

SunGuide Software

User’s Group

8.1 Design Review

Meeting Minutes

**Date: April 29, 2021**

**Time: 2:30-5:00 EST**

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| Agenda: |  |
| Topic | **Led By:** |
| Item 1: SG-5410 Question about new Executive Notification  Item 2: SG-3335 Alert the operator when a travel time is double (or some other ratio) the free flow travel time  Item 3: Item 3: SG-2510 Indicate removed items in Current Response Plan List prior to plan activation  Item 4: SG-4209- Use polyline instead of a single point for road closures  Item 5: SG-4985 Ability to configure response plan search radius by event type  Item 6: SG-3143 Status Logger Filters  Item 7: SG-2364 – Log username of user that changes device status  Item 8: SG-564 Remove List Options without deleting Phase 1 (SAA, TSS, CCTV, DMS)  Item 9: SG-5065 Add support for authentication via Active Directory  Item 10: SG-3338 Allow floodgates to be scheduled through SAS  Item 11: SG-2493 Icon enhancements for Arterial DMS  Item 12: SG-5278 Blank Out Sign Integration  Item 13: SG-5236 We would like a TPAS enhancement that would alarm when a space has been occupied for an extended time  Item 14: Other issues | Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown |

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| Attendees: |  |
| Luis Hernandez, D1  Tom Arsenault, D1  Justin Merritt, D1  Ray Mikol, D1  Robbie Brown, D1  Jason Summerfield, D2  Jason Evans, D2  Derrick Odom, D2  Tanesha Sibley, D2  Joanna Hand, D2  Richard Hemming, D3  Greg Reynolds, D3  Amy DiRusso, D3  Kevin Mehaffy, D3  Robert Briscoe, D3  Dee McTague, D4  Jacques Dupuy, D4  Adrenamae Rolle, D4  Simon Cooke, I-595  Shannon Watterson, D5  Kyle Higgins, D5  Eddie Grant, D5  John Hope, D5/CFX  Jay Williams, D5 | Mark Laird, D6  Alex Mirones, D6  Matt Mileto, D7  Sam Taylor, D7  Kelly Kinney, FTE  Tony Abid, FTE  Umesh Subramanyam, FTE  Cherie Phillips, FTE  Michael Kerpen, FTE  Brent Poole, CFX  AJ Skillern, SwRI  Tucker Brown, SwRI  Christine Shafik, CO  Mark Dunthorn, CO  Carla Holmes, CO  Jennifer Langford, CO  Juan Abreut, CO  Karthik Devarakonda, CO |

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| Discussion: |  |

Christine Shafik: Welcome to the SSUG meeting for the purpose of taking notes this meeting will be recorded. I am hoping we have representation from the operations side. We would like to get all comments now so we can incorporate it into the design.

**Item 1: SG-5410 Question about new Executive Notification**

Tucker Brown: What we have now is that the executive notification is only being sent to the owner. The change is that it will be sent to all users that can handle an executive notification and there is a specific permission for that. There will also be a configurable option where you can decide to send it to an event owner. The dialog will disappear when closed, or when an Executive Notification is sent by any user. If someone else handles it and sends the executive notification, it is going to close that window on everyone’s screen. Similar to a DMS conflict dialog and someone handles it, it will disappear. The other change is that users would be able to mark what is a false alarm. If someone selects False Alarm, the dialog will disappear for all users. It will basically reset and say I don’t have any Executive Notification criteria. You wouldn’t get any updates for it, it would be like it never happened. The difference is, let’s say I had 12 vehicles on an event and that is what triggered the criteria. If you trigger that as a false alarm and the next time you say you have 12 vehicles on that event it will pop back up saying it was evaluated and you need to send something on this. If the criteria that generates the executive notifications still exist, the next time it saves the event it will pop up for you again. Dismiss is that you didn’t mean to do it and you have cleared the condition that would trigger the executive notification. If you have criteria to generate it then dismissing it only clears that one and future evaluations of that event will still send an executive notification alert. Are there questions or comments?

Kelly Kinney: In the configurable option to send to the event owner, does it only send to the event owner or does it send to the event owner and all the other approved people?

Tucker Brown: Current is that is only sends to the event owner, the new one is that it will send to everyone and the option is if we should include the event owner or not.

Kelly Kinney: So if we wanted to maintain the functionality we have now, we would just not put anyone in the special designation and it would continue to only send to the event owner?

Tucker Brown: No, that option was off the table entirely because people said that it was not working for them. This option is that it is sent to everyone and the event owner or it is sent to everyone excluding the event owner. If that is not the case, then we do need to know that but that was the discussion at the SUGG.

Kelly Kinney: I am just trying to wrap my head around the slide saying “All users capable of handling an Executive Notification” so somewhere they would be deemed capable in the software?

Tucker Brown: Yes. There is a specific permission that allows people to handle Executive Notifications or not.

Kelly Kinney: If I didn’t designate anyone as that person and checked the configurable option to send it to the event owner…

Tucker Brown: No, if you didn’t designate them as someone that could handle executive notifications then no one would be able to handle them.

Kelly Kinney: So even if you are the event owner but have not been designated, you will not receive that executive notification ability?

Tucker Brown: Correct.

Tucker Brown: Is that workable behavior?

Kelly Kinney: The Turnpikes preference is to maintain the way it functions now because the person working the event is the person who would send out the executive notification. If it works for all the districts, we can work around it and have everyone as a capable user and dismiss it when it is not needed for them.

Tucker Brown: We can change it to include a way to do only the event owner and maintain the current behavior.

Kelly Kinney: That would be our preferred option.

Carla Holmes: What if the event owner does not have the appropriate permissions to handle the event notifications? If you had it for only the event owner?

AJ Skillern: The permission that we are talking about here is the permission to edit them. The original owner would still receive it, they just wouldn’t be able to edit it.

Tucker Brown: Are there more comments on that one?

Jason Evans: District Two likes this update of giving a third option like Kelly was asking for. I am worried about having an operator go to lunch and an alert pops up but only goes to their desk and no one sees it.

Dee McTague: Will it record who dismisses the alert?

Tucker Brown: Would a chronology recording be sufficient?

Dee McTague: Yes.

Tucker Brown: We will make sure that gets in. Any other questions?

**Item 2: SG-3335 Alert the operator when a travel time is double (or some other ratio) the free flow travel time**

Tucker Brown: One thing we are pulling into this is the state of Tennessee actually did a change to their system where the TSS link side they are producing a historical average based on the hourly of the past 30 days. We intend to incorporate that and have a historical average for the TSS link. Then travel times can look at that and the underlying link of other travel times and produce a historical average for that particular travel time based on the average of the TSS links. We would be adding historical averages to both TSS and TVT and it would show up as a new column in travel times itself. The reason for doing it is that when we do alerts we have to base it on something that is not free flow. We want to look at what is historical for that time of day to know if it is unusual for that time of day.

Mark Laird: For time of day, what kind of window is that and is it based on certain days of the week?

Tucker Brown: Yes, one hour. On the travel time configuration, it will allow an alert threshold and a recovery threshold. Essentially it is a percentage that you would like to see an alert on. It is a percentage of the historical. Alert and recovery threshold can be configured as a percentage of the historical average. The recovery threshold would have to be less than the alert threshold.

Mark Laird: Does it also consider holidays separately?

Tucker Brown: No, I do not believe it puts those in place. If it is holiday and everything is going higher than it normally does, you wouldn’t see the alerts anyway.

Kevin Mehaffy: If the historical data if it had a major change and you had a shift in traffic, and it changed it significantly how would those be reset? How would you do an audit of those?

Tucker Brown: It is a rolling average of the last 30 days.

Carla Holmes: Is that configurable? What if you had a construction project that ended halfway through your 30-day period. Would you be able to adjust that time within?

Tucker Brown: No, what it is doing is going to query the database to look to see what happened during the 30 days to see how it was created. So, without modifying the underlining data, no.

Kevin Mehaffy: I think what we are getting at is when we open that up, will we be getting that alert for the next 30 days for that location until the averages catch up?

Tucker Brown: You already have the data in the database to configure that so it will pick up exactly what the last 30 days have been for that area.

Mark Laird: What about when the downstream from construction has been light because of the construction for 30 days then construction is removed and the traffic returns to normal, the downstream area can get more congested.

Tucker Brown: Potentially.

Mark Laird: Is there a way to individually turn these off?

Tucker Brown: Not at this time but it is something that could be added.

Carla Holmes: I think there needs to be a way to adjust within the 30 day period because something could happen that triggers travel times to higher or lower since it is not a normal or sustainable condition.

Tucker Brown: In the travel time configuration dialog would it be acceptable to have a checkbox that says whether to alert on that travel time or not?

Kevin Mehaffy: As long as you remember to turn it back on. I almost think it would be better to have a reset to say start collecting data from this point.

Tucker Brown: The problem with a reset is that it doesn’t know what to do with the first of it. Until it generates enough data to figure that out it is in a no man lands state.

Kevin Mehaffy: Yes, it would take about seven days to get it started but then you would finally get data on the eighth day. I am just thinking out loud.

Mark Laird: That must happen when you create a new travel time or configure a new one, right?

Tucker Brown: No because it is using the underlying TSS data to do the averages.

Mark Laird: But if you add new loop detectors you are creating a new link with those.

Tucker Brown: Yes, if you set them up on the same day, that would happen.

Mark Laird: We do that for Express Lanes.

Tucker Brown: Brand new TSS links are going to be in this state as well.

Carla Holmes: Could the 30-days itself be configurable that way you could make it a lesser period of time?

Tucker Brown: The intent was to import what Tennessee has already done but we could make changes to it.

Kevin Mehaffy: Is anyone else thinking it might be an issue if we are looking at seasonal traffic patterns?

Jason Summerfield: Didn’t he say it is a rolling 30-day? When school is out, in that first month your traffic is going to fall off then 30 days after that it will be calculating off of summer traffic patterns. And at the end as traffic starts to pick back up you will get a lot of alerts.

Cherie Phillips: Even if you are a commuter and there is going to be changes due to scrolling or what not it is still going to effect your travel time and you still need to know there is going to be a delay. If I am getting on the road to go to work, I am not going to know there are delays because of school if I don’t have kids. If we disable that, average commuters without kids don’t have that reminder that it will take 5 minutes longer because school is back in session. It still serves the purpose unless I am miss understanding the direction of where you are going with that.

Jason Summerfield: No, I think that is it. This is for alerting operators not anything the general public would see. So for the first 30-days when traffic starts to build back up, the operator is going to see a lot of alerts.

Tucker Brown: With the ability to turn the specific alarms on or off, is that enough or do we need to do something else here?

Jason Summerfield: I think it is still useful, I don’t think it is worth creating a new calendar thing. There might be period of time when someone wants to disable these for a few days and we want to adjust the percentage thresholds maybe.

Mark Laird: Maybe Jason hit on something there that there is disable for a certain period of time. Maybe whenever you disable something it pops back up in a week or something. So we don’t keep hounding the operators because it will reappear.

Cherie Phillips: Could you increase the threshold? Like you anticipate it will jump up and you adjust the thresholds for those days that you anticipate them going back to school so you want to increase it until there is a new norm.

Mark Laird: You would have to change the percentage thing unless it adjusts.

John Hope: On one of the previous screens that showed the historical averages, it might be helpful to color code or highlight the historical average that is currently violating the percentages. That way if something is disabled you can go back and check this list to see if it is still in some violation. It would be an easier way to do the reconciliation.

Tucker Brown: I would put that on the current field now that those are set to NA. Historical average field would give a set time for that period and the current would be X percentage higher than that. Is that what you meant?

John Hope: You are going to have a historical average, but what the software is doing is comparing those two against a percentage. We need to indicate to whoever is looking at this that it has exceeded that threshold which would give a good indication if the historical average is higher than normal. Otherwise you are just looking at a list of white numbers.

Tucker Brown: Yes, I agree. The other thing I would do here is the cell coloring would always happen and basically if you wanted a checkbox to turn off that alert, I would assume that cell color would show up whether you are generating the alert. There is another part of this where it will be routed through IDS to give you an alert. You could technically turn off the driver that is going to be needed to produce that alert and it will kill all alerts at one time. That is another option but yes the cell coloring is a good idea.

Kevin Mehaffy: I think the kill the whole system would be good too like if you had a hurricane or something.

Tucker Brown: There will be a new driver to do travel times alerts so if you killed that driver it wouldn’t give any alerts based on travel times. Again this would be something with the IDS alerts and you would get the same style alerts and if its exceeded the threshold. Then you would have the normal handling of creating and dismissing alerts but it is very similar to an IDS alert, actually it is an IDS alert. You can also filter them on whether to be displayed to operators our not. The standard alert dialog will allow the user to take the specified actions.

The changes I have for that is a configurable travel time to turn off alerting for that particular travel time. Cell coloring on the current column to indicate if it has exceeded that threshold and it would be there whether or not the alert was produced. Are there any other changes we want to make on this?

**Item 3: SG-2510 Indicate removed items in Current Response Plan List prior to plan activation:** This is just a change to the response plan. There will be a new column for the response plan and it is the activation action. Notice we are in the current plan tab and normally you would have a list of items here and this is before you generate any sort of response plan. Also notice there is an activate response plan message details which is blank indicating it hasn’t been there before. Once I have activated the plan, notice that the activation action is blank which indicates it is my current plan and this is actually what is activated. The details of that indicate what was activated. If I start modifying the current plan, the problem we are trying to solve here is that we lost the ability to look at what was activated in the current plan and what is currently going out in the field and how am I going to modify that. The activation action is going to say you are modifying this particular DMS and you will notice that response plan one has a message in the bottom. The active response plan has original message and the currently active message on the sign also has the original. The details will tell you what you are actually modifying. Potentially we will have a line that is added and it will tell you if you are removing items as well. The biggest thing here is showing what you had in the plan and showing what you are changing it to. Once it has been activated, notice DMS all say modified on the second line. Any questions or comments on that?

John Hope: In your example did you have the email being removed?

Tucker Brown: Yes, I think it was an issue in the mockup. It was removed.

John Hope: So once you have it removed it wouldn’t show up?

Tucker Brown: Correct. Hearing nothing else we will move on.

**Item 4: SG-4209- Use polyline instead of a single point for road closures**

Tucker Brown: This is polylines for a single event. As you work an event you see there is a full closure and I believe the way we have it worded is a closure of all travel lanes. When that happens this included locations button would go from read only to something that is clickable and that is based on blockage. You would already have the head and the tail set and the you would have this button which allows you to add more locations to it. When you click it, you will have a new dialog show up that shows all of the locations between the head and tail that you set. By default all of the locations between the two would be selected. They would be sorted by sort order so you would have all of them in the dialog itself. There is nothing about blockages at those locations we are just including this to say it applies to all of the locations between the start and end point. Things that are not GUI related is that we are modifying the publish message to 511 to include the locations. We are also modifying the C2C feed for event data to include these as well. You would see those in both places and people who are ingesting this would be able to report on these.

Kelly Kinney: Does this resolve the issue that Waze was having on this using SunGuide data?

Tucker Brown: For single point locations, no. It is because they need two locations and one is a directional so FLATIS is making a change to that. Then technically if we send multiple locations it is still a no. The reason is that Waze is still requiring the points to be within 50 meters of the last location. That is not something we can guarantee based on the included locations. It is probably not event close to what we would normally do just because of the density of the points. I think FLATIS would still use the start and end points you use here then put points between those that are properly spaced per Waze specification. FLATIS is making changes for both of those things and this does not directly impact that.

John Hope: In that case, can you explain the purpose of including the interim points?

Tucker Brown: When we publish this to FLATIS the original request was to be able to mark which locations have closures on them between the head points for a single location. Once FLATIS gets that then they are able to mark those locations as closed on map and do a road closure. I believe previously if people wanted to do that, they would have to mark each location as an individual event and close it. Then they would publish that to FLATIS and there would be one to many events to do a single road closure which this allows you to do it in a single event.

Kelly Kinney: It is within the congestion head and tail area that we are including these locations?

Tucker Brown: So we need a start and end point to figure out where that closure is. If we want to change the terminology of it, we can. We have a concept for when we do a construction event that it changes to effected area. But we would need a start and end point of where we would put that closure then from there we will add locations.

Kelly Kinney: I think the terminology is confusing especially if we are going to be publishing the locations are closed between congestion head and tails isn’t exactly true. Where the congestion is they might not have ramp closures within that.

Tucker Brown: If the terminology changed to effected area which is what we do now, would that help this?

Kelly Kinney: I feel like you almost need a separate congestion head and tail and effected areas I don’t think the two are interchangeable.

Tucker Brown: When we do construction, it changes to that and that is what you would select. Are you saying you need a second set of head and tail points?

Kelly Kinney: If construction is closing between point a and b, but now there is queue because of the construction closure, you have a closure area between a and b and a congestion tail that extends beyond b. Its not closed there but it is where it is queued up.

Tucker Brown: So this is why we would allow someone to go in and modify the points. So if the tail is downstream and doesn’t include closures, you would go in and deselect the locations between and it wouldn’t do that. But if you have a full closure in your current situation and you do congestion head and tail, that is the current behavior in the system.

Kelly Kinney: Where you stop clicking the boxes, I assume FLATIS thinks that is where the closure ends and congestion begins?

Tucker Brown: I think that is up for interpretation for them, I don’t have a specific answer for that.

Kelly Kinney: I am assuming when it goes to FLATIS it will ask what congestion location is associated with it.

Tucker Brown: Is the intent here to give an area of closure and congestion in the same event?

Kelly Kinney: I think events have both of those attributes then they would need to be defined separately.

John Hope: District Five agrees.

Mark Laird: Don’t we have that? The head and tail then the selected locations?

Tucker Brown: That is what I was getting at here, they are sorted from head to tail by sort order so if there were points that were actually closed you would leave them included and uncheck the others. There would have to be an interpretation of that, that not all of these are closed but the ones included are.

Mark Laird: Full congestion still gets them through right?

Tucker Brown: We are sending them a congestion head and tail and also a list of blockages. They get the same information that we have but they would have to interpret it on their end.

Dee McTague: I have to agree with what the others are saying. In the case that you have a single point event with congestion, the operators would always have to go in and deselect everything between there. So we are going to need to differentiate. We are going to need a two-point event as well as congestion. It will have to be separated out. We don’t want operators to have to go in every time and deselect when they are trying to report congestion on a event.

Tucker Brown: This included locations will only be allowed if there is a full road closure. So if it is normal congestion, this would not be an option.

Dee McTague: Okay that makes sense.

Tucker Brown: That’s what I was getting at is when you have that then you will have this option to say which points are closed.

Kelly Kinney: I am okay with it as long as FL511 interprets it correctly and reports on the congestion correctly.

Tucker Brown: In the case you were talking about, would you be looking for a completely different head and tail for closures?

Kelly Kinney: Yes, I don’t know how others feel but often when you have a closure its not a full closure from a starting and ending point. It is a point for closure and then the traffic queues from there. Unless there is a detour or a construction closure for an area, you aren’t going to have a closure starting point.

Dee McTague: Part of this was because often when you have a full closure you also have ramp closures. So operators end up creating six events to handle it so this was also intended to take care of it. It also makes the information more palatable by FLATIS. Cause if you have six different events the end user of FL511 will have to be able to connect the dots that the six closures are related.

Carla Holmes: Also with that too is if you do have a full closure and they do close ramps or divert traffic off upstream that could be the point where your congestion starts. So your closure and congestion locations could technically be two separate locations. So you would have to do 2 separate events or have it where the traffic is into the congestion tail.

Dee McTague: I think that is what they are trying to say. I have a closure at Commercial and so they closed the ramps from Open Park Blvd. I am able to select them and operators need to be able to follow the congestion as far back as it goes. So as long as FLATIS is going to interpret it properly, that the end point is congestion then this works.

Tucker Brown: I think it does work out that you do have a set of points that get a consistent closure and congestion after. The other is that you have sporadic and are only closing the ramps and have multiple locations but only close a few ramps. If that were to happen and you only wanted to do the ramps you could go in and uncheck everything except for the ramps. When we send this to FLATIS they have all of the locations between there. What they get from us is:

* Event
* Head
* Tail
* Closure points

So they will have of the information to interpret it correct.

Dee McTague: What is important is that they know the tail is congestion.

Alex Mirones: There seems to be a checkbox for “has congestion” what about when there is no congestion, do we need to use the congestion tail and head interface for the included locations?

Tucker Brown: Yes because you have to define a point to select locations between.

Alex Mirones: Then I will have to agree with the Turnpike, this is really convoluted. I would prefer a separate area to indicate closures in the area. When you mix congestion and closures it will be hard for operators under pressure to make decisions, I don’t think this is very linear. I would prefer to see something more separate.

Dee McTague: District Four agrees.

Tucker Brown: It sounds like we have work to do and we will have to come back and present this again.

Alex Mirones: there is a question for has congestion. Maybe there should be a question for has multiple closures inside of the area.

Tucker Brown: What you are describing here is for a second set of head and tail to be defined. Maybe it is to the right of this and you still pick a head and tail with the locations inside. Is that what you are asking for?

Alex Mirones: I think that would make more sense.

Mark Laird: Are the locations selected in that, will they just be ramp locations?

Tucker Brown: The locations will be every single location between the start and the head available to be selected.

Mark Laird: Yes, but why? Is the intent to just do the ramps?

Dee McTague: No, sometimes there will be a closure and traffic will be diverted to another ramp.

Tucker Brown: We will present something again to get final approval on it.

**Item 5: SG-4985 Ability to configure response plan search radius by event type**

Tucker Brown: Right now these are set in the config file and are set for every event type for minor, moderate, and severe distance. This is when you go into the event config and you select one, you will get the ability to select that distance based on the event type. There will still be a configuration for that which will reside in the config file. When you load up your system for the first time with this, everything will be set to use default. Then if you have specifics for an event type you can modify it for each one. For each event type, you can do a DMS, HAR and camera independent. You will be able to set this up however you want. Any questions?

**Item 6: SG-3143 Status Logger Filters**

Tucker Brown: The request was to make the process names more manageable. Usually it was process names then hosts and users. We moved the hosts and users side by side at the bottom. That list is far larger now and it will be wider so you can see the process names fully. If you make the dialog bigger, the process names will get larger. We also put buttons at the bottom for a select all or select none. The other thing that is new is on the message string on the right, it gives you the options to use and/or criteria. Any questions or comments?

Cherie Phillips: Is it possible for the process names to have the ability to select them all but eliminate them? Typically a select all does them all but wont let you deselect individuals as you trouble shoot.

Tucker Brown: At the top there is all and select. All implies they are read only and select means you can select certain ones then the select all or select none will check or uncheck all of the boxes. So make sure you are on select mode and select all then go from there.

John hope: Can we have this so the window we are looking at remains open while the logs refresh? That way we can compare what we are searching for vs what is in the list. Right now you click okay and the filter window goes away.

Tucker Brown: Keep it open and have an apply button.

John Hope: Yes.

Tucker Brown: Yes, we can do that and will add an apply button that refreshes it.

**Item 7: SG-2364 – Log username of user that changes device status**

The request is to put this in the status log and the request will get the username in there. The username in some cases will be an operator username where they are changing the state. Sometime this will be a subsystem user where you add a device and it takes it to the polling state, that is actually the subsystem. But this will make it clearer on which person or subsystem made the change. This will be an info level message so it will always be logged. You should also be able to search to get the device status for them. Any questions?

**Item 8: SG-564 Remove List Options without deleting Phase 1 (SAA, TSS, CCTV, DMS)**

Tucker Brown: we are changing the devices to not be deleted from the system and eventually be ceased use. There is some backend stuff going on here that will save them and keep them in the database. There is no UI side, they will still leave the system when you click delete and not show up on the map. But they will be on the database side. The real UI side of this is when you go to generate reports. The first thing we will do is DMS, cameras, TSS detectors. So when you get to the screen and to select the device will have all of the active devices in the system. The button to the side that says get ceased use data, will retrieve that at the database level and get you a list of all devices. Once the list is populated you will see both the active and the cease use side. In the list you will test TSS detector with no time stamp means it is active, the others that have the timestamp will have the ceased use date included. Once the list is populated you can select it and run the report like normal. There are no major changes to the reports. Any questions?

Cherie Phillips: Is this going to be a movement from one table to another?

Tucker Brown: No, we are adding a field to the individual device table.

Cherie Phillips: For people building their own reports, how is this going to affect the amount of data they might be receiving or pulling in over a longer period of time.

Tucker Brown: If you were to poll the DMS table it would only have the signs that are currently active. Overtime that list will grow more than use to since it is maintaining historical and active. Other than that you shouldn’t see significant growth to any of the tables. You might just have to add in a filter for ceased use if you are only looking for active ones. Any other comments?

**Item 9: SG-5065 Add support for authentication via Active Directory**

Tucker Brown: On the backend we would have the ability to authenticate a user in Active Directory. The only thing you would have to do on the user interface is in the user management dialog and it would add a column called Windows User. So instead of creating a password for this user it should authenticate with their active directory password. You still add users and permissions the same way, the only thing that is changing is the authentication. The domain will be part of the username.

John Hope: What are the requirements to make someone a Windows user? Would it match the names exactly?

Tucker Brown: it would be domain/ the username we use to authenticate and we take that and try it with the active directory. There isn’t a lot to that side of it.

Jason Summerfield: So you don’t have any OU’s or groups that you are looking for on the active directory side?

Tucker Brown: Not that I am aware of.

Mark Laird: Each time you log in, do you have to put in the name or will it recognize it?

AJ Skillern: You would have to put in the username each time and it would be part of the username.

Mark Laird: You have to type in the domain and the username each time you log into SunGuide?

AJ Skillern: Correct.

Mark Laird: I don’t really like that.

Jason Summerfield: Do you accept the @ convention? Since it seems like an email address people seem to deal with it better.

Tucker Brown: Let me through out a scenario… I have a Tbrown user in SunGuide and a Tbrown user in Active Directory and I have a second domain that has a Tbrown user. So there are three different ways that I can type in Tbrown. If I just type in Tbrown, SunGuide doesn’t know which one I am trying to use. If you include the domain then I can have an FDOT D6 Tbrown and a Tbrown user and both would be allowed. If we enforce that you cant have two user names then you couldn’t have a user name in both domains. So we should not allow usernames from the domain and local to be the same?

Mark Laird: Correct. You have to switch.

Tucker Brown: that will be tricky because what if all users have the same domain and username?

Mark Laird: It is perfect, then you just add the domain.

Tucker Brown: So if we added the domain as a field of the user, the user management table and allowed someone to put something in there. They would have to have a single username that has to be unique across both SunGuide users and domain users.

Mark Laird: That sounds good to me but I do think we should think about it.

Jason Summerfield: I am trying to think about other devices that allow you to do AD integration. I think a lot of them have an order of operations. Like it will try Tbrown at the domain you set up, if it is rejected then it will try the next one.

Tucker Brown: the only issue I see is you cannot have configured a local user to SunGuide and a domain user with the same name.

Jason Summerfield: That could be okay. If you have local user they probably aren’t a domain user and could make a different name for them.

Tucker Brown: At one point we wanted local users incase active directory goes down. If that happens then no one can login. As long as you are okay with those being different than your active directory users, we can do that.

Brent Poole: Is there a way on the login screen where there was dropdown box to select where to login to? Can you do something similar with the login screen?

Tucker Brown: I was going to put it in the username so you would have a particular one.

Jason Summerfield: I can see if you go with that you just have a box that says domain and you put your domains in order and drop down with one of them being the default.

Tucker Brown: The only problem with that is you are requiring data on the client side before you even log in to retrieve data. I am talking about the ability to know the domains exist.

Jason Summerfield: I thought you had to configure the domains that you are pointing at. You have to in the config server.

Tucker Brown: Nope, AJ you want to jump in?

Aj Skillern: I believe the way it works is when you log into SunGuide you would type in your username and password, those are encrypted and sent to the backend. Then we would actively try to authenticate that user using those credentials. So it would have to be a domain that is reachable from wherever the subsystem is running.

Jason Summerfield: Okay I haven’t seen anything where you wouldn’t put your domains in to look at the servers.

Cherie Phillips: So this isn’t a single sign on implementation? So I am assuming the motivation behind this is to apply the same security perimeters that I would have with a Windows profile where you are requesting complexity and it is resetting? Are there other reasons we would go this route as opposed to a single sign on?

Mark Laird: It really should be single sign on.

Tucker Brown: Single sign on is possible it is just not what the request was for.

Brent Poole: I can see that as a better option – doing a single sign on.

Tucker Brown: Is anyone against it?

Cherie Phillips: Would we still have the option to elect if it is a single sign on or local account?

Tucker Brown: My assumption is try that immediately then if it failed, then it would prompt you to do something else. We could have it take you to the login screen and make you type in credentials instead.

Mark Laird: Existing data that has user IDs associated with it, is it all IDs or username login IDs? Non-username IDs.

AJ Skillern: there is a database column for numeric IDs. However not all tables that reference user accounts will reference that user ID because we didn’t have the cease use concept yet.

Tucker Brown: We would potentially have to make changes to reference that.

Mark Laird: I was thinking we might lose connections to existing data.

Tucker Brown: What I heard was that single sign on would be preferred but with the back up of manually putting in a username and password.

John Hope: Sounds good. Currently Active Directory is case insensitive and SunGuide is case sensitive. Are we going to be aligning SunGuide’s login with the way Active Directory works?

AJ Skillern: If it is single sign on, you wouldn’t be typing in a username anymore.

**Item 10: SG-3338 Allow floodgates to be scheduled through SAS**

Tucker Brown: This is to use the same floodgate dialog but accessible through SAS. The same floodgate dialog would be embedded into the SAS dialog. I did have a few questions on this what slot should be chosen? The slot could potentially be in use when you go to activate this. If that happens to do we chose the first available slot? Or is there other criteria people want to choose? Essentially same dialog and same everything then at the start time will send it then the end time will take down the floodgate.

Jason Evans: First available would work good but think about a pop-up incase all slots are used.

Tucker Brown: Who would get the pop-up?

Jason Evans: All signed in users.

John Hope: I don’t understand the request? Is that a pop-up if everything is used?

Tucker Brown: Yes. If there are no available slots.

John Hope: Wouldn’t that already be indicated by the in use status?

AJ Skillern: That in use would be at the time you are creating the scheduled message or scheduled action.

Tucker Brown: Any other questions? At the SSUG meeting there was a concept of what happens if you go to send the floodgate and the request is rejected? It was requested that we retry it. Is this what we want to do it? Does this apply to floodgates specifically or does it apply to all SAS items? Where it is implemented would change based on how you answer. If it is all floodgates not just the ones in SAS it would be applied at the subscriber level. Otherwise we can just retry in SAS. Also how should the retries work, should they be immediately and how many times should we retry?

John Hope: It is probably a good idea. If it does retry, there should be an indication to the operator that it is retrying or failed x times.

Carla Holmes: Could there be a popup that asks if they want to retry?

Tucker Brown: We could do that but then do we send it to all users? Or a subset of users? In the past we have tried to not do blanket everyone gets a popup. But that is possible and we can make that happen.

Carla Holmes: I am just thinking about when the message is no longer needed after a certain time.

Tucker Brown: I don’t mind doing it just need more information on how it should be done.

Mark Laird: What floodgates are going to fit into SAS? Is it recurring travel lane stuff?

Tucker Brown: If we aren’t sure about retries, we can do it and hold it to see how it works until it is needed. There are a lot of open questions on how it would work. Anyone have any issues tabling this?

John Hope: No problems with that.

Mark Laird: Works for me.

**Item 11: SG-2493 Icon enhancements for Arterial DMS**

Tucker Brown: The original enhancement talked about a sign use. As we were designing this it became more useful to make this its own column rather than a sign use. The arterial refers to the location more than the use of it. Any DMS could be marked as an arterial but it is just another characteristic of the DMS itself. You could then go into the icon configuration and one of the options for hiding or showing the arterial DMS which could limit the DMS shown on the map. Any issues with that?

John Hope: Would this still give different icons on the map?

Tucker Brown: The icon type wouldn’t change for sign use but we could put an overlay on them to indicate an arterial. Is that what people wanted to see? A different icon for arterial DMS?

Jason Summerfield: I think the original was to differentiate which signs are arterials when they cluster on the map. It would be nice to have a different icon, not sure how different to for it to useful.

Tucker Brown: Part of this would be adding a line into the configuration for arterial and being able to show and hide the arterial signs.

Jason Summerfield: I think that might be okay.

Tucker Brown: The next concept we are referring to an icon filter and the concept is to create a device group and similar to the user management. At the top there would be the filter name and the bottom would have the device type. If you click on one, you would get a list of all cameras in the system. You would be able to select which you want to see that are part of the filter. You can mix device types, a group of icons at a time are shown on the map as a filtered icon group. From there we would be adding a second under icon filters that allows you to select one of your icon filters. It would narrow down what is shown on the map to that icon group. If you are interested in an area, you could set up a filter for that area. Taking it back to the arterials, if there are signs you don’t want to see at particular times, you can set it up in the filter to show what you want to see.

Jason Summerfield: Is the user preferences going to save the last active filter?

Tucker Brown: We could put that in the user filter.

Jason Summerfield: Someone wants to hide a set of devices every time, will they have to set that up every time? Can we make a filter a default?

Tucker Brown: We can put that as a user preference. One of the options would be no filter.

Jason Summerfield: We have certain staff assigned to arterial vs freeway and this way they won’t have to put on filter every time.

Kevin Mehaffy: If I wanted to see every camera that is out of service, would that be possible through this?

Tucker Brown: We don’t have them set up as linking to status values so it is really just a set for location. There is no dynamic criteria to it.

Kevin Mehaffy: Is that something we could do in the future?

Tucker Brown: I think that is a future enhancement.

John Hope: All of the filtering sounds useful but D5 still wants it to be a different icon for arterial DMS.

Tucker Brown: No issues with that. Is there an icon you want to see?

John Hope: Just something that can be distinguished. We are going towards more corridor management for managing traffic. Just make it different, no special behavior.

Jason Summerfield: I am wondering if it would be better to give the general purpose signs a differentiator so they stand out instead. It depends which is going to be seen on the map more regularly. The DMS icon is more straight forward and the others get bigger and stand out more. I don’t know if there is a preference one way or the other. Do you want arterial to jump out or the regular DMS?

Tucker Brown: Any other questions?

Cherie Phillips: Would anyone find value in doing toll and other DMS the way they have arterial here? And different icons based on different configuration grouping types.

Tucker Brown: The toll use have different icon sets. Is that what you are talking about?

Cherie Phillips: For Turnpike we will use it from the DMS dialog or from the DMS status displays as opposed to the map.

Tucker Brown: I am not sure. Are you asking to be able to filter down on the grid?

Cherie Phillips: To be able to filter the DMS. All of our signs contain the word DMS so it is hard to search for certain types.

Tucker Brown: the sign use dialog allows you change the sign use so you can say if it is a lane status or a toll rate sign and when you do that it actively changes the icon on the map. From the grid level it can also filter to lane status or toll status signs. You have to set the sign use correctly on the configuration dialog. I will catch up with you on that because there are other implications of changing them out.

**Item 12: SG-5278 Blank Out Sign Integration**

Tucker Brown: The implementation for this we are trying to integrate it with something we already have with GPIO. Currently there are states for bridges, so we would be putting in different states for blankout signs/detour routes and each would have an icon associated with them. Once you define the status, you can define a sign itself which consists of configuration information. On the far right you can associate it to a CCTV in general which will allow snapshots. There is a relay on the devices you would have to set up for specific state for the sign. Potentially each blank out will have a different configuration based on the relays so we are leaving this open to be set up how you want.

An optional snapshot location will be added to CCTV to allow BOS to pick up the latest snapshot as part of the status. You do not have to fill this out, when it gets put in these will be blank and you will have to point it to something. You would be able to group them and you could put multiple blank out signs as group and be able to view it as a status. Nothing different there but something that blank out signs can use. You aren’t required to group them. Blank out signs status will show the snapshot. Users can view status for each device in group or as individual devices. Icons on the map will show status and snapshot in the hovertext, if available. Blank out signs may be used in pre-defined response plans. You would build these up and be able to use these as a response plan. Any questions on blank out signs?

John Hope: For the response plans, how is it selecting the blank out signs? By group or individually?

Tucker Brown: Individually, the pre-defined plan allows you to add the individual elements.

John Hope: What does the DMS distance have to do with it? Or is it not applicable?

Tucker Brown: Not applicable it is just in this dialog.

John Hope: Essentially you want to set all of these up as pre-defined plans then select which plan you want. And each of these devices will have individual statuses?

Tucker Brown: Correct. The over height devices is simple, it is just is it an over height? It is just configuration information, and where it is. The last part you can you choose what to do with the response plan. Status dialog will show the current communication status.

Jason Summerfield: We have a few over height detectors and they do have pictures available they are like WWD devices. They use the same protocol. Is this more for directly managing a device?

Tucker Brown: Yes this is for direct device and gives us the alerts directly. It will be a new driver for IDS. We could port over the Tapco stuff and we can do it that way. Do you have additional information you can send us?

Jason Summerfield: I would be happy to put people in touch with each other. From their point of view it is just like the WWD device but might have two cameras on the pole. So it would have two sets of images but it is just a different alert type for them.

Cherie Phillips: I would like to echo that. We are trying to implement over height detectors and cameras are budgeted to be deployed with them.

Jason Evans: We will also install CCTV verification cameras in these locations as well. The ability to select a camera would be great.

Tucker Brown: Select a camera or to have its own dialog where it is preconfigured like WWD?

Jason Evans: Both, I was thinking predefined camera in addition to the snapshot, have an option for the live camera.

Carla Holmes: Do we want to talk about adding an event type for over height detection, or is that not necessary?

Jason Summerfield: I would think it would come in as an alert type but isn’t it just a crash if they hit it? If they didn’t hit it, it would be dismissed.

Jason Evans: You might want the option to add an event, not sure if we need it because by the time the alert goes off they either hit it and stop so being able to create an event off of that to reference over height would be great.

Tucker Brown: The original request was to have the option of creating a response plan and you will have the ability to do nothing. For now, just do the alert only.

Cherie Phillips: What is the set opt status to be used here?

Tucker Brown: We will be polling these devices and you can set them out of service.

Cherie Phillips: Would that be a separate pop up window?

Tucker Brown: This is looking a lot like WWD. And having the device popup now. Especially with live video and images.

Jason Summerfield: It is how we were looking at it.

**Item 13: SG-5236 We would like a TPAS enhancement that would alarm when a space has been occupied for an extended time**

Tucker Brown: We will be monitoring individual space status and if it has been occupied for a long time, we are going to generate an email for the people who are listed in the config file. The occupied time and email list are both configurable.

**Item 14: Other issues**

Tucker Brown: This last set didn’t have any graphical interfaces.

* SG-4781 - Request update of integrated VLC libraries
  + Library will be upgraded to the current VLC version
* SG-5470 - Carmanah - Wrong Way Driver
  + Integration of the Carmanah WWD protocol
* SG-5327 - Integrate TrafficVision video analytic alerts into SunGuide
  + Integration of the TrafficVision WWD protocol
* SG-5303 - MH Corbin WWD Integration
  + Integration of the MH Corbin WWD protocol
* SG-3925 - Add assigned Beat to Road Ranger information in Event Reports
  + Reports will be updated to include beat information.
  + Reports will be updated to be filtered by vehicle.

Any questions?

Christine Shafik: Release 8.0 Hotfix 4 is currently being tested at the TERL. If deploying 8.0, please bring the system all the way to this hotfix as part of the upgrade. Contains several enhancements as well as bugfixes. The next meeting will be on 5/13/2021.

Cherie Phillips: The items we had a lot of dialog with, will we have another review of those items?

Christine Shafik: Yes, we will review it again and how about giving you more time to review the requirements and giving you until Monday to provide comments. Would that work?

Mark Laird: I know I won’t be able to get it to you by Monday, but I will get you something as soon as I can. If it is too late it is too late.

Christine Shafik: Please send me any comments by Monday. We will revisit the items we said we would go over again. We appreciate the input.

Carla Holmes: For those of you have not deployed the hotfixes or 8.0 please send Christine your plan for installation so we can support you.