Purpose

This RASD (Requirement Analysis and Specification Document) document aims to give a complete and rigorous description of the system “SafeStreets”. In particular, this will be done through a deep analysis of the customer’s needs, so identifying the main goals of the project, describing the functional and non-functional requirements and then proposing a solution able to fulfill all of them. This document is addressed to clients, but not only, in fact it is meant to be used as a contractual basis to which all the members of the team designed to create “SafeStreets” have to refer.

Description of the problem

SafeStreets is a crowd-source application that aims to give users the opportunity and responsibility of contributing to road regulation, with more attention to parking violations. In particular, the system offers functionalities which allow users reporting infringements, describing when, where and how they have been perpetrated. In order to certify the reporting, the user has also to attach a picture of the violation, making sure to include the license plate of the vehicle, so that the system can have a guarantee of the truthfulness of the information and at the same time identify the transgressor. So, for example, if a citizen, while walking through via Golgi, sees a car with license plate XXX parked in the middle of the bike lane, he can open SafeStreets, take a photo of the vehicle location, insert the date and the time and then send the report to the system. Once received the information, the application reads the license plate from the picture and store it together with the other data provided by the user. So, in the example previously shown, SafeStreets would memorize a parking violation of the type “car on bike lane” in via Golgi, with license plate XXX.

Citizens are not the only type of users of the application, also authorities, in fact, can use it in different ways. In first place, they can consult SafeStreet in order to retrieve information about the situation of streets which are under their jurisdiction. The system, in addition to providing individual violations, in fact, once received one of them, elaborates it and combines it with the other data already stored, creating statistics on which streets are characterized by the highest number of infringements, or on which vehicles commit violations most frequently, or, again, on which type of violation is most perpetrated.

Secondly, authorities can also collaborate with SafeStreets with the aim of making roads safer through prevention. In particular, if municipality provides information about accidents that occur on its territory, the system can merge this data with those coming from violations and in this way identify the most dangerous areas, such that interventions can be suggested.

(manca forse da dire che anche i cittadini possono vedere i dati elaborati)

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Product perspective

In order to describe more precisely phenomena which are shared by the machine, so by SafeStreets, and the world, a domain model is now proposed and illustrated with the support of class diagrams and statecharts.

In this first class diagram three shared phenomena are described: the user takes a photo of the violation, the user inserts the description of it and the user sends the information to the application. In all these cases the phenomenon is observed by the machine and controlled by the world, because, in fact, is always the user the active part in the situation, while the application only waits for the his next action.

Product functions

Traffic violations reporting

This function represents the core of the application, because, in fact, without it all the other functionalities offered by SafeStreets would be useless. The application, in particular, must allow any end user to easily report a violation in the instant in which he sees it. Going in further details, SafeStreets mobile app firstly has to allow citizens to take a picture of the violation, remembering them to include in the photo also the license plate of the transgressor. Then it has to let user select a traffic violation type and also insert a brief description of the situation, so that they can express all the inconveniences originated by the abuse. While providing the information, the application software must check for the correctness of them. In particular, it must make sure of the legibility of the license plate from the picture, and, if it is not so, SafeStreet must warn the user, making him choose between taking another photo or writing the license plate number himself. Once provided all the information, the citizen can send the violation data, and in this instant the application detects from the user device the date, the time and also the position in which the violation has been sent. In case that it is not able to detect one or some of this data SafeStreet has to notify again the user so that he can fix the problem (for example enabling geolocation).  
Once received the complete information, SafeStreet dispatching software searches for the nearest authority users to the place of the violation and notifies them of the occurrence of it, showing all the details. After receiving it they can decide to go there to solve the problem, so the software system allows them to warn of that their colleagues who have been notified of the same violation, so that not too many authorities are going to be busy to solve the same problem. Authority users can also request the list of all the reported violations, and read the details of each one.

Statistics elaboration

Another fundamental service offered by SafeStreets is the possibility of mining traffic violations information from the data sent by the end users. In more details, each time the system receives a violation, this is analyzed, and some information are extracted, elaborated and used to create statistics reports. In particular, SafeStreets calculates the places with the highest number of infringements, the most common type of infringements and the period of time in which they are more frequent. This can be very useful for all the types of users, in fact end users can be aware of the most dangerous areas and try to avoid them, while authorities and municipality can exploit this data to improve road regulations by enforcing controls where violations are more frequent. For this reasons, SafeStreets must keep statistics always updated and provide them to each user who request them.

Unsafe area detection and intervention suggestions

In parallel with the elaboration of the statistics, SafeStreets must offer a function, this time dedicated only to municipality (but somehow linked also to citizens), that allows to insert data regarding accidents occurred in their region, such that the system can cross them with information related to traffic violations received by end users and provide a report on the safeness condition of the territory under the jurisdiction of that municipality. At the same time, SafeStreets has to analyze the elaborated data itself and by evaluating which type of events are more common in a specific area, it has to suggest the best interventions that can be done to make that area safer. In further details, the system first checks the type of the violations that frequently occur in a definite place and then, for those which happen really often, it also takes under consideration the description of them. In this way, if the problem mostly affects a particular category of citizens, SafeStreets can provide a more precise recommendation. As an example, if there is a specific bike lane on which drivers often park, the cyclists that uses to go biking there can report it each time this happens describing the situation, so that SafeStreets notices that and reports it to the municipality, with the suggestion of adding a barrier between the bike lane and the part of the road dedicated to motorized vehicles.