road, a 511 floodgate will be used to publish event information

Waze Phase 2 Interface Server

- Waze data downloaded by an centralized Waze Interface server
  - Similar concept to FHP CAD Interface server
    - Data distributed to each TMC via ITS WAN
    - Downloaded by Waze IDS Driver at each SunGuide deployment
  - Any change to the Waze data feed can be handled by a modification to the interface server and the updated software only needs to be deployed in one location.
  - Filtering can be handled from a central location. This will reduce the complexity of installing and configuring the software at each TMC.

Waze Phase 2 Incident Detection Subsystem

- The IDS subsystem automates Waze incident processing
  - generates Waze alerts
  - facilitates the creation and management of SunGuide® events
- Operator handles new Waze alert – just like an FHP CAD alert
- Waze Alert handling dialog displayed to operators



Waze Standard Operating Procedures

- SOP and quick reference guide for managing Waze events
  - Similar to Phase 1
    - Waze as secondary notification source
    - Publish unconfirmed events to non-instrumented, state roads
    - Use floodgates for state roads without EM locations

QUESTIONS?

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Wrong Way Driving

Clay Packard, P.E., Atkins/FDOT

WWD Objectives

- Expediently alert motorists and responders of a WWD detection
- Facilitate TMC WWD incident management operations
- Enable WWD detection and incident management analysis

WWD Device Configuration

- Wavetronix Click!512 will be the first supported device
- Forwards only WWD vehicle detections from SmartSensor
- Click!512 configured as a separate device in IDS
  - Does not interference with TSS operations of the SmartSensorHD
- WWD device can be associated to cameras and a preset…
- WWD is a new event type in Event Management Subsystem

WWD User Involvement and Interaction

Operators will interact with the system after WWD detection with the following:

- Notify law enforcement of the potential incident.
- Verify the WWD incident with CCTV cameras if possible.
- Take ownership of the event and continue to look and listen for information.
- If the system is configured not to automatically post a response plan, post a response plan to warn upstream motorists of the potential WWD incident ahead.
- Coordinate with response agencies.
- Open the response plan and make adjustments if necessary.
- Terminate the response plan and close the WWD event when WWD incident is over or cannot be verified after some time.
- If a crash ensues, the operator will create a new, secondary event at the new location. The secondary relationship will help identify the crash event as a result of WWD detection event.

WWD Detection Response

SunGuide will automatically do the following when WWD is detected:

- Generate an alert using the existing IDS
- Create an event using the WWD event type indicating the location at which the WWD detection device is located
- Generate a response plan for the event (each device will be configurable as to which response plan items are generated for the event)
- Provide immediate alert to operators
- Log the WWD information in the database and produce a SunGuide report of WWD detections and WWD events for future analysis

WWD Software Changes

- New WWD Detection Driver added to the IDS
- Changes to IDS to support the processing of WWD detections
- Changes to EM:
  - new WWD event type
  - response plan parameters
  - added flag for each agency contact to automatically receive WWD email notifications
- Changes to the GUI – workstation CPU utilization
  - GUI should recognize when the workstation has reached a maximum threshold of CPU utilization so that it does not launch too many videos that would overwhelm the workstation.
- Automated behavior configurable, allowing for testing to ensure acceptable number of false positives

QUESTIONS?

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Break – 10 min

http://ipadstopwatch.com/timer.html

Discontinuous Lane Blockage

(with vote)

Derek Vollmer, P.E., FDOT

Open Roads Policy

- Section 4d:

  FDOT personnel will document all hours and equipment used for traffic control, roadway clearance, and debris clean up. FDOT will place traffic control devices at the scene should any damaged vehicles or cargo remain on the shoulder adjacent to the travel lanes for removal at a later time.

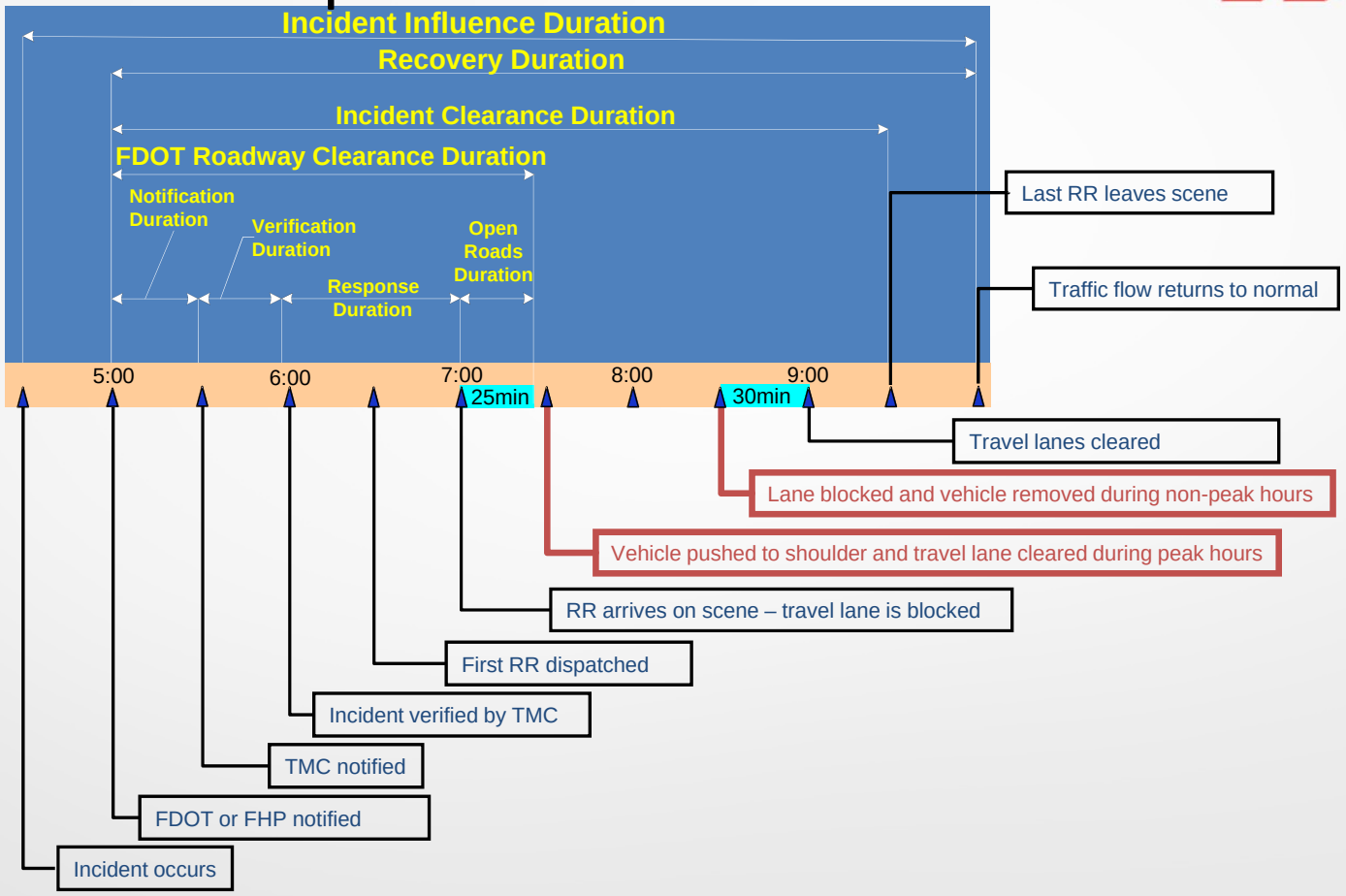
- Section 8:

  Roadways will be cleared as soon as possible. It is the goal of all agencies that all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer. This goal is made with the understanding that more complex scenarios may require additional time for *complete* clearance.

Open Roads Duration

- Open Roads Duration
  - Begins when the first responder arrives on scene
  - Ends when travel lanes are cleared
  - Split into multiple segments
    - When lanes are opened and blocked in same event

Incident Duration Timeline with Open Roads Duration



Open Roads Duration Changes

- Existing Calculation Approach: **7:00 to 9:00 = 2 hours**
  - From: 1st responder arrival
  - To: LAST travel lanes reopened
- Truncation Calculation Approach: **7:00 to 7:25 = 25 min**
  - From: 1st responder arrival
  - To: FIRST travel lanes reopened
    - Events can remain active
    - Responders can be departed
    - Travel lanes re-blocked after peak hours
    - Remaining vehicle/debris removed
    - All part of original event
    - Open Roads Duration will not be penalized

Severity

- Severity will remain unchanged in definition
  - All travel lanes blocked for any amount of time – severity 3
  - Not all travel lanes blocked for over 120 minutes – severity 3
  - Not all travel lanes blocked for over 30 minutes – severity 2
  - Not all travel lanes blocked for less than 30 minutes – severity 1
- But will use the new lane blockage duration
- The previous example event would be severity 1, not severity 3
  - 25 minutes of blockage, rather than 2 hours, is a severity 1

QUESTIONS?

(VOTE)

Derek Vollmer, P.E., FDOT

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Statewide ITS Architecture Update

Derek Vollmer, P.E., FDOT

ITS Architecture Updates

- District 1 and 7 ITS Architecture updates were completed 01/09/2015
- Remaining Districts ITS Architecture updates will be completed by 12/31/2015
- District 5 and Turnpike Workshop Scheduled for 02/17-18/2015
- CO, Districts 2 & 3 Updates Start 04/15/2015 and End 06/23/2015
- Districts 4 & 6 Updates Start 07/09/2015 and End 10/28/2015

ITS Architecture Events

- Project Kickoff Meeting – 09/05/2014
- Eight Architecture Kickoff Meetings (1, 5, 7 & FTE Completed)
- Stakeholder Interviews (1 and 7 Completed)
- Stakeholder Workshops (1 and 7 Completed)
- Final Architecture Meeting

ITS Architecture Deliverables

- *Turbo Architecture* Files (V7.0)
- Customized Service Packages in Visio File
- ITS Architecture Summary Document
- Hyperlinked Web Site of Architecture

Revised D1 ITS Architecture Website

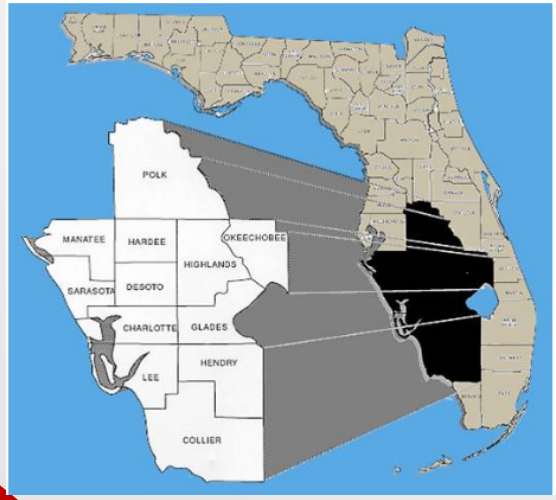
FDOT District 1 Regional ITS Architecture

State Home | FDOT D1 Home | Stakeholders | **Inventory** | Services | Architecture | **Projects** | Resources | Feedback

Inventory
Inventory by Stakeholder
Inventory by Entity

Projects
Projects by Stakeholder

HOME



The *Southwest Florida Regional ITS Architecture* is a roadmap for transportation systems integration in Southwest Florida over the next 20 years. The Southwest Florida Regional ITS Architecture has been developed through a cooperative effort by the region's transportation agencies, covering all modes. This regional ITS architecture was developed to satisfy the FHWA Rule 940 requirements, as well as the FTA policy directives, on ITS Architectures. This draft regional ITS architecture was developed from the existing ITS architecture and interviews gathered from stakeholders. This draft regional ITS architecture takes into account input from a one-day stakeholder meeting, held on October 9, 2014. The presentation slides from this workshop are available by selecting "Resources" on top, then "Project Documents".

The Statewide and Regional ITS Architectures represent a shared vision of how each agencies' systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travellers in the State of Florida.

Time Horizon and Services

The Statewide and Regional ITS Architectures have a time horizon of up to twenty years with particular focus on those transportation elements likely to be implemented in the next five years. The ITS architecture covers the broad spectrum of Intelligent Transportation Systems, including Traffic Management, Transit Management, Traveler Information, Maintenance and Construction, Emergency Management, and Archived Data Management over this time horizon.

Revised D7 ITS Architecture Website

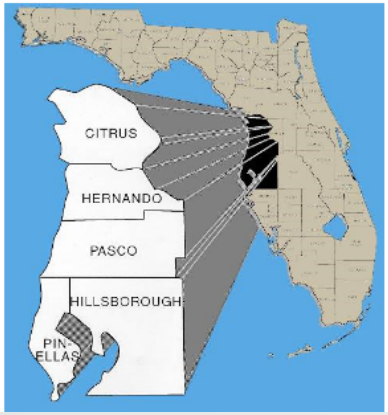
FDOT District 7 Regional ITS Architecture

State Home | FDOT D7 Home | **Stakeholders** | Inventory | Services | **Architecture** | Projects | Resources | Feedback

- Stakeholders
- Inventory by Stakeholder
- Services by Stakeholder
- Projects by Stakeholder
- Operational Concepts

- Architecture Interfaces
- Architecture Flow Descriptions

HOME



The *Tampa Bay Regional ITS Architecture* is a roadmap for transportation systems integration in the Tampa Bay Region over the next 20 years. The Tampa Bay Regional ITS Architecture has been developed through a cooperative effort by the region's transportation agencies, covering all modes. This regional ITS architecture was developed to satisfy the FHWA Rule 940 requirements, as well as the FTA policy directives, on ITS Architectures. This draft regional ITS architecture was developed from the existing ITS architecture and interviews gathered from stakeholders. This draft regional ITS architecture takes into account input from a one-day stakeholder meeting, held on October 8, 2014. The presentation slides from this workshop available by selecting "Resources" on top, then "Project Documents".

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Time Horizon and Services

The Statewide and Regional ITS Architectures have a time horizon of up to twenty years with particular focus on those transportation

QUESTIONS?

Derek Vollmer, P.E., FDOT

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Auto-Dismiss Already Detected Alerts Upstream (FP 2845) *(with vote)*

Clay Packard, P.E., Atkins/FDOT

Current Behavior

- Each corridor has many contiguous TSS links
- Each TSS link can have multiple lanes
- Each TSS lane can have thresholds on speed, occupancy, or both
- A new alert is triggered when an alarm threshold is hit
- Recovery Thresholds help, but…
  - Subsequent alarms are suppressed until the corresponding recovery threshold is hit
  - Even with recovery threshold, there are ***FAR TOO MANY*** redundant alerts for operators to be required to handle

Desired Solution

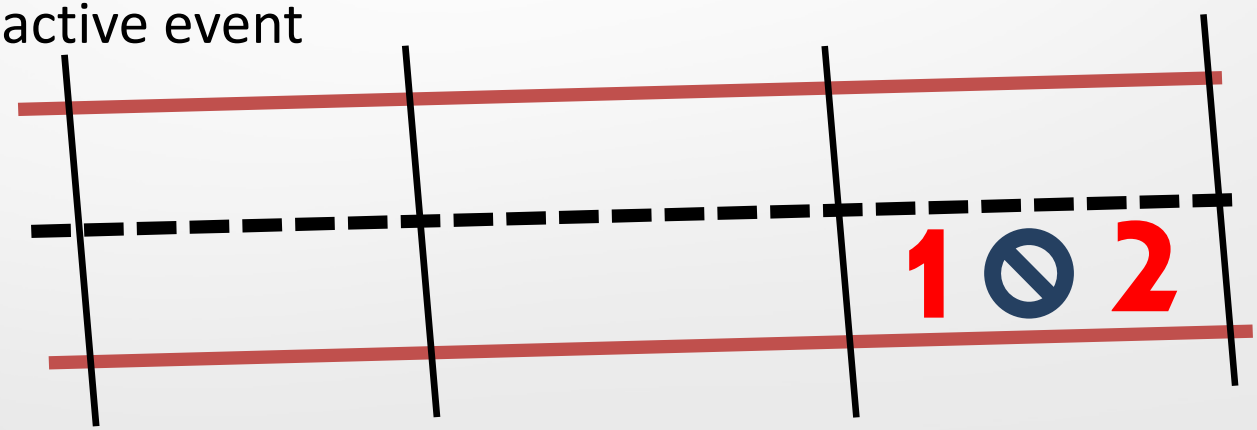
- Goal is to have a single alert for a congestion event when traffic conditions are first detected
- After first alert, an operator will manage an event and does not need subsequent alarms
- Subsequent alarms for that corridor (**upstream**) automatically
  - Dismissed and associated to the active event
- TSS Links drawn on the map will still flash red
  - Good non-intrusive visual indicator of road conditions

Redundant Alert Considerations

- District 2 suggested last CMB to **not** consider downstream alerts as redundant
- Downstream congestion beyond an event/initial congestion
  - Could be a new event and needs operator attention
- The following are rule-based scenarios for determining if an alarm is redundant:
  - There exists an active event with a TSS alarm associated to it with the same county, roadway, and direction as the new alarm.
  - At least one scenario from the following applies:

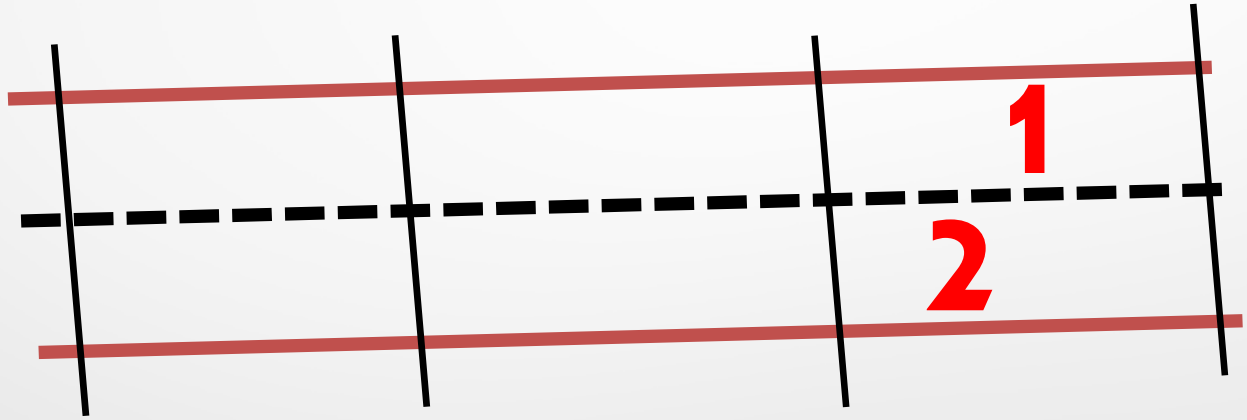
Subsequent Alerts After Recovery

- Subsequent Alarms from the same TSS lane (upstream only)
  - SunGuide completely suppresses alarms until the first alarm one recovers; however,
  - After recovery, a legitimate new alarm can be triggered.
- The new alarm (after recovery) is redundant if a prior alarm is associated to an active event



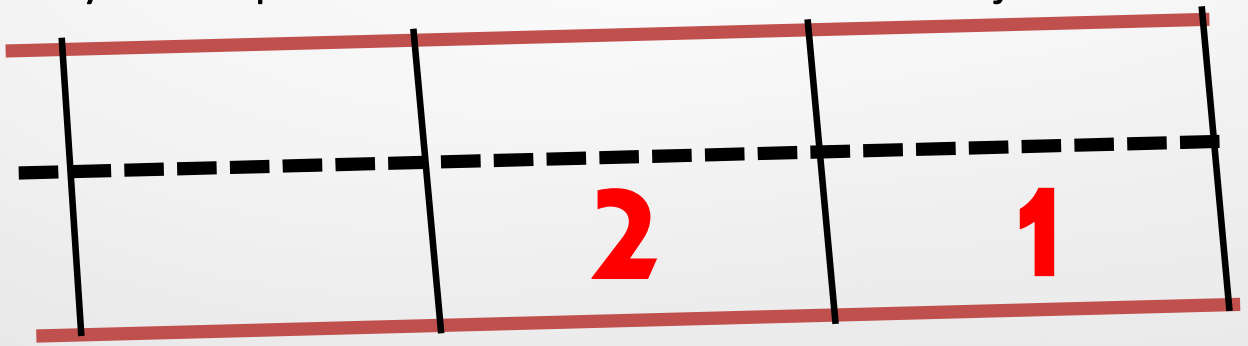
Any Other Lane within a TSS Link

- Any lane within a TSS Link
  - If lane 1 triggers an alert, lane 2 can also trigger an alert
  - The new alert is redundant if another alert from the same TSS link is associated to an active event



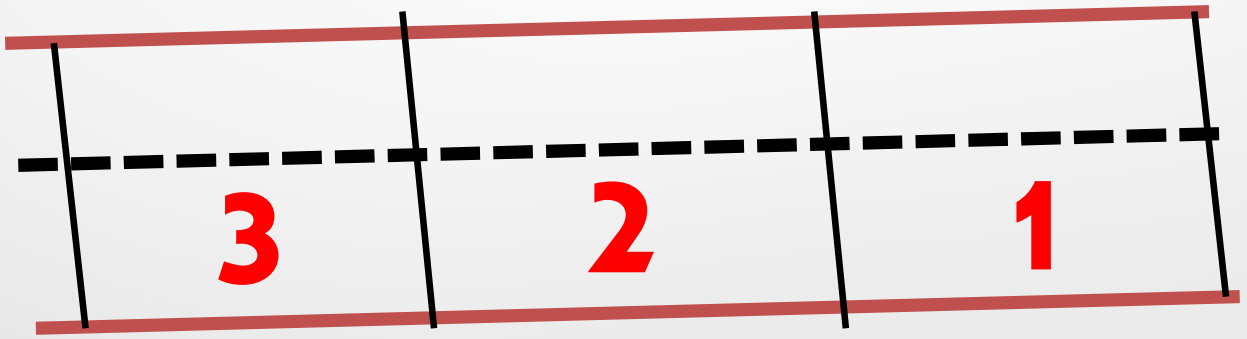
Adjacent TSS Links

- Any adjacent TSS link
  - An alert can be produced on an adjacent TSS link immediately **upstream** of another link
  - The new alert is redundant if another alert from an adjacent **upstream** TSS link is associated to an active event.
  - For example, if link 1 triggers an alert and is associated to an active event, then any subsequent alert from link 2 would be adjacent.



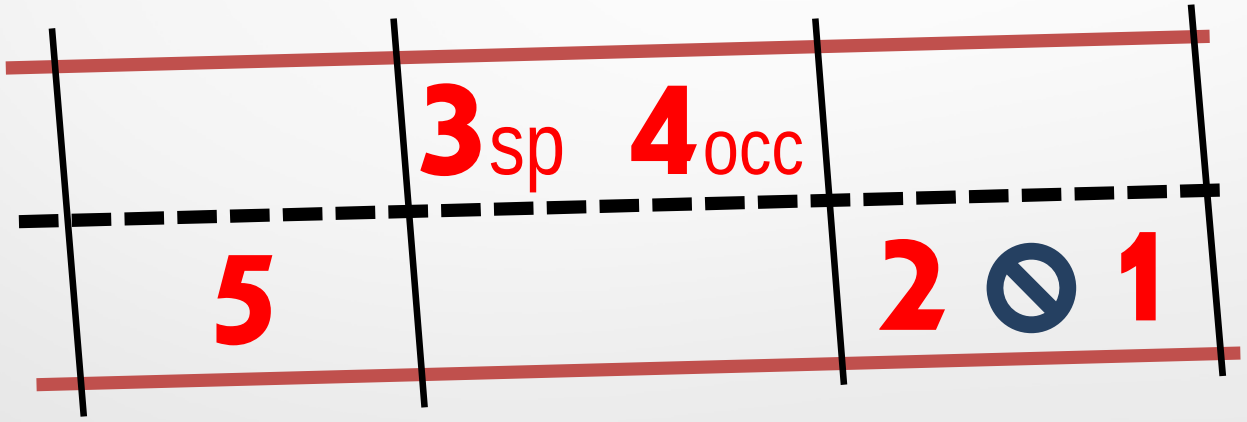
Contiguous TSS Link Chains

- A link can be adjacent to any other link, not just the original one
  - If link 1 produced an alert,
    - then link 2 produced an adjacent, redundant alert,
    - then link 3 produced an alert,
  - then link 3's alert would also be redundant



Scenario Combinations

- All combinations of alarm type
  - speed alarm,
  - occupancy alarm, or
  - speed *and* occupancy alarm
- Any combination of the previous scenarios



System Requirement

- The software shall automatically dismiss a TSS alert and associate it to an existing event when there exists another TSS alert from the same link or upstream link associated to an active event.
- Design Details:
  - There shall be no new configuration for this modification (i.e. you don't have to configure all your links to tell which ones are upstream.)
    - However, you do need to have correctly configured links, and we will look into a display option in the map editor mode to easily point out configuration issues on the map so you can easily find and correct them.
  - Link A will be considered upstream if Link A's ending node is the same node or within 0.1 miles of Link B's starting node.

Budget / Schedule

- No change for “Upstream-Only” revision
- Cost: $28,500
- Schedule: After Release 6.1

QUESTIONS?

(VOTE)

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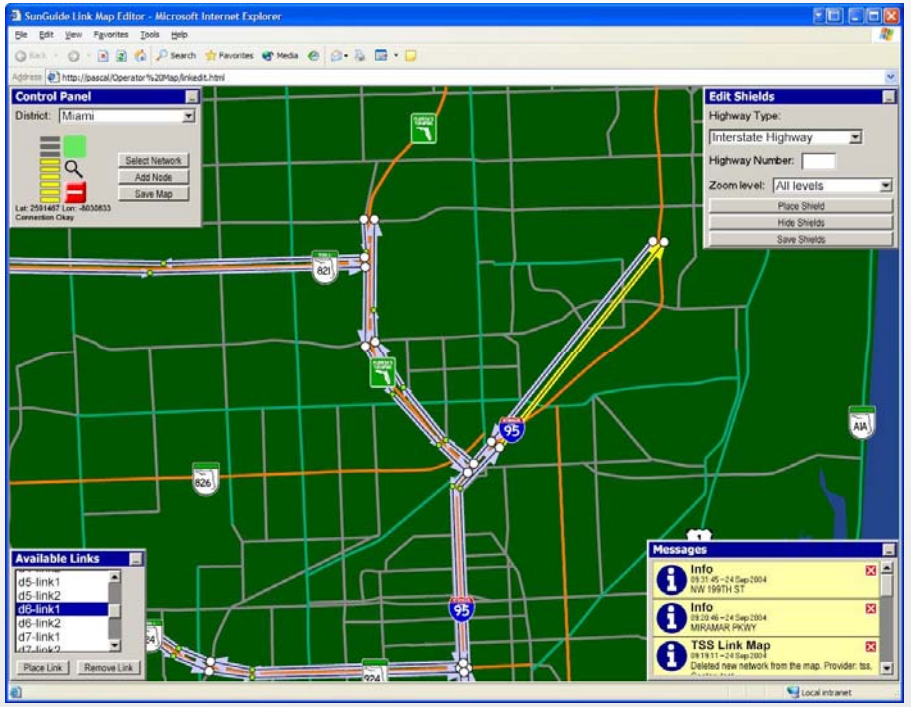
TSS Link Editor Removal of Non-TSS Links (FP 2391) *(with vote)*

Tucker Brown, SwRI

History of Non-TSS Links

- Previous Incident Management system (used in releases before 2.2.2) *required* a link be drawn on the map for an event to be placed
- To support events on non-TSS-instrumented roadways, non-TSS links were introduced
- Additionally provided more detail to a map which lacked many current features



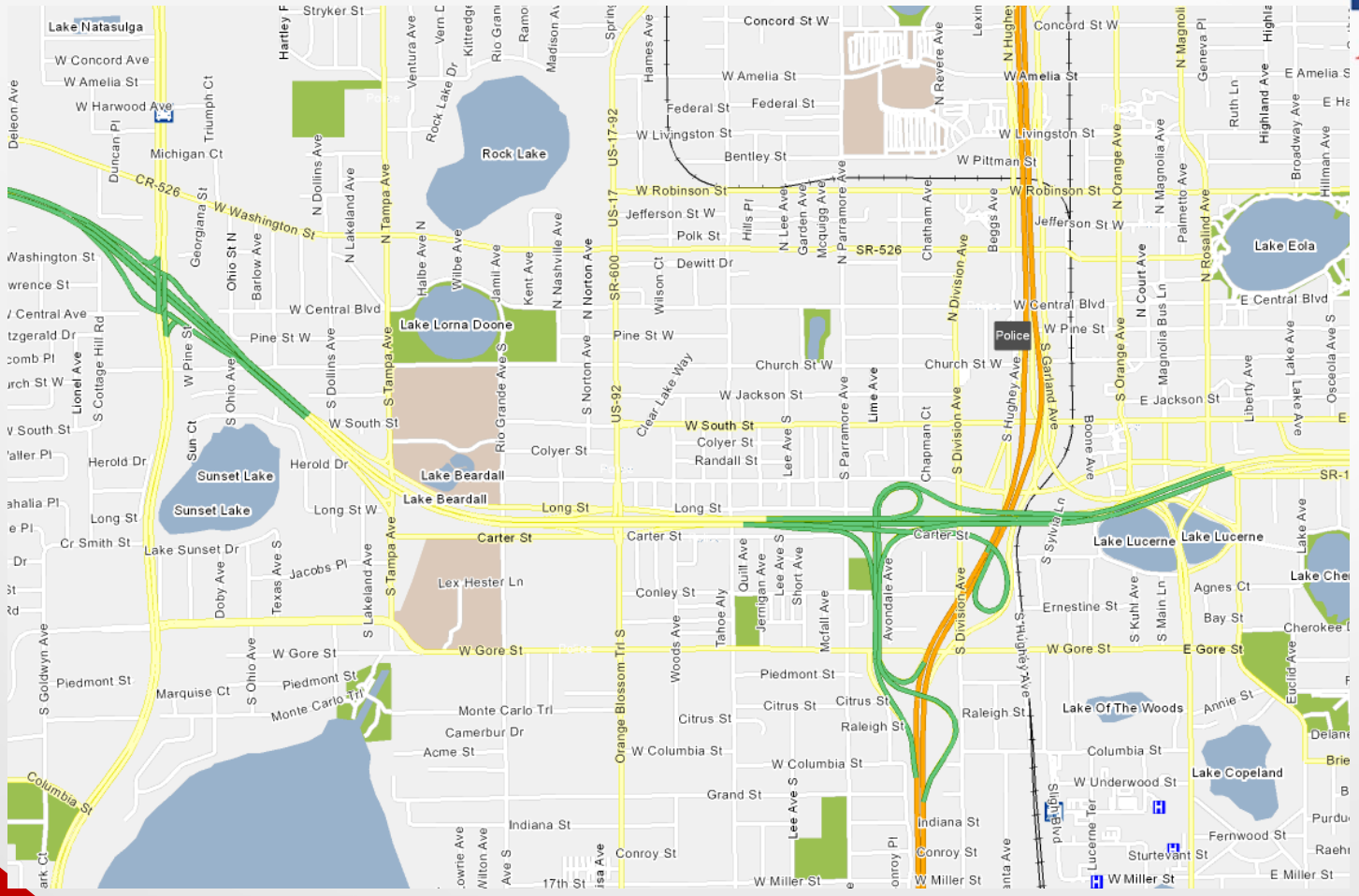
Current Use of Non-TSS Links

- Showing lane level detail for non-instrumented roadways
  - Marginal usefulness
- "Ghost" links left over when TSS links are deleted from the system
  - Negative usefulness

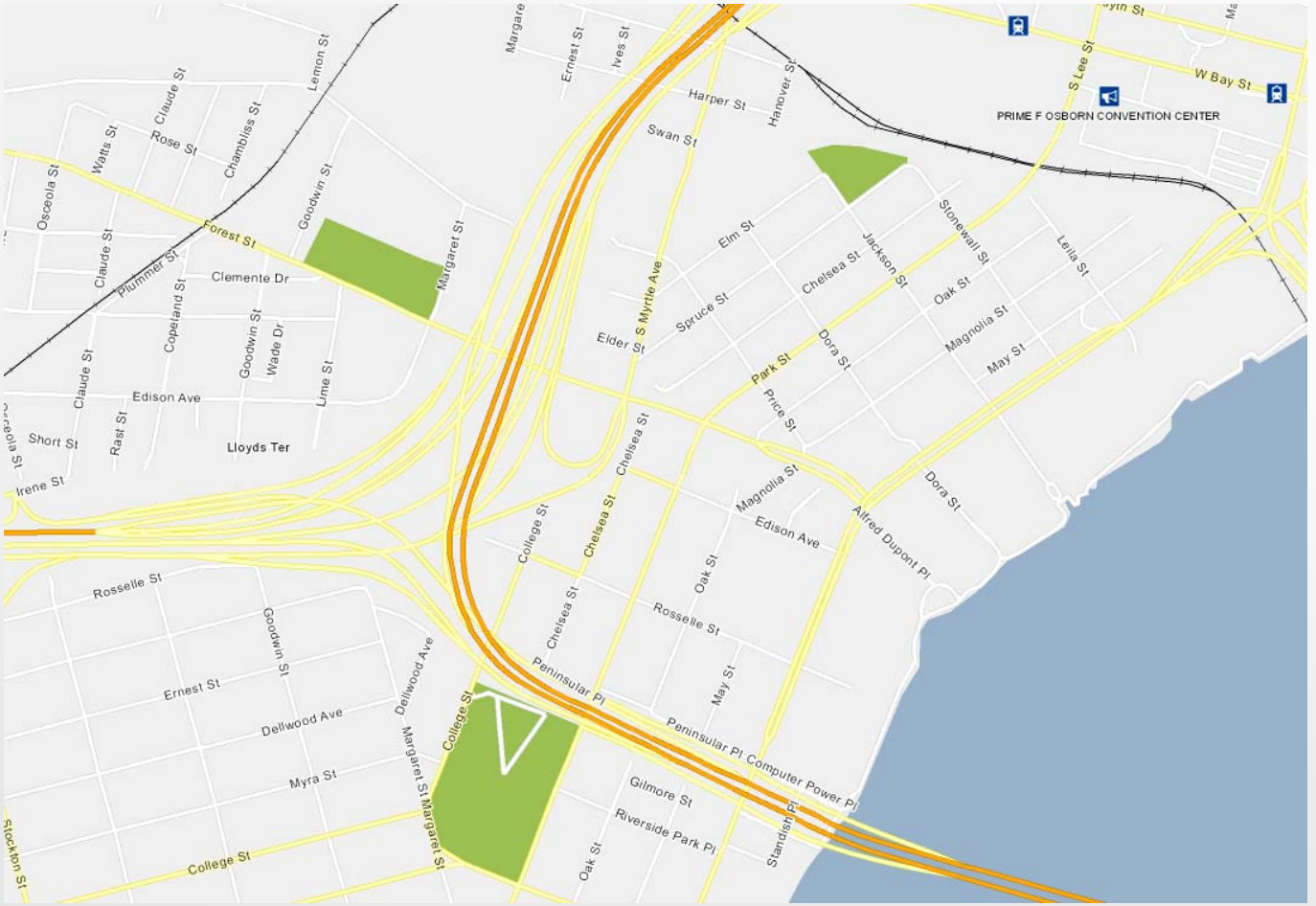
Recommendation for Non-TSS Links

- Remove support for non-TSS links from SunGuide
- All drawn links MUST be backed by a TSS link
- When a TSS link is deleted, its link geometry (the drawn link) will also be deleted
- Users CANNOT configure and display links without first creating a TSS link

Current Basemap Without Non-TSS Links



Current Basemap Without Non-TSS Links



QUESTIONS?

(VOTE)

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Open Discussion

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Review Action Items

Derek Vollmer, P.E., FDOT