

SunGuide® Software

User’s Group

Meeting Minutes FINAL

**Date: May 21, 2020**

**Time: 2:30-3:30 EST**

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| Agenda: |  |
| Topic | **Led By:** |
| Item 1: 5113-EM Locations Visible RequestItem 2: Proposed RITIS UpdatesItem 3: SG-5623 – Wrong Way Driver Events ReportItem 4: CO Access to District Data | Kevin MehaffyMark Dunthorn & Tucker Brown Mark DunthornMark Dunthorn |

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| Attendees: |  |
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| --- | --- |
| Robbie Brown, D1 | Mark Laird, D6 |
| Justin Merritt, D1 | Dan Buidens, D7 |
| Chrissie Collins, D1 | Jared Russo, D7 |
| Tanesha Sibley, D2 | Samuel Davis, D7 |
| Kevin Mehaffy, D3 | Kelly Kinney, FTE |
| Robert Briscoe, D3 | Cherie Phillips, FTE |
| David Roark, D3 | Brian Homayouni, CFX  |
| Greg Reynolds, D3 | Tucker Brown, SwRI |
| Amy DiRusso, D3 | AJ Skillern, SwRI |
| Kenneth Shiver, D3 | Christine Shafik, CO |
| John McFadden, CoT | Alex Brum, CO |
| Dee McTague, D4 | Mark Dunthorn, CO |
| Clay Congdon, I595 | Jennifer Langford, CO |
| Jacques Dupuy, D4 | Brenda Murphy, CO |
| Neena Soans, I595 |  |
| John Hope D5 |  |
| Shannon Watterson D5 |  |
| Jovanny Varela, D5 |  |
| Eddie Grant, D5 |  |
| Kyle Higgins, D5 |  |

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| Discussion: |  |

Christine Shafik: All right, sounds like we have a full house today. Okay, with that said, I think we are good to go to start our meeting. I will turn it over; Tucker and Mark are going to talk today.

Mark Dunthorn: Alright Thanks, we are going to let Kevin go first today.

Christine Shafik: Yes, alright, well let’s start Kevin, here you go.

**Item 1: 5113-EM Locations Visible Request**

Kevin Mehaffy: Thank you. First, we put in a request for the EM location to be visible on the SunGuide® map. And, if you could go to the next slide. The issues that we are seeing is that the SunGuide® will sometimes select the incorrect EM locations when we are creating and managing events. So, the proposed enhancements would be to allow the EM locations to be visible on the map for the operators to populate the map and to allow the icons to be visible during both directions during configuration. It shouldn’t be a big enhancement, but I think it will help. If you could go to the next map. Go to the next slide. We really think that real estate is probably an issue, so we are recommending that maybe we just do a very small icon on the map and this could serve as like a visual aid to the operators to where the actual event is and they could select the actual EM location from the map and then populate the event from that. We recommend or think it would be helpful if it was at only maximum zoom, that way we are not taking up a whole lot of real estate when you are looking at the SunGuide® map, there is too much stuff on there already but if you just did it at maximum view, I think it would help. If you could go to the next slide. How the SunGuide is selecting the wrong location in this photo here you can see if the incident or if the operator selects where the red X is below the camera where he sees the event and it is in the east bound direction he’s on the east bound side of the highway, however, it will probably grab the west bound event. And we’ve noticed that most of our wrong way driver, wrong way events you know the events that were put in the wrong direction were because of this error and it is because we can’t see them both when we are putting them in so we can’t line them up vertically exactly where they should be. If that makes sense. So, if we could see them in both directions during configuration this would allow for greater accuracy where we are placing the EM locations to begin with and should prevent that error from occurring. Any questions?

Dan Buidens: I was just going to say, this is Dan in District 7. What if we were able to offset the locations just a little bit. I’m thinking of, you know, of fiber mapping and ITSFM and we can’t have all this fiber exist on the roadway, so it’s offset but with the understanding is that it is there, it’s just offset.

David Roark: Dan, this is David from District 3. We used to do that and then we discovered that the coordinates that were being generated for that feeding through 511 were then being distributed on, well on displayed on the 511 map and then even being displayed on third party, such Waze and what not completely off the highway that you were intending especially if it was near an interstate it may actually put you on the map on different roadways.

Dan Buidens: Okay, I see your point. As you were speaking, I was thinking through that that might not be the solution.

David Roark: We used to do that and then we discovered that issue by looking at the maps.

Tucker Brown: We put in concept for display locations for devices where you can have physical coordinates for the device that would show up when you actually go ping those and then when the user actually sees it on the map, it might be offset a little bit. Right now, we only applied that to devices, something similar might be applicable to this to be able to kind of move them outward.

Tucker Brown: That doesn’t solve the problem of which one it picks up it’s just a way to make them more visible. We could change the selection criteria to use the display coordinates first, and that may help with it as well. There are a couple options we could use there it just depends on how people want to see this.

Mark Laird: The diagram you have, shows at, would you back up one slide, is that before and beyond, is that a different thing. How does that show up?

John Hope: It’s at west bound and at east bound. The problem is when we populate the end location, we can only do one direction at a time so you can’t see one of them so you don’t realize that there off slightly and hence our west bound one is actually further upstream then and the east bound is further downstream so it’s grabbing the one on the opposite side of the road. But that’s not the desired result.

Mark Laird: Okay, that’s the part I get, but are those AT’s are those supposed to be the EM locations?

John Hope: Yes.

Mark Laird: And if you are going to locate the event before or beyond the location, is there something else to do that?

John Hope: Yes, there is. At exit, yes, we do have. This was just one-mile marker, this was just one example, it could be any of them.

Mark Laird: Yes, but I’m wondering if you wanted to choose one before or beyond how do you do that? This looks like you are going to choose at.

Kevin Mehaffy: That’s all we do in the rule mile markers. We don’t do before or beyond. We only do that for exits.

Mark Laird: Okay. Will there be icons at the exits for that?

John Hope: What’s that?

Mark Laird: There will be separate icons for before and beyond at the exits on the roadway?

Tucker Brown: Yes, different types I believe show up differently on that. They have different lettering on them.

Mark Laird: Okay. Yes, it is a little difficult because they both start with BE.

Tucker Brown: Yes, I can’t really be exact but there is a way to tell the difference.

Mark Laird: Okay.

David Roark: One is VD I believe.

John Hope: This is John Hope from D5. The concern that we had is that District 5 have a very large number of EM locations so even if the icons are very small, and you only see them at certain zoom levels it, we are still very concerned about the rendering of everything and whether or not it’s actually going to slow down the operator map. As an alternative, we come up with a suggestion to only display these when you are hovering the mouse over a certain location because SunGuide® is already determining which is the closest EM location and as you move the mouse over different parts of the map only the one that is selected that would be selected would be the one that shows up and that might actually resolve the concern you have about swiping the correct direction of travel because then when you are on one side of the road the east bound icon would show up and then you could move the mouse up to the west bound and that icon would show up.

Kevin Mehaffy: Actually, that’s not, it’s picked from which one is closest so where this is, where I put this red X it populated the west bound EM location although it was on the east bound side. Your true, it is true that most of the time that is correct it usually does choose the correct location, but when we found that when it was in the wrong direction most of the errors were due to the system choosing the wrong direction not the operator being on the wrong side of the road so we’re trying to correct that issue.

John Hope: Right, so what I am saying is that rather than displaying all these icons on the map, that only one would show up and it’s the one that the system would auto select.

Kevin Mehaffy: Oh, yeah, alright, I see what you are saying. That would make sense. That would be interesting.

John Hope: Tucker, would that be a problem.

Tucker Brown: I’m trying to picture exactly what you are saying. So, let’s say I’m and operator and I am about to create an event and I put my mouse in a location, what triggers the map to tell it to display locations in that area or am I not understanding that right?

John Hope: I would think just having the mouse hoovering over would trigger that.

Tucker Brown: Anywhere on the map?

John Hope: Yeah, this particular icon selected as doable.

Tucker Brown: So, make it a layer so that either location would be a layer essentially and then but is only visible within x radius of the mouse.

John Hope: Yes.

Kevin Mehaffy: Can we go back one more slide? Now, I just wanted to speak for a minute to the suggestion that it gets too busy. I used a system that was set up this way. The operators really liked it. It didn’t really seem to slow the system down at all or even cluttered it. It made it very simple for the operators to know especially on the complex ramps like this trumpet interchange it made it really easy for the operators to know oh, I know that the crash is right here, and they can select the right location. They had that visual aid to know that they were on the right roadway and they were placing it correctly. Whereas, if you’re doing an event in this trumpet interchange, your picking usually one of the four corners and then you’re having to correct it with whatever was populated to get it to the correct ramp. Whatever that ramp may be or direction.

Tucker Brown: So, John, to get the direction. Okay, go ahead, sorry.

John Hope: I just wanted to add, you know, doing that, this method still doesn’t tell you what the system will auto select.

Tucker Brown: I mean, If you are doing this you would be able to see what location it is and you basically would click the nearest possible play you could to that point and the system is using the coordinates that you use compared to the nearest EM location you find. So, I mean you should be able to get close enough to these to confirm which one that you are going to pick.

John Hope: You click on the icon not the roadway in this case, right?

Tucker Brown: You could, if you were right on top of it. You’d get it. Yeah.

John Hope: You would get close to it.

Tucker Brown: If it’s an icon layer, essentially a right click on that could say add a new event at this location.

John Hope: That still doesn’t completely address the concern about having way too many icons on the map. I know you are saying that this was tested. I’m guessing this was at District 3, but District 5 has considerably more locations in their system.

Tucker Brown: So, John you’re right. If you were to implement this at the top zoom level you would absolutely crush the map, no doubt about it. If we limit this view only to the bottom layer, we’re probably talking about, my guess is, less than a hundred. I mean the lowest zoom level is not a particularly, it’s a, the range on it is a couple miles at the most, I think. And so, you don’t have a large view of anything. So, putting that many on that layer, I don’t think would be that bad.

Cherie Phillips: What about the bottom three layers?

Tucker Brown: So, and that’s when we would kind of want to start doing some testing at this especially in congested locations. So, John, you’re probably right D5 should probably have test locations for this because they have some areas that are very dense, and we could figure out at what layer that density starts to matter. And maybe it is the top, maybe it’s the bottom layer that’s fine or maybe it’s the bottom couple of layers okay. Technically, I mean I can put these in at any layers but yeah, John, the map performance would be the chief thing we would want to watch this for. I really at the bottom layer I don’t think you would ever see an actual issue. We’d have to determine kind of what kind of density. Honestly, I think we could make it configurable to say if you’re not a very dense areas maybe we go up to the top three, four layers, If you don’t want that and you want the bottom layer, we could go do that. The suggestion about trying to dynamically populate the nearest locations on the fly, I think it may be more super intensive than just trying to implement it at the bottom layer. Because it is constantly having to, as soon as you move the mouse a fraction of a millimeter it is going to have to recalculate it every time. And then start drawing and redrawing each one.

John Hope: Okay.

Cherie Phillips: What about, as an alternative suggestion, having a key stroke that would enable the access for that layer and then it allows the operators to enable and disable it. I think operators will learn quickly that if they keep that layering on it will, if it does turn out to be a problem that it will slow their system down. And so that gives them the ability to view that information at whichever level they want to.

Tucker Brown: So, like a hot key, like a Control L for locations.

Cherie Phillips: Yeah, something like that or having that in conjunction with perhaps, almost like a Tool Bar type icon that would be below the zoom in zoom out, just a very small one that you can turn it on and turn it off, click it, click it again, it turns it on and turns it off, that kind of thing.

Tucker Brown: So, I ask a general question here then if that were in place you would want it to be limited to the bottom layers or just let people use it how they will. Honestly, I would still prefer them limited to the bottom layers but if they can turn it on and off, that’s on them.

Kevin Mehaffy: I think you have to limit it to the lower layers.

Mark Laird: I’m a little bit concerned about having to zoom in and zoom out all the time. When you try to zoom at the lowest level often you end up having to keep moving it around to hunt for the location. I think it’s going to delay creating events. I’m not sure what to suggest but I’m concern about that.

Tucker Brown: Those small rubber band zooming lumps as opposed to just double clicking or just using the scroll wheel to more precisely get you to some layer.

Mark Laird: Yeah. It takes time to redraw and then go back out to where you were at.

Tucker Brown: Yeah, the rubber band zoom will jump multiple layers so to match that up to essential try to create an box around the individual layer you are on so that you can go up a layer or down a layer and side to side without much redraw time but when you go from zoom level zero to zoom level nine it’s essential reloading the tiles for that area.

Mark Laird: Do you only need to put these up when you are doing the event creation, right?

Tucker Brown: I guess that’s a general question. Does anybody have any uses for these outside of events creation?

Mark Laird: So, it may be only be cluttered with things at that time.

Kevin Mehaffy: I think that we intended this to be two parts. One would be that you could put it on for the operators to use to create events and also we wanted it to be able to be populated for sure during configuration because to not be able to see the other direction we could line thing up a lot easier if we could see both directions.

Mark Laird: But, only during creation.

Tucker Brown: So, these are two different issues here. Putting them into configuration and showing that. There are some issues to showing that from a sense of that right now you would select a county roadway and direction and then it would sort it by the sort order. This would be a county roadway selection and now your sort order would mix and match one or more directions, I guess. You would probably need to sort by direction and then by sort order and then you would section off the two sides there would be a little trickiness there to kind of do it there but if we were to do that, essentially what it shows on the map is what is in that dialogue, I believe, so whatever populates there is what’s going to show up on the map. So, really, the configuration side of this while it is a little bit messier just to get everything where everybody wants to see it, I don’t think showing those icons would be difficult at all. The operational one we are kind of looking at now has more potential to have issues on operations especially compared to the configuration ones.

Cherie Phillips: Going back to one of the questions you had previously asked Tucker, zooming all the way out, I have been playing with it in SunGuide®. I think having those icons be at least available for viewing whether that’s toggling it on and off a five layers map. Anything more than that is just kind of becomes congested and not usable. But I’m also considering not just the operators but also people trying to look at it trying to make sure are we seeing things properly are they showing up in the right places, are they showing any abnormalities and sometimes there is a reason to want to be able to view this information both on a zoomed in level and on a zoomed out level.

David Roark, D3: Tucker this is David in District 3 again. I have a suggestion as far as on how to control the levels of display. You could make this something that you could toggle on and off in the legends or icon controls on the operator map like you already have for devices, then that would give each user the ability to turn it on and off but then also have in the configurations a zoom level display layer similar to the map shields. You know when you designate what zoom level the shield displays at. If you could do both of those for this, I think you could make it very customizable for both, each system as well as the operator having the ability to turn them on and off. You know if they never use them, they could turn them off all the time. It would allow each TMC to control at what level they would come on when they are checked to be visible and would allow each user to turn them on and off manually if they wanted to.

Tucker Brown: Anybody want to weigh in on that one?

Cherie Phillips: I like that idea.

John Hope: Yeah, we like that idea.

Tucker Brown: Okay. So, there’s two things here, that was the first one talking about is how operations would handle it and the second one here dealing with how to configure things. Did anybody have any comments on allowing you to select one or more roadways basically to get the full list of that, did anyone have any opposition to that essentially that one seems like most people are okay with that?

John Hope: Can you clarify what you mean by one or more roadways.

Tucker Brown: So, right now the system is set up to basically allow you to select a county roadway and direction and then all of the EM locations that are under that would show up in that dialogue and then that would corresponds to what’s shown on the map in terms of icons for EM locations configuration. The suggestion here would be to either eliminate the direction part and only show every direction possible or it might be a way in which you could select multiple directions. So if you only want to see in one direction you could select that or if you want to see both sides, you could do that and that’s what populates into the bottom half of that window to basically show you all the locations and then when all of those are in the dialogue, that’s what would show up on the map as well.

John Hope: District 5 is okay with that.

Tucker Brown: Alright, sounds like people are good with that one. And I think we got something on the operation side, so I think we are good on this issue.

**Item 2: Proposed RITIS Updates**

Tucker Brown: Mark are you taking the first part of this one?

Christine Shafik: He might be muted or something. Mark Dunthorn, are you there?

Christine Shafik: Tucker, I’ll signal for you.

Tucker Brown: Yeah, I was going to say, I’ll do it.

Tucker Brown: Alright, if you are not familiar with it, there is a plug in and plug out to get data to the RITIS platform. You will hear it as DAR or Data Archive RITIS. Basically, right now what they are getting in the system is event data and TSS data there are other things they are looking into such as RWIS and DMS, but right now it is TSS and event data. If you’re not familiar with RITIS, essentially, they have, they are a big data platform, visualization, analytics, situational awareness, stuff like that. So, this has been in place since 2011 and it has kind of expanded from there. Right now, the mechanism that we get data to them is we get data out of the system, package it up into a file and then zip it into a zip file and then upload it to an FTP site that RITIS maintains. There are better ways to do interfaces, that one is kind of one way where they are basically getting flat files from us, unzipping them and reading them into their system. What they would like to propose is a new way to deliver data and it’s a specific REST API so instead of zipping files and sending it to them, essentially the same way that every client reads data out of the system we are just sending them straight at the mouth. There is no zipping, no uploading, it’s just out of data box then to RITIS, it’s a direct to them interface. That is going to enable some real time updates so right now they are batched and sent up about every minute, to most places that configurable but I believe most people do it on a minute basis so they are looking to also develop some tools that do depend on real time data so being able to get that data immediately is going to be important for that particular thing if you are looking for that kind of data.

So, in order to do this, RITIS is changing its stuff on their side. They’re going to implement the REST API, they are still going to ingest the same file formats, we’re just going to be delivering it to them in a different way. Part of their intent on this is to split the data pinpoint. So right now, we deliver data to a single FTP per district and whether it’s a TSS data or whether it’s event data, it doesn’t matter. It all goes in the same files that we are sending to them. They want to split that into a couple places so that they can basically filter that off into other places if they need to. Detector data they are going to split into two; one for inventory and one for data. Essentially, they will be getting a nightly inventory message and they will also get straight data into real time too. They are going to make an event data one and then the expansion of this for them I think will be a little bit easier because if we are going to do something like DMS data they just stand up a new end point and then all we have to do is send them the same XML for the rest of the system and they will now have DMS data. Now, from an expansion point that would help them out as well. As far as from their end basically, we just send them the data they are going to going to process it. They have stuff from their end the will going to read from the service ques and populate the system. From an end user’s standpoint, immediately I don’t think you are going to notice a huge difference in terms of the types of data. You might get stuff a little bit faster, so if you are looking for real time data right now, it is at best a minute. Then maybe it will be able to populate faster than that, maybe down to, again it depends on how fast they load in but essentially they will get the data immediately and however long it takes them to populate the path you will see the data. You might be able get a little more real time there, but it will allow them to expand their services to Florida.

So, from the SunGuide side there’s, not a ton for us to do either. They’re going to define the interface, and like I said their going to use the same XML format that they already have. So instead of us zipping files and sending them to FTP, essentially as soon as we get them, we just forward it on to RITIS and call it a day. Not a whole lot to do from the SunGuide side; the biggest thing we are going to have to do is address is backlogs. So, whether it is RITIS’s end points aren’t available, there is network downtime, anything along those lines that will prevent that process in SunGuide from sending to RITIS, we must have a way to capture that data and then be able to send it. At this time that is not completely identified but we will have to keep the raw files and write them to disks just like we do now. And then we will probably zip them up just so they don’t kill the disks on whatever machine you have been saving them on. So, we will start zipping those up and depending on the down time, at some point we will have to take those zip files and then upload them back up to RITIS once the communications are restored. This is similar to what you have now in terms of how we back log data and how we get it back to RITIS, in that case. I think they are still going to keep the FTP side open and still ingest the data that way so we may be able to just send in that manner, but I don’t think that has been completely decided yet. I will say in either case, right now there is an email that will tell you when you are not uploading to RITIS. If you haven’t set that up in your system and you are uploading to RITIS, I highly recommend it. It will tell you if an upload fails and then if you consistently get that email, that means you have a problem and it needs to get it resolved fairly quickly. If you let it go for like a month or two, it takes two or three weeks to get the data back into the system. If you let it go for five, six, seven hours, usually less than an hour you are back to REAL time. The longer no one knows about the problem, the harder it is to solve and the longer it takes to solve. So, if you haven’t set up that email, please do and then in the new system if we are not able to upload, that email would still be available, so you know something is wrong.

 Alright, questions, comments, thoughts?

John Hope, D5: Tucker you mentioned that there would be a little difference to FDOT for the RITIS folks a creating this REST API. But I understand that the change in their part will allow them to manage the data a lot more efficiently and will be able to troubleshoot issues a lot more efficiently. Because, right now, if you ever work with them to trouble shoot any kind of data issue, it may take them a few days to get back with you because of the process they have to go through and the queries they have make. But, with this new API, they may be able to get back with you within hours rather than days.

Tucker Brown: I can’t comment specifically on how they are going to implement it on the back end. We are sending them the exact same data in both cases. It’s just the ingestion method is going to change. Now, if they build additional tools around that to help with that process, that may be true. I can’t really comment specifically to that.

John Hope: I’m sorry Tucker. I wasn’t asking a question.

Tucker Brown: Okay.

John Hope: Okay, sorry.

Brent Poole – CFX: Hey Tucker, I do have a question on this one. Is this API going to work similar to how the Nokia data is being received currently?

Tucker Brown: Are you talking about how RITIS receives the Nokia data or how SunGuide® gets the Nokia data?

Brent Poole: How SunGuide® gets the Nokia data as far as the configuration wise.

Tucker Brown: I do believe Nokia has a web service where we ingest up and where we are essentially reading it in. We do ping that. This is going to be more of a push from SunGuide® to RITIS so they aren’t going to have any expectation of how often to receive this. For event data, it’s going to be whenever they have an event update. For TSF data it’s going to be more readily predictable so every 20 seconds, every 30 seconds whenever your detectors are pulling at. That kind of data would come out. Yes, so for something like events, you would never know. Essentially, we are pushing the data whenever it becomes available. For Nokia we’re bringing data into the system but we’re pulling that on a set interval and then bringing that data in.

Brent Poole: Okay, that explains it. Thanks.

Christine Shafik: Any more comments on this topic?

Kevin Mehaffy: Would this tax the system any more than normal or is this something that might slow us down?

Tucker Brown: We are going to do some low testing on this to make sure that we don’t have issues but essentially it is the exact same amount of data flowing from us to them. Previously the overhead was zipping the files and then uploading them to an FTP, now the real only overhead will be packaging them into the way in which that REST APE would accept them, which is essentially the same XML so we are not really transforming it, if anything it is making an API call. It is either going to be as fast or faster than the existing interface, in my opinion. But, like I said, we would like to do some low testing to be sure. Is that kind of where you were going with that or did I miss that question.

Kevin Mehaffy: No, you answered it. Thank you.

Christine Shafik: Alright, anything else?

**Issue 3: SG-5623 – Wrong Way Driver Events Report.**

Mark Dunthorn: I did want to say thanks to Tucker. I was having some technical difficulties, but I am back.

Tucker Brown: Well, I’m glad you are back for this one because I don’t near as much about this one.

Mark Dunthorn: Alright, so, this is a new, recent issue this is essentially a record request generated by the Central Office. The Central Office is looking for a regular report from the districts of wrong way driver events. We got a sample from one of the districts, I forget which one it was, the report that was sent was basically an events list report and it looked like it was just events with the events type equal to the wrong way driver. What we are looking to do is expand that report possibly expand or create a whole new report where we are going to not only look for the event type, but we are going to look for that new wrong way driver event attribute. One of the questions we wanted to ask the SSUG is, is that a complete set of wrong way driver events or are there other ways that you are recording wrong way driver events that we should be looking at? We are also looking at events statues that are closed, we are not really looking at false alarms or voided events. We are looking for true wrong way driving events. Tucker correct me if I am wrong. There is no way to do this right now right, this would be a modification to an existing report or a new report entirely.

Tucker Brown: I believe the, yes, it would be a modification at a minimum. I want to say the wrong way report right now looks at the IBS tables and shows those. If you are getting those driving wrong way reports either from the field and sending that attribute after the fact, it wouldn’t pick up anything like that. This is probably going to look more like one of the event reports that gets modified that looks for a specific event type or specific attribute.

Mark Dunthorn: Yeah, well, I think that is why this came up like this. I think we should probably lean towards going with the events list report or a modification to it. One option would be, maybe we need to talk about this anyway, one option would be to add to the existing events list report the ability to select one or more of these event attributes because we are going to have a lot more of the event attributes in 80. Would it make sense just to add that; a way to select event attributes? Or would it make sense to do that to 72, I should say that first.

Tucker Brown: For 80 yes, that report absolutely needs to exist. For 72, unfortunately, that’s not near as, the table structure is going to change when you go for it so you can’t make one that would work in both. In my opinion, we make this for now, especially since it’s more immediate and then when 80 comes out we do the report which you are describing which will also cover this.

Mark Dunthorn: Okay. That will work. Are there any questions or comments?

**Item 4: CO Access to District Data**

**Slide 17:**

Mark Dunthorn: Oh, yes, I’m sorry, there was another piece to this. So, what we are looking for was to have this delivered regularly. You know, you can schedule a report to be delivered and we also understand that there are concerns about sending the event data out of the district before audits have been done. We’ve talked about this before with respect to the TIM report which we haven’t done yet but that is coming, by the way. We were thinking, you don’t have to do it into us, you can do it manually, but we think it would be asked to be sent up to us at the end of every month. Does anyone have any problem with that? Is that something that would be doable?

John Hope – District 5: We wanted to make sure that it’s clear to you that selecting all wrong way driver events and all the ones with that attribute is going to give you everything, every alarm that was triggered as a wrong way driving event. That’s not necessarily every wrong way driver. You are going to get a lot more because anything that’s like a false alarm for some reason would show up.

Mark Dunthorn: Okay, that was not necessarily on my mind.

Tucker Brown: Can I clarify that. John, are you saying the IVS alerts from the field?

John Hope: Yes.

Tucker Brown: So are those set up, oh, if you have an automatic event and then someone has to go in and switch it. Do those get closed out immediately or are they voided?

John Hope: Tucker, what happens is we get a wrong way driver detection from the blink, blink into SunGuide® and sometimes it could be a bicyclist, a walker, a guy mowing the lawn. So, we created it as a wrong way driver but then we go in there and edit or make a comment saying what it was. It was a pedestrian; it was a first responder going down to an accident at the end of the ramp. We make it a wrong way driver because it is saying to us the system is actually is working because it triggered the alarm but then we clarify what the resolution was within the actual event. So, at the end of the month we’ll run an event chronology report there could be 70, 80, 90 events with only 2 or 3 actual wrong way driver events. We must weed out all the non-wrong way driver events or the false, I don’t want to say false because the system works, it’s just not the resolution that you are looking for. Does that make sense?

Mark Dunthorn: It does. How do you annotate the event to indicate that this was not a true wrong way driver? Is it a comment or is it something else?

John Hope: It’s a comment. And it would be very awesome if there was a way that you could have a drop down menu in the wrong way driver event itself that would allow you to provide a resolution so that it is standardized but then also you could run a report based on what the actual resolution is. Then you could then see how many times have we had a bicyclist, sometime we’ll have the same bicyclist go through the wrong way driver site consistently then we will notify the authorities and then they go out there and tell them not to do that or we will notify maintenance, hey you guys need to let us know when you are doing lawn mowing so that we can kind of dial that in a little bit.. These are the kinds of challenges that I think you will find because when you run an actual wrong way driver event list or chronology report, it’s going to give you every event whether it was a wrong way driver or if it was another resolution.

Mark Dunthorn: Have you considered listing the events with a status of false alarm rather than quotes. Would that be an option?

John Hope: Well, it wouldn’t be a false alarm if the actual system worked. Say a lawn mower goes the opposite direction down the shoulder, that’s telling us that the system worked. Now, it’s not necessarily a wrong way driver but that’s when we make the resolution a comment in the event saying this is what we saw.

Kelly Kinney: I think this may vary based on calls in each district because at the turnpike needs, we do change the event site, if it is not a valid wrong way driver event we will change it to other or a disabled vehicle, police activity or emergency first responder, or whatever, so that at the end of the month when we run the query it’s only the wrong way drivers that have that event type with a closed status.

Mark Dunthorn: Got it. I see some challenges. This is all good information.

John Hope: Kelly, that’s not a bad idea but we would have to run it by CFX to see if that is what they would like as their desired behavior.

Kelly Kinney: Yes, it does take a bit of oversight. I know I have to go in the site of protocols and the training we have given the operators there are still many events that get closed out as wrong way drivers but I have to go in and audit and correct the events type based on comments.

Mark Dunthorn: Kelly, do you audit the events at the end of every month? Is that within 30 days? I’m trying to get an idea of the timing. When would it be appropriate for us to ask for that report?

Kelly Kinney: It is within the first week of the new month.

Mark Dunthorn: Okay. Within the calendar month. Got it.

Bryan Homayouni: In speaking with Eddie from earlier, it would be helpful to be able to circle back and identify locations that are having high alerts that may not be actual wrong way vehicle on the ramp or even law enforcement. What Kelly stated the way the turnpike is approaching this, it makes a lot of sense in terms of trying to filter out the excess noise as it relates to wrong way driving but if we had a better way of categorizing the different types of events, as Eddie mentioned, it would be potentially helpful long term from even planning but also operational approaches. Another item that happens is construction, a lot of constructions on ramps and at times construction vehicles. That is another example of what Eddie is saying it would be good to categorize.

John Hope: Another one I just thought of was just somebody simply going in reverse on the ramp. That triggers the alarm as well. That’s an interesting one as well.

Mark Dunthorn: Yes.

Dan Buidens: I just got done reviewing another document from Central Office called The Wrong Way Driving Performance Measure Management Plan. Is this request for reports specifically speaking about that structured plan and how to classify wrong way driving movements on the off ramps; well, it’s two-fold, one is looking and assigning pavement marking enhancement and it’s a before and after evaluation looking at the performance measure or creating a performance measure for the assigning of pavement marking and then secondly for the wrong way driving counter measure treatments. Is that exactly consistent with this or are these two separate efforts that seem to be exactly the same on the surface, but maybe they are inherently different.

Mark Dunthorn: They may be related, and Central Office is looking at them closely as well as looking for solutions. We are going to be asking for district data bases in July. What I think we will do; we will run this report manually and we will come back to this in the future and let you guys know what we are finding. We will use that information to inform us about the way we go with this. We certainly got a lot of good information and I appreciate all the feedback. Unfortunately, we have run out of time. I think that was last slide regarding this one, but we did have another topic but will discuss at another time. This topic was the priority anyway.

Christine Shafik: Well that was a great discussion. A couple of hot topics in this meeting. We had a lot of input. If you guys have any further input regarding the topic Mark talked about or the wrong way driving, please, shoot us an emails with your comments or questions and we will be happy to answer them or we can reintroduce them at the next meeting if you have a lot of comments. The next topic will be pushed to the next SSUG because as Mark mentioned, we are running out of time. Any further questions before we close this meeting? All right, we appreciate all your cooperation and we will talk to you next time. Have a good one.

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| New Action Items: |  |
| Action: | **Responsible Person:** |
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