SunGuide Software
User's Group
Meeting Minutes

Date: July 19, 2018

Time: 2:30pm-3:30pm EDT

Agenda:

Topic	Led By:
Item 1: AVL Data in C2C	Mark Dunthorn
Item 2: TIM Reporting	Mark Dunthorn

Attendees:

Ray Mikol, D1
Alain Capucci, D1
Jason Summerfield, D2
Tanesha Sibley, D2
Luis Ruiz, D2
William Gaines, Pensacola
Kevin Mehaffy, D3
Jacques Dupuy, D4
John J. McFadden, COT
Marlon Chin Shue, 595
Mark Lucas, D5
Josh Sibley, D5
Eddie Grant, D5 TMC

Mark Laird, D6
Jared Roso, D7
Mike Crawson, D7
Charles Keasler, D7
Daniel Constantinopoli, D7
Holly Walker, FTE
Tucker Brown, SwRI
Mark Dunthorn, CO
Frances Ijeoma, CO
Karthik Devarakonda, CO
Jennifer Rich, CO

Discussion:

ITEM 1   AVL Data in C2C

This meeting is being recorded for the purpose of taking meeting minutes.

Mark Dunthorn: AVL data in Center-to-Center (C2C) is an issue that has been out there for a while. It originally came from District 3. The idea here is to be able to display Road Ranger locations on the operator map from other Districts. There was also a request from the traffic incident management (TIM) program and is a joint effort with the FDOT GIS group. They are looking for a way to display this information on a separate map that would be at the EOC. There is a solid need for this and C2C seems to be the best way to get it out there.

The changes would involve a new C2C data type, schema updates and some minor changes to the Operator Map. We don't think it would be a huge effort. We are looking at latitude and longitude and looking at the Road Ranger availability status. We want to know if there are any other needs or thoughts in terms of how this could be used. I want to open it up to know if anyone has anything else they would like to see in that feed?

Mark Laird: How about identification of the truck, roadway direction (since latitude and longitude can be ambiguous sometimes), District that owns the vehicle?

Mark Dunthorn: All of those sounds really good. Tucker, I know the ID of the truck and the District would be there but what about the roadway direction?

Tucker: It is do-able, right now there is a concept of an AVL that generates a description of it that could be included.

Mark Dunthorn: I don't think it is part of the current vehicle element in the data bus.

Tucker: In the Operator Map you can see a more generic description of where they are.

Mark Dunthorn: We have some new elements to add to this that would be very useful. Any other thoughts on this?

Mark Laird: Has there been any thought about distinguishing local trucks from the C2C vehicles? I don't know exactly how that would happen other than hovering and getting the data. Maybe outlines or highlights?

Mark Dunthorn: Are you talking about a different icon?

Mark Laird: Something that is visually different. I am not sure if it is possible and can't think of a good idea.

Mark Dunthorn: Well what do we have right now? I am not really familiar with the Operator Maps that have trucks on it. Do they have colors?

Mark Laird: Yes, for status.

Mark Dunthorn: It is something that we could think about.

Tucker: Another thing that came up more recently is the icon for particular vehicles, is a fixed list. We could possibly open it up for more configurations or at least allow for other types in the configuration.

Mark Laird: Vehicle type might need to be in the data too?

Tucker: As part of this whole data, you are going to have to put a vehicle object there that says, "here is the vehicle" "here are the possible statuses". All of that will have to be there.

Mark Lucas: For the vehicles displayed on the map, the objects that are shown currently are:
- Vehicle ID
- Drivers name
- Radio
- Speed
- Location
- Status

You can hover your mouse over the vehicle.

Mark Dunthorn: The location is a textural description like an EM location?

Mark Lucas: It gives a direction and a mile marker as well (ex. North I-4 from this point to that point).

Mark Dunthorn: Good so that information is available and we would at least want to show that. I'm not sure if we want to show speeds and drivers name.

Mark Laird: Would the status and type go through as an ID or would you set string through? I don't know if they are consistent from database to database.

Tucker: If we are providing all of the data and we have the IDs there we would provide it as IDs. If we are not providing that then it should be a string.

Mark Laird: It would mean that if we did do IDs then we would need to make the IDs consistent among all of the databases, right?

Tucker: Not necessarily, if you do IDs they would have to be fully qualified to know what District they came out of. We run into similar problems on the roadways. You may have the

same roadway in two different Districts with two different database IDs but it is fully qualified when it says what District it is from.

Mark Dunthorn: It does make it more difficult to consume the data when you set the IDs.

Tucker: The other problem you run into if you just provide the text you have inconsistencies. Example I-95 vs. I 95 vs. I95 They all mean the same thing but should be correlated.

Mark Dunthorn: That is true and is something that runs through our minds these days. We will bring it up at another SUGG meeting. Mark, you brought that up. Do you have a preference one way or the other?

Mark Laird: If there are inconsistencies with strings, if they are road names they probably don't matter because people interpret them just fine. If they are strings for statuses, if we have differences some of them might not be meaningful in other Districts. I'm not sure if we should standardize things like that if they aren't already.

Tucker: Status values in different Districts are configurable and including "are these in service" "are they going to be dispatched" fields are also configurable. The same status could mean different things to different Districts.

Mark Laird: Do you know if the intent is to do any management processes or to just display only?

Mark Dunthorn: What we are talking about today is for display only. There will be a way to manage using RCA. Is that correct, Tucker?

Tucker: Potentially, yes.

Mark Dunthorn: As far as what we are talking about today, it is for view only. Any other comments?

ITEM 2   TIM Reporting

This is another request that came out of the TIM program because there is a need coming from the Federal DOT to get this data published on a regular basis.

Our first thought was to use the Data Archive for RITIS (DAR) but we think that might not be the best way. This is an interim solution and there are no code changes required here. This is more of a heads up about something that we will need to ask the Districts for support on.

We need to report on some performance measures data. All of the information is already stored in SunGuide. We already get it on an annual basis from you but we are looking to publish this a little more regularly.

We have put together a simple report that can be scheduled in SAS. It would send us an email every time it runs in SAS. It would be done weekly and consume the reports on our end and it would be sent to an alias that an application would monitor. We would probably have to do some normalization to deal with the roadway naming but the idea is to consume that data and drop it off to a place where the dashboard can display it. We put together the instructions but I think everyone knows how to do this. We will get you a template to be stored with your custom report templates.

Mark Laird: Do these reports require any manual clean up or can they really be fully automated? With our performance measures reports, we often have to do some cleanup for duplicates or miss-representations, etc. I am unsure what this report will contain and if it requires some intervention before it can be sent. But if it can be fully automated that is awesome. Does anyone know?

Mark Dunthorn: As far as the performance measure calculation, the incident clearance time, the roadway clearance time and secondary events. The first two are pretty explicitly defined and there is documentation on the SunGuide Software website in terms of how the calculations are performed. There are a lot of conditions. So, matching the calculation to what is on the SunGuide website should be automated. If there are other things you are doing through auditing, that is different. I am not sure that we can automate it. Can you think of a specific example of a cleanup process that you are using that we want to catch on the SunGuide Software User website?

Mark Laird: At the last SSUG meeting we were talking about the intersection stuff where some Districts had to create two or three events to represent one. That might be an example.

Mark Dunthorn: Tucker, correct me if I am wrong but I don't think we are doing anything right now in the existing report template to deal with that situation?

Tucker: No, it will just grab the data and what the data says is what will be displayed in the report. I think what he is getting at is running the report and reviewing it to make sure everything is correct and making any necessary changes then running the report again. Ultimately, you could schedule this to go to someone at the Districts for them to look at it and they can verify that the numbers look appropriate vs just forwarding it.

Mark Dunthorn: I think that would be fine if we could leave that up to the Districts. I don't see any problem of introducing that manual step.

Mark Laird: I think the only issue with that is if it is really going to be weekly and cleanup is required it will produce objections.

Mark Dunthorn: I agree with that. Let's look at it two ways:

1. We were going to schedule a weekly run but would only update the dashboard monthly. We could also do the scheduled report monthly.

2. This is going to be a long-term process and I expect there will be some clean up issues and I think we will be able to identify ways to automate the cleanup process.

I think we can still get started. We will leave it up to the Districts as to whether run the report weekly or monthly. As long as we get something monthly we should be fine. I would like to start seeing the data coming through and then let's start looking to see how much cleanup we need to do. Those are very good comments and we are going to think about it.

Jason Summerfield: You said you will be updating the Dashboard monthly. What is the lag time on the data? If you are pulling data today, is it last week's data or this week's data?

Mark Dunthorn: We were thinking we would ask you to schedule it to run on Monday mornings at 3 a.m. and it would collect the data for the week that ended three hours before that at midnight. The report would be created for the previous week. Its fine if it takes a few days to process. We expect that it will take a few days at least to get it into the dashboard so there will be a lot of lag in the beginning.

Jason Summerfield: If we are grabbing the previous week or months data and it has to be audited. How would we get the "fixed" data to you?

Mark Dunthorn: Yes.

Jason Summerfield: You will run into a problem no matter what your threshold is. Is there a way to say we had something go wrong here, can you re-import our data from last week? So, we have to keep an eye on some sort of threshold here too.

Mark Dunthorn: You are right. This we we leave up to you. If you want a week or two weeks then we just choose a data collection internal that works for you. In the beginning, we are just looking for a process and how can we automate something we are doing manually. We want to be a month behind instead of a year behind. It is up to you if you want to use SAS or not. We are taking this as an exercise in automation. We want to automate as much as we can. We will plan on having that lag. The reports will be ran for everything that we have marked as performance measures in SunGuide.

Is there anything that anyone else wants to bring up? An ad-hoc topic?

Thanks for joining.

Meeting adjourned around 3:00 PM

New Action Items:

Action:	Responsible Person: