

SunGuide Software

User’s Group

Meeting Minutes

**Date: April 23, 2020**

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

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| Agenda: |  |
| Topic | **Led By:** |
| Item 1: 3800 Reporting of more accurate locations  Item 2: 3335 Alert the operator when a travel time is double (or some other ratio) the free flow travel time  Item 3: 3499 – Reporting “Ramp Closed” for Different Lane Mappings  Item 4: 5236 – TPAS Enhancement that would alarm when a space has been occupied for an extended time | Tucker Brown  Tucker Brown  Tucker Brown  Tucker Brown |

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| Attendees: |  |
| Justin Merritt, D1  Robbie Brown, D1  Ray Mikol, D1  Tom Arsenault, D1  Jason Summerfield, D2  Jason Evans, D2  Tanesha Sibley, D2  Greg Reynolds, D3  Amy DiRusso, D3  Aven Morgan, D3  JJ McFadden, CoT  Jacques Dupuy, D4  Dee McTague, D4  Adrenamae Rolle, D4  Shannon Watterson, D5  Eddie Grant, D5  Jay Williams, D5  Kyle Higgins, D5 | Jovanny Varela, D5  Sheryl Bradley, D5  John Hope, D5  Mark Laird, D6  Jessica Ogden, D7  Jared Roso, D7  Jermaine DaSilva, FTE  Cherie Phillips, FTE  Brent Poole, CFX  Tucker Brown, SwRI  AJ Skillern, SwRI  Christine Shafik, CO  Mark Dunthorn, CO  Gregory Dudley, CO  Jennifer Langford, CO |

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| Discussion: |  |

Christine Shafik: Thank you for joining us today, please note that this meeting is being recorded for the purpose of taking meeting notes.

**Item 1: 3800 – Reporting of more accurate locations**

Tucker Brown: This issue has to deal with reporting more accurate locations. Central Office was able to go talk to FHP and other people. The issue is that the EM location that you have isn’t always an accurate location for an event. So basically, they are looking for something closer to the event location. We were looking for ways to capture that information and wanted to get your thoughts on what those might actually be. One of the options was to have an operator to place on map. This would not replace where the actual event location is but will store the latitude and longitude coordinates along with the event. So, you could have people run a report and get the physical latitude and longitude of where that would be. This would make it the operator’s decision to set the locations. The thought is that those would be a read only version on the map so you could tell it was set. Another option is to have FHP CAD send a location and have it populated there. They will generally send a couple of locations in their messaging which has to do with where the vehicle is at any given time. Then when the vehicle moves off of the road and the trooper follows him you may get a latitude and longitude there. So there may be a number of locations and the last one you get is probably not the best because it might be where they pulled off the side of the road which is not the location of the event. They would like to have something in their software where they can push a button and have the coordinates saved for that event. But as it exists today, that feature does not exist. Something we do have is with FHP CAD they do have an on-scene task that we could use the latitude and longitude from and store it as part of the event as the accurate location. The other options here are using SPARR. While they are on scene, they can push a button to put the accurate location there and that would push it into as well. We potentially have a few sources we could get it from. We will need to discuss a hierarchy for this. Which should take precedence SPARR or FHP? And how would we deal with ones that are coming in vs ones already in the system. As far as reporting goes, one mentions an alternate event list report. It would give you the latitude and longitude that you could take to the requestor and give them a direct report. We could give them a report that is configured in SunGuide and one that is the latitude and longitude that captures the accurate event location. The other option is given to multiple locations (one from SPARR one from FHP) and aggregate them into one map then have someone choose which is the most accurate. Those are two option for reporting locations. Does anyone have any questions or thoughts on it? It is an open area on how to do this so please feel free to share your thoughts.

Mark Laird: You said the operator places it on the map and it is read only, if they don’t like the location would they be able to move it?

Tucker: You could place it multiple times. What we were trying to avoid is an operator physically typing in the latitude and longitude.

Mark Laird: Since we use SPARR can we pick a road ranger and achieve a similar effect?

Tucker Brown: Yes, that would be fine to have your operator chose your road ranger location. You would get the same thing if you placed a point on top of the road ranger location.

Mark Laird: Depending on your map zoom level, your click might not be as accurate as the data from a road ranger.

Kevin Mahaffey: If you make from an EM location to get the latitude and longitude, that will make it easy to plot it on a GIS map.

Tucker Brown: Are you talking about from a reporting side?

Kevin Mahaffy: Yes.

Tucker Brown: Right now, we do it from SunGuide event locations. Adding that would be easy using existing locations. Then we can add an additional field for the accurate location. The idea is to get this information out of the system and into something that you can work with.

Kevin Mahaffy: It would be great to have the operator locations as well as the EM locations.

Tucker Brown: Ideally, we would report both in the report. Then you can choose what set you want if you are displaying them on a map.

Jason Summerfield: You were talking about how FHP has their on scene timestamp that we could use there but SPARR also requires the road rangers to mark when they arrived, so you could take the GPS coordinates from their arrival.

Tucker Brown: Yes, that is an option too, whenever they click arrive just take that location.

Dee McTague: This is District Four, we definitely like the place on map option.

Kevin Mahaffey: How will this effect existing reports? Will all of this be in the background or will we have to place the operator events in a separate category?

Tucker Brown: It wouldn’t affect your existing reports and they would still be based on the SunGuide EM locations. Since we are collecting latitude and longitude, when you filter by county or roadway it would still filter using the SunGuide location and not the latitude and longitude of the accurate location. Do you think that will fit the need of what we are going for here?

Dee McTague: District Four thinks it will.

Tucker Brown: Great, let me know if there is anything else.

Jacques Dupuy: I agree with Dee with moving forward.

**Item 2: 3335 – Alert the operator when a travel time is doable (or some other ratio) the free flow travel time 19.56**

Tucker Brown: There is something close to this. There is no real way to measure when travel time is slow. There are travel time alerts that exist in the system. It does not meet the criteria of what we are trying to do here but with a few changes we can.

Right now, it is taking a relative number change or a percentage change – it will give an alert. The problem is if it is cycle to cycle, the change has to be from the previous cycle. Conceptually what we want to do is add more features so there would be an absolute change for the free flow. Or you could have the option for a relative change. We would put them in place so you can create alerts when certain things happen. Right now, that alert dialogue is separate. One suggestion is we could put it in the travel time section and that is where the alerts will show up. It would be similar to the IDS dialogue. That will give you the view if any travel times are slow at any given point. It also depends on the actions that would be taken after a travel time alert. We are looking for feedback on if people would use these and which dialogue should the alerts show up in and what actions would be taken after?

Jason Summerfield: I think this was a District Two request. I would say have it like an IDS event and we would use it for when travel time is on the DMS but there is an incident and traffic gets bad enough and crosses a certain percent, we may look at putting up some DMS messages for that. The IDS alert pops up with the ability to create an alert off of that would be perfect.

John Hope: There are a lot of existing issues with the TSS alarms that would cause issues for basing it off of free flows. CFX already has an alerting system in their software that bases it off of the last thirty days on a minute by minute basis.

Tucker Brown: I agree with that. If we were to expand the enhancement and Tennessee has done this expansion – they included a historical speed as well as their regular speed. If we incorporated those historical timeframes, then we could use historical time as opposed to free flow.

John Hope: Would the historical time be different on a per minute basis?

Tucker Brown: I don’t know what the specific period is, but it does change throughout the day.

John Hope: On another note since TVTs are being used to report travel times on DMS signs, I would think we would want to do more than just alert. If travel times are crazy high, it might be worth not reporting the TVT at all. Notify someone other than the operators.

Tucker Brown: Have a max value that if it ever exceeded this number. That would be easy to do that gets out of travel time alerting and gets more into how we post them to signs. In the travel time configuration, there might be max time you could put in. But it wouldn’t alert anyone, it would just not generate the travel time.

Jason Summerfield: If we implemented this to have an IDS pop up, and we had the TSS alerts turned off, that would not affect us getting the alerts for the double travel times would it?

Tucker Brown: Correct.

John Hope: The final thought we had was on the recurring alerting for the TSS alarms there is a concept of recovery speed of travel time and this didn’t seem to have that.

Tucker Brown: I didn’t mention that, but we probably want that to make sure it doesn’t fall under the boundary.

John Hope: Once a TVT alert is alerted, it wouldn’t be re-alerted?

**Item 3: 3499 – Reporting “Ramp Closed” for Different Lane Mappings**

Tucker Brown: The original issue reports lane mappings result in different lane blocking description for “closed” situations how that appears to be resolved. Now, the lane blockage description matches but the lane calls out an exit ramp closed but shoulders are open. Should this be exit ramp closed without reporting that the shoulders are open? We have fixed the issue of things not matching but now we need to know the correct language to use here.

John Hope: District Five believes that the current issue here is the desired behavior. If it is not desired to be reported then the shoulders could just be removed.

Tucker Brown: Yes, you could do that in the configuration and do it per event, and not report shoulders there. Would you want to see the lanes on the lane mapping?

Mark Laird: I can’t answer that.

Tucker Brown: You could remove those, but it depends on what FLATIS wants to report. But if you removed the shoulders from the configuration but FL511 wouldn’t know there are shoulders there at all. It depends on if you want them to know that shoulders are there.

This is a tough one because Districts 5 and 6 think it should do two separate things. I am thinking we should go with something configurable. Are there other instances that we can think of? If it’s a travel lane in the same scenario would your answer change?

Dee McTague: I am pretty sure with travel lanes; it says all lanes blocked and if you close the shoulders then it says the roadway is closed.

Mark Laird: That sounds right to me.

John Hope: You mentioned the solution would be to make it configurable but isn’t it already configurable enough for this scenario?

Mark Laird: Only if you need to remove the shoulders.

Tucker Brown: Right. So, the real question is does that effect FL511, does it affect how they report other stuff? I don’t know the answer.

Dee McTague: In what case is there when an accident occurs on the shoulder? There won’t be many cases where people are allowed to proceed down the ramp so why not just have it say exit ramp closed?

Tucker Brown: Also, true.

Mark Laird: I can’t answer that. I think it is, so operators just don’t mark the lanes that are actually blocked and leaving the shoulders open which results in saying the shoulders are open.

Alex Motta: This is also discouraging people from entering in a work zone where people are trying to work on the shoulder. If you put it on the sign, on 511 or an email you are telling people to show up and drive right next to people that are working or telling them closed and stay away.

Tucker Brown: Which is preferred? Closed stay away?

Alex Motta: Absolutely.

Tucker Brown: In that case what should be here is exit ramp closed?

Alex Motta: Yes.

Tucker Brown: Okay. Does District 5 have an opinion? Configurable?

John Hope: Yes, configurable please.

**Item 4: SG 5236 – TPAS enhancement that would alarm when a space has been occupied for an extended time**

Tucker Brown: As part of 7.1.2 there is a need to track single space occupancy. It would be logged into the database so we would know if a space is occupied and how long it has been occupied. The enhancement that was requested here is that we would configure an email and we would also configure a consecutive time in hours that a single spot should be occupied and then an email would get sent to the person based on the configuration if the space has been occupied for more than that amount of time. Depending on your poll cycle it might generate a false positive. If you are polling every five minutes, it might show the space as occupied if someone pulls in and out of the space and someone else pulls in right after. If the poll cycle is short, then it would be fine.

Greg Reynolds: A little background on this is that we recently had a gentleman pass away that was sitting in the rest area for a period time. With the truck parking potential, the suggestion came from another team to have operators watch to see if people sit there for a long time. The alert is intended to have the operator notified to look into the status of the vehicle and to know if the proper authorities should be notified to do a welfare check.

District: Could we expand this to read unoccupied spaces and to possibly detect malfunctioning sensors?

Tucker Brown: You wouldn’t be able to tell if it switched twenty times in the last twenty seconds due to the polling cycles.

Jason Summerfield: I know right now there are different vendors and we are polling their system to find out the puck count. Has there been any conversation for where their systems generate any diagnostics?

Tucker Brown: No but we are adding in the next release a way to monitor the puck statuses. I did not see anything specific about special alerting that they have. I would have to go back and look. If we do that it would protocol specific since there are three different types. Based on the space occupancy and time we should be able to generate some sort of alerting on that. Anything else on this item?

Christine Shafik: That was a great meeting and I appreciate all of the input and contribution from the Districts. As you know, we will have the next CMB next week on Tuesday. We will be voting on 15 enhancements. We will include the RCA Risk enhancement and it should be a good meeting. Please keep putting in Jira tickets so we can track your requests. Does anyone have any comments or questions?

Dee McTague: When will the more accurate location topic make it to the CMB?

Christine Shafik: Let me regroup with the CO team and I will get back in touch with you after Monday.

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| New Action Items: |  |
| Action: | **Responsible Person:** |
| Figure out when the more accurate location topic will make it to the CMB. Follow up with Dee McTague | Christine Shafik |
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