

SOFTWARE ENGINEERING II PROJECT

**SafeStreets**

***DD – D****esign* ***D****ocument*

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1. **Introduction**

**1.1 Purpose**

SafeStreets is a mobile application that relies on the help of lawful citizens to make life in the streets less stressful and more organized. As opposed to the RASD, the purpose of this document is to provide a description of the design of the application with enough completeness to allow the development process to proceed with an understanding of what needs to be built and how.

**1.2 Scope**

In this section, we refer to what has been previously stated in the RASD, providing a general overview of the scope of SafeStreets.

The intent is to create an application that gives people the ability to report and notify violations, e.g. vehicles parked in the middle of bike lanes, or in spots reserved to people with disabilities, to the designated authorities. In particular, citizens should be able to register as users by providing meaningful credentials, so as to avoid wasteful data such as fake accounts, and a way to verify them, e.g. ID or driver license. Once successfully logged in, users should be able to send pictures as proof of vehicles parked illegally and attach additional information to provide authorities with a starting point for the reviewing process, such as the date, the time, the type of violation which is to be reported and the place in which it has occurred, which can be retrieved through the geographical position of the user itself. This means the device which the user is working with should at least be equipped with a camera and a GPS system.

SafeStreets stores the information provided by its users and employs it by identifying and highlighting the zones which are found to be subject to the highest amount of violations, making them visible to both authorities and citizens.

Furthermore, SafeStreets wants to exploit its own data by combining it with information about accidents and analyzing it in order to identify zones or streets whose safety could be improved by making interventions, possibly suggesting viable solutions as well. This functionality is developed in collaboration with a third party, i.e. the municipality, meaning its usefulness will depend on the possibility of the municipality itself to share its data and match it with the interface SafeStreets developed for the functionality.

Lastly, SafeStreets strives to assist the local police in generating traffic tickets, and possibly build various statistics of interest. To ensure the effectiveness of this service, it is necessary that the exchange of sensible data which must occur between SafeStreets and the municipality cannot be tampered with in any way, e.g. modifying the picture of the violation at hand. To avoid this scenario, SafeStreets should only accept as reliable information pictures that have been taken within the application itself, meaning it should be equipped with an internal camera system.

In the following diagram (Figure 1.1), we define the boundaries of SafeStreets by identifying and distinguishing between World and Machine phenomena, with particular attention to the shared ones.



*Figure 1.1: World and Machine phenomena.*

**1.3 Definitions, acronyms, abbreviations**

- Definitions:

**User**: a general actor which is registered into the application; all users can consult statistics about violations and highlight unsafe areas;

**Authority**: a user which receives complaints and is able to identify actual violations among them. It has the power to punish the culprits with traffic tickets;

**Citizen**: a user which is not an authority, he can send reports about violations;

**Violation**: a violation of traffic laws, in particular parking violations;

**Accident**: a traffic event involving two or more vehicles where people got injured or caused damages to the vehicles

**Report**: a notification sent by a citizen to indicate violations, containing all the meaningful information about it;

**Traffic ticket**: a sanction which force an offender of a violation to pay an amount of money, can be generated by authorities;

**Unsafe area**: an area in which many violations and accidents have been reported;

**Statistics**: a collection of data about issued traffic tickets for each kind of violation occurred in a certain area.

**Suggested intervention:** a suggestion made by a system manager to be possibly applied in order to avoid future violations of a certain type.

- Acronyms:

**RASD**: Requirements Analysis and Specifications Document;

**DD**: Design Document;

**REST**: Representational State Transfer;

**API**: Application Program Interface.

- Abbreviations:

[**Rn**]: n-th requirement.

**1.4 Revision history**

* **Version 1.0 –**  December 9, 2019
  + First Release

**1.5 Reference documents**

**1.6 Document structure**

The document at hand is composed of 5 chapters, plus an appendix:

1. Introduction: it includes the goal of the project and an analysis of the world and shared phenomena;
2. Architectural design: here we provide a description of the components used in the application and their interactions;
3. User interface design: this section includes a general overview of how the user interfaces of the application will look like;
4. Requirements traceability: it provides an explanation of how the requirements defined in the RASD map to the design components described in this document;
5. Implementation, integration and test plan: here we identify the implementation plan, the integration plan and the test plan, specifying the order in which each component has to undergo each of the three steps;
6. Appendix: an accessory part that contains a quantitative description of the effort each member put into the completion of the document;
7. **Architectural design**
   1. **Overview**

Considering the fact that data storage plays a major part in the system to be designed, we opted for a three-tier architecture, which is defined as a client-server architecture in which functional logic, data access, computer data storage and user interface are developed and maintained as independent modules on separate platforms. The choice was made to give the IT infrastructures more scalability and flexibility, and in particular to lighten the burden server-side by distributing it on two different nodes. The three tiers involved are:

* Tier One: a light application layer and the presentation layer for the client;
* Tier Two: the application layer for the server;
* Tier Three: the data layer.

Each layer previously mentioned has the following characteristics:

* Presentation layer: it is responsible for displaying information to users and enabling these to input data that needs to be sent to the application layer;
* Application layer: it receives data sent by users and controls the different functionalities of the system by performing detailed processing, sending responses to the previous layer if necessary;
* Data layer: it stores data, keeping it independent from the logic of the application layer.



*Figure 2.1: Three-Tier Architecture.*

* 1. **Component view**

Taking into account what has been established in the previous diagrams, we have hereunder identified the high level components present in our system.

* ***Client:***

All the clients listed down below communicate with the Server by making HTTP requests to the RESTful API.

* *CitizenMobileApp*

A native mobile application developed for the main mobile platforms, i.e. iOS, Android, meant to be used by Citizens to perform submissions and consult map information on the go.

* *CitizenWebApp*

A web application developed for browsers through which Citizens can visualize information more easily, though reports cannot be submitted through here.

* *AuthorityMobileApp*

A native mobile application developed for the main mobile platforms, i.e. iOS, Android, meant to be used by Authorities.

* *AuthorityWebApp*

A web application developed for browsers through which Authorities can visualize information more easily and provide their own data, i.e. reports about accidents, through a designated user interface.

* *AdministratorApp*

An application meant exclusively for users in charge of managing the system.

* *PictureAnalyzer*

It is the component responsible for analysing pictures and determining whether or not they contain readable license plate numbers. As such, it is only present in the *CitizenMobileApp*.

* ***Server:***

It receives and handles requests from the Client through the RESTful API.

* *Router*

It is responsible for redirecting all incoming requests received from the Client to the right component server-side.

* *AuthenticationManager*

It manages user data, and the registration and authentication processes. It has direct access to the DBMS.

* *ReportManager*

It is responsible for processing all data regarding reports submitted by users. It has access to the DBMS for both storing and querying purposes, as data about reports needs to be updated (in case of status changes) and analysed for different functionalities.

* *AreaManager*

It handles information about locations, by labelling them as *unsafe* or with *high frequency of violations*, when the right conditions are met. It communicates with the Google Maps API to retrieve map data, and with the DBMS to store and retrieved the processed data about relevant locations.

* *StatisticsProvider*

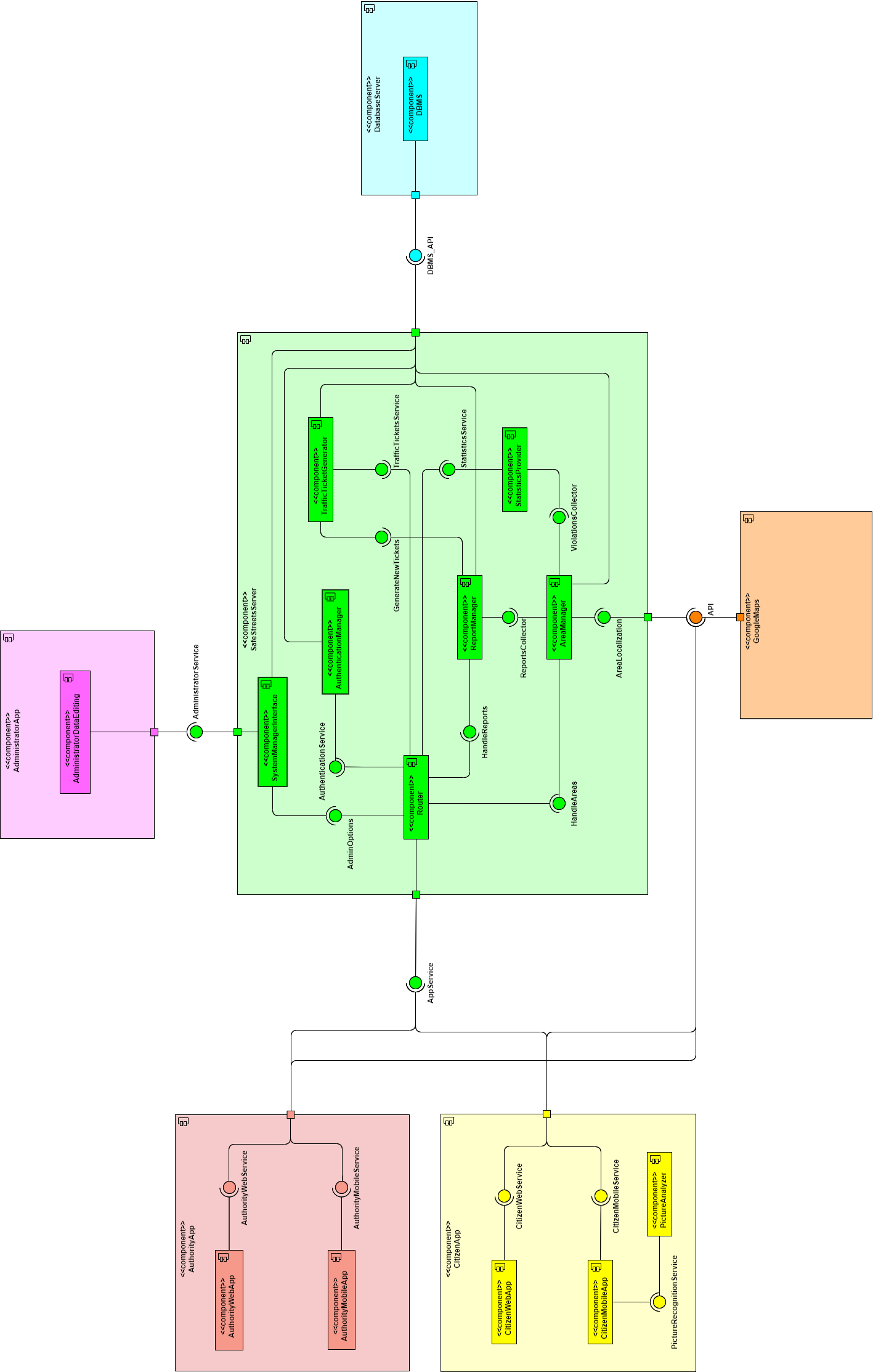
This component is given the task of calculating statistics by processing data stored by the system. By consequence, it has direct access to the DBMS.

* *TrafficTicketGenerator*

It interfaces with the Municipality’s external system by providing information about tickets that could possibly be issued, based on reports data.

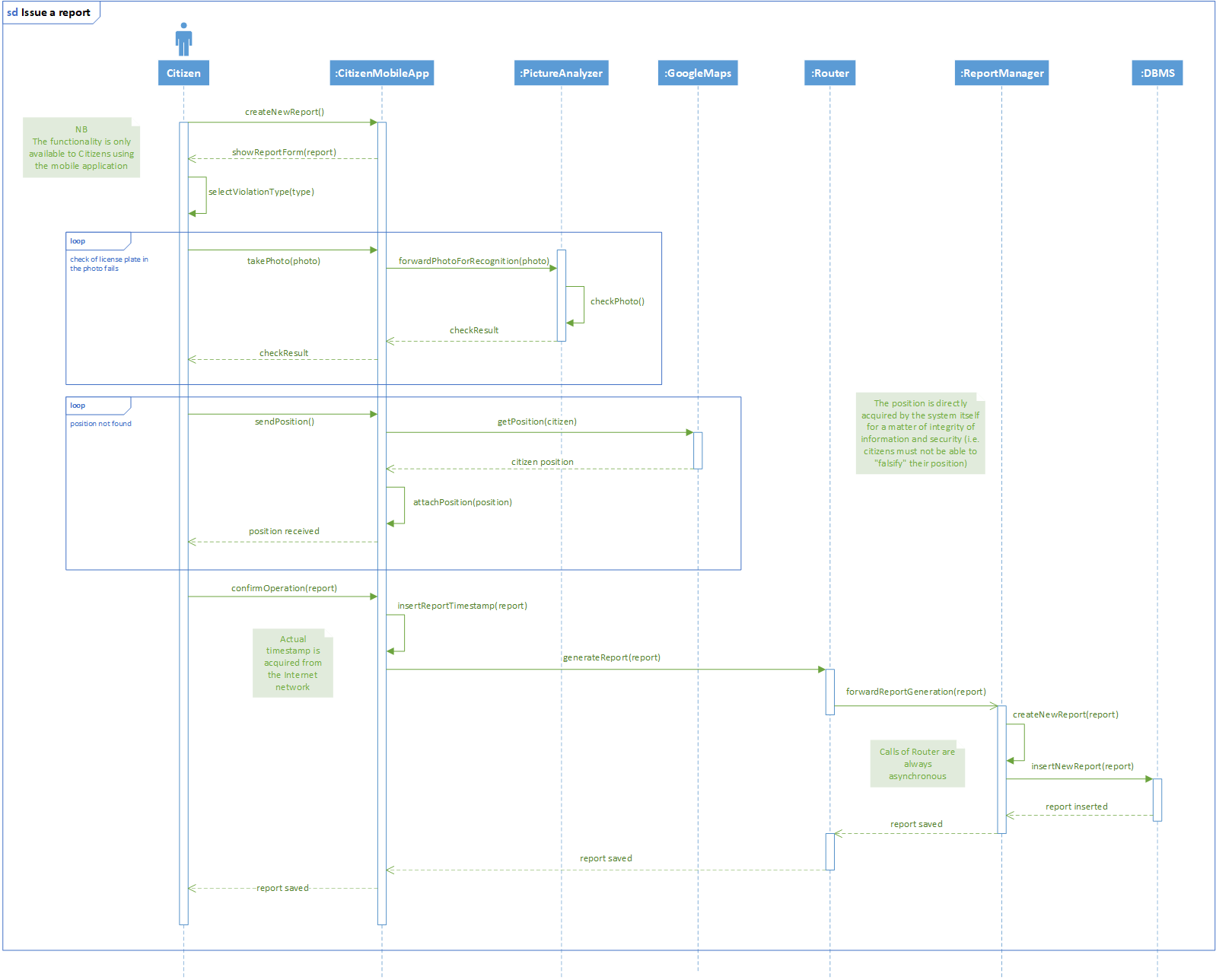
* *SystemManagerInterface*

It manages data input from the *AdministratorApp*.

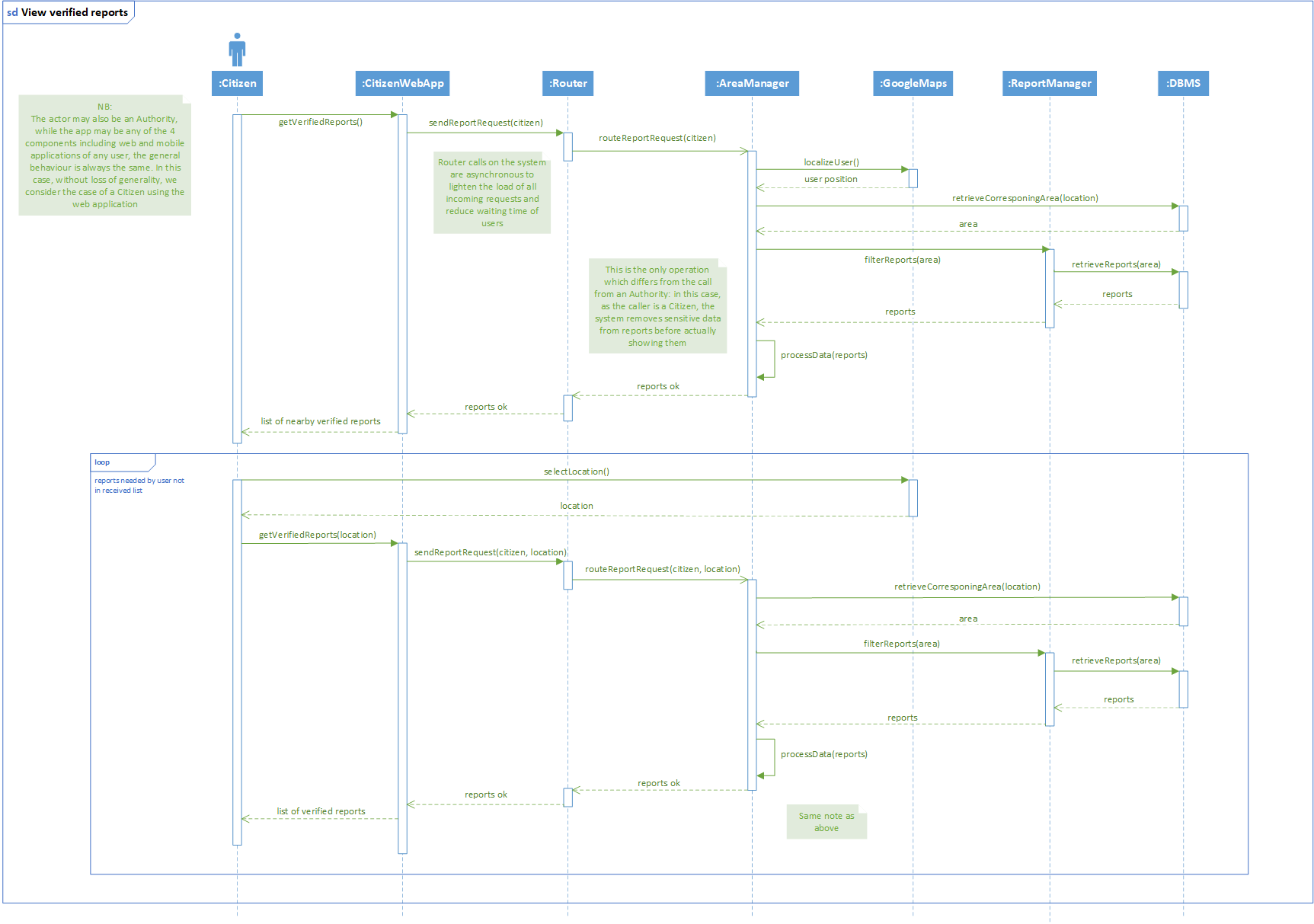
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*Figure 2.2: Component diagram.*

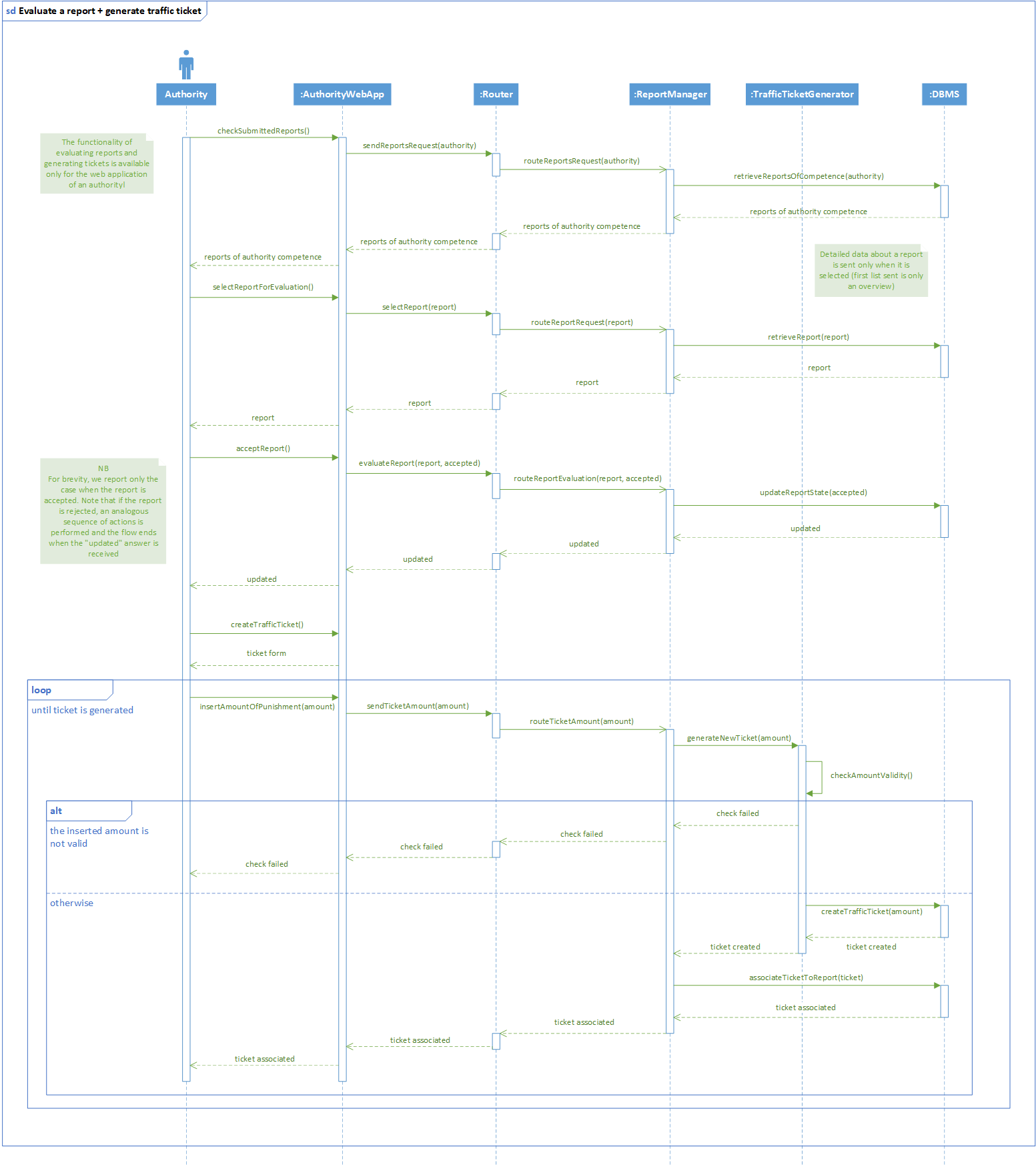
* 1. **Deployment view**
  2. **Runtime view**

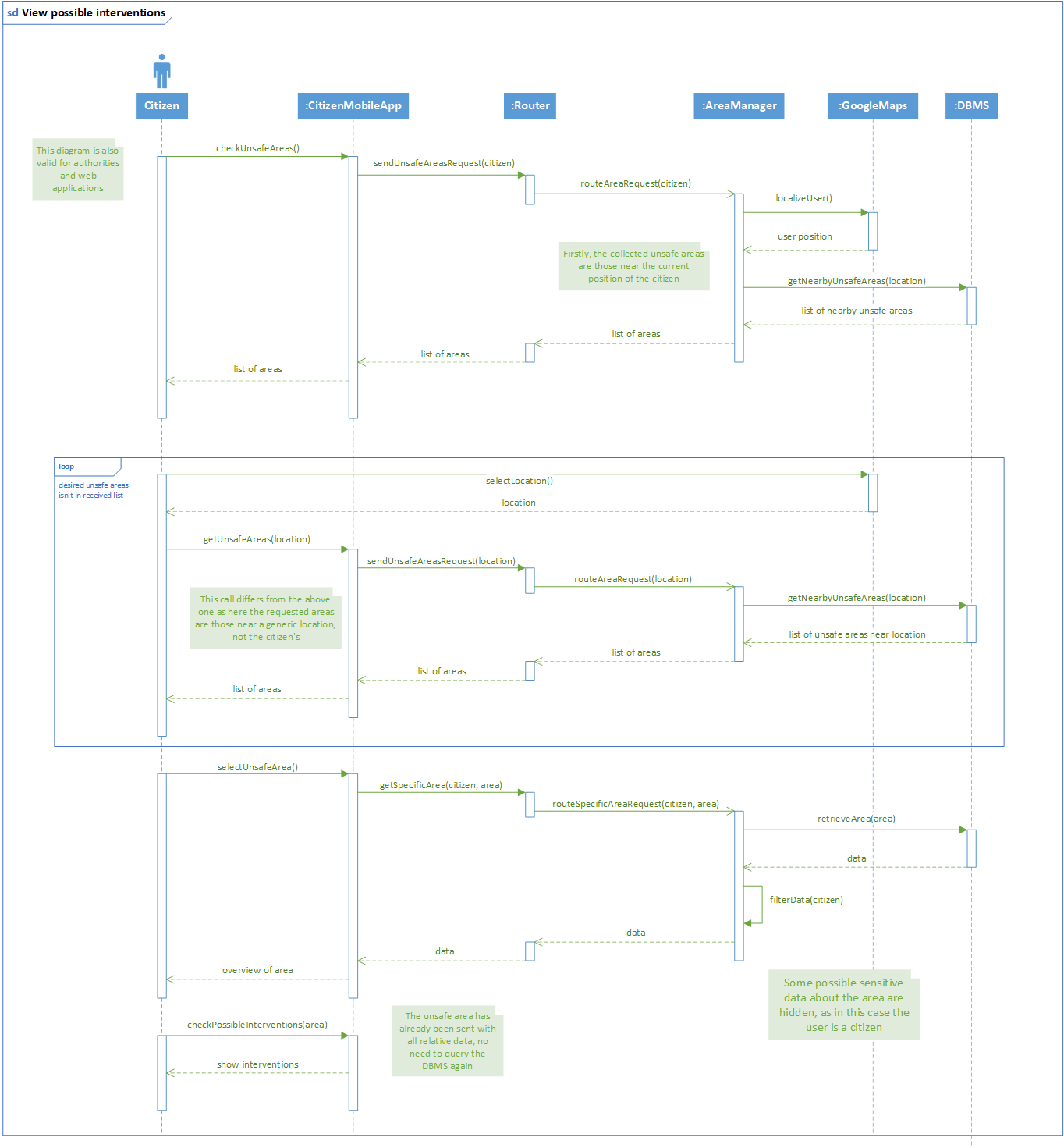


*Figure 2.?: Issue a report.*

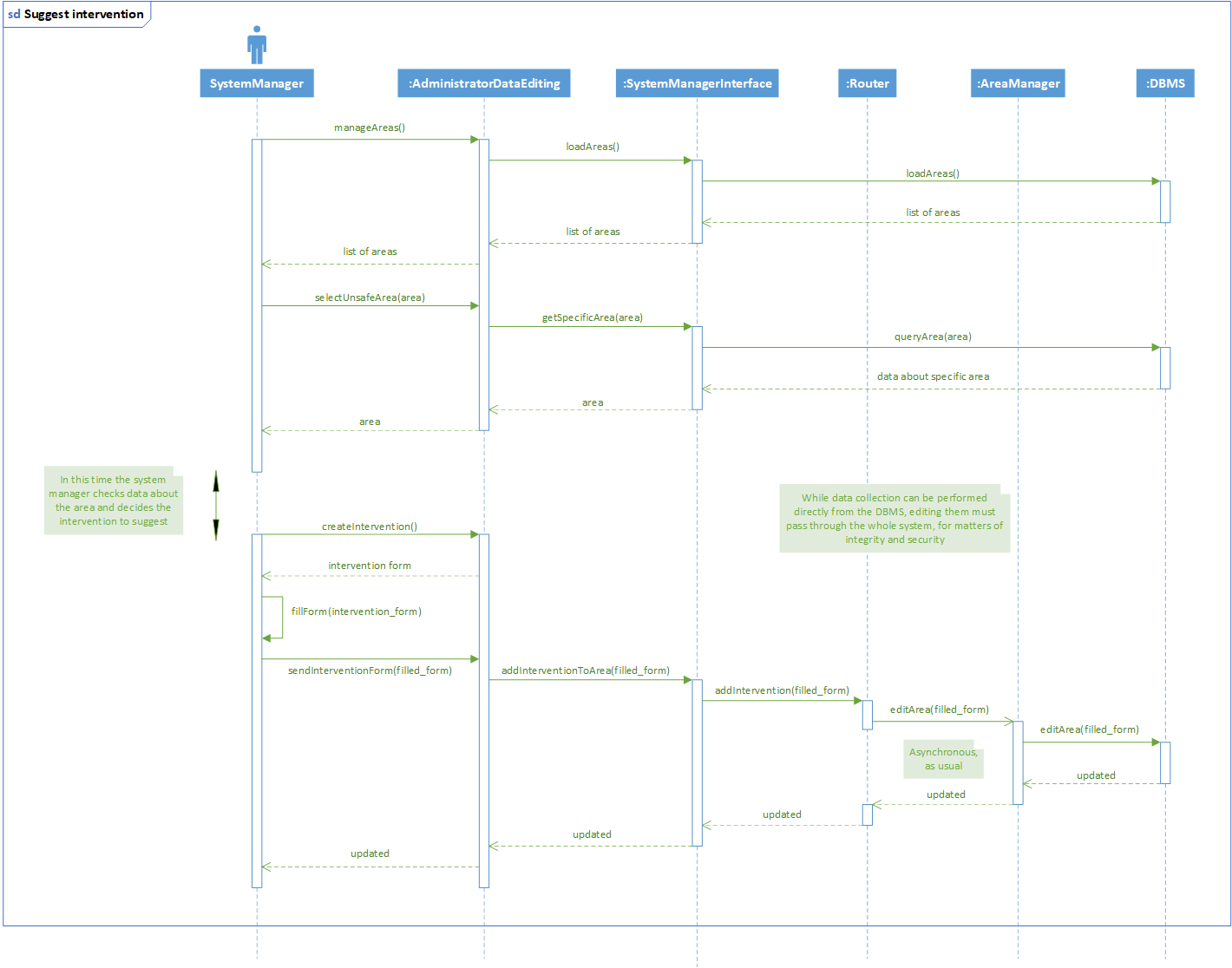
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*Figure 2.?: View verified reports.*

*****Figure 2.?: Evaluate report and generate traffic tickets.*

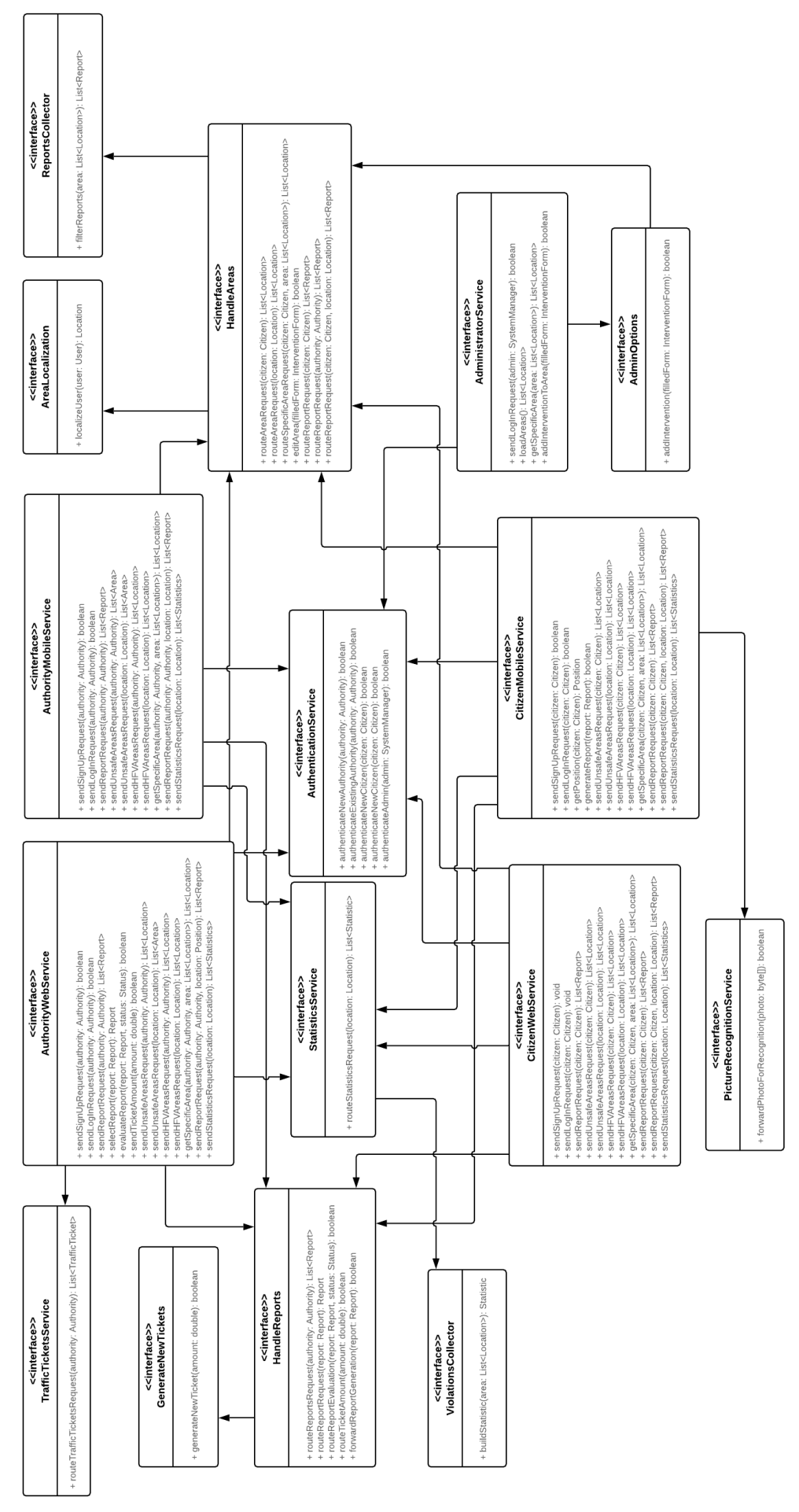
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*Figure 2.?: View possible interventions for unsafe areas.*

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*Figure 2.?: Suggest interventions for unsafe areas.*

* 1. **Component interfaces**

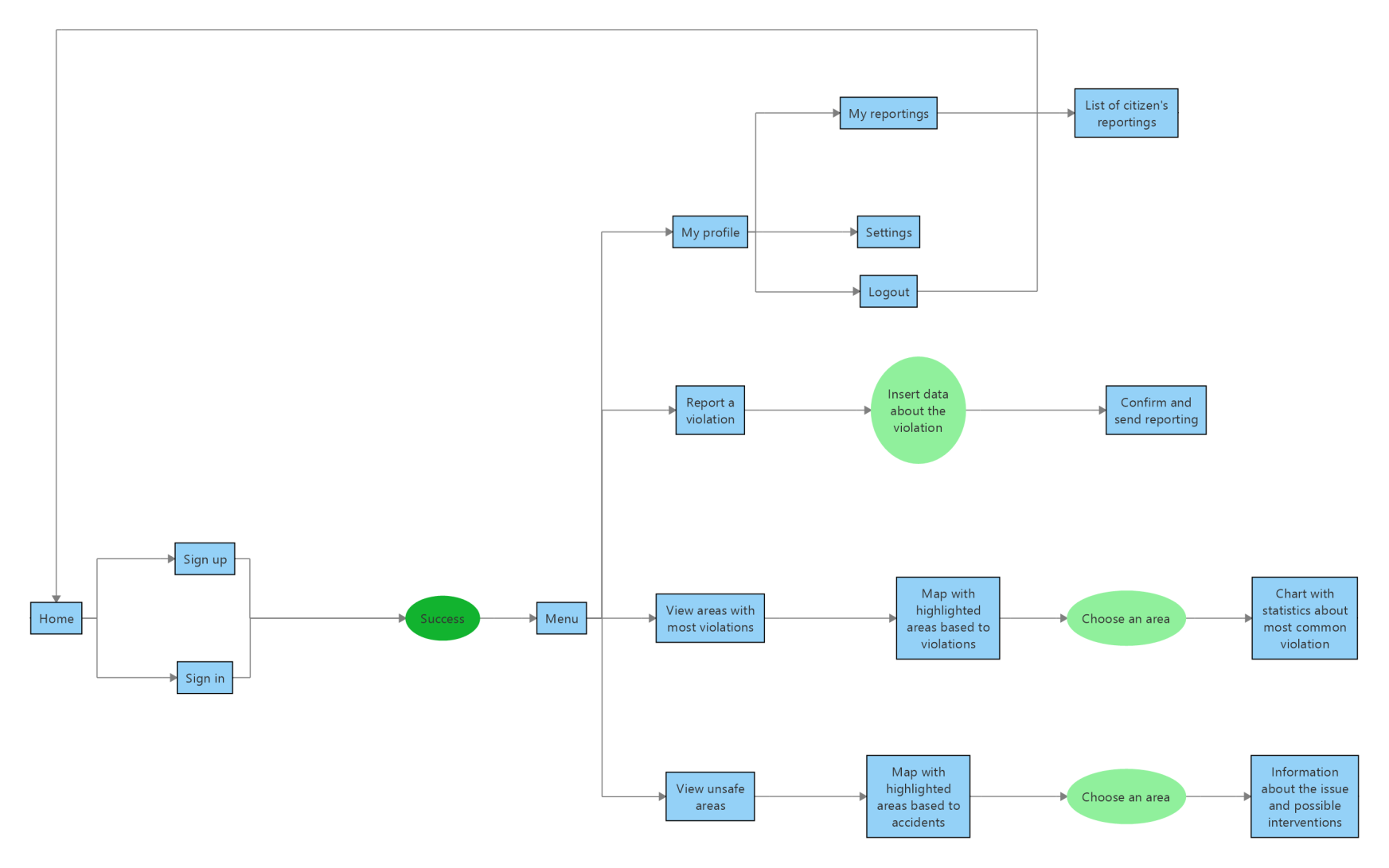
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*Figure 2.?: Component interfaces diagram.*

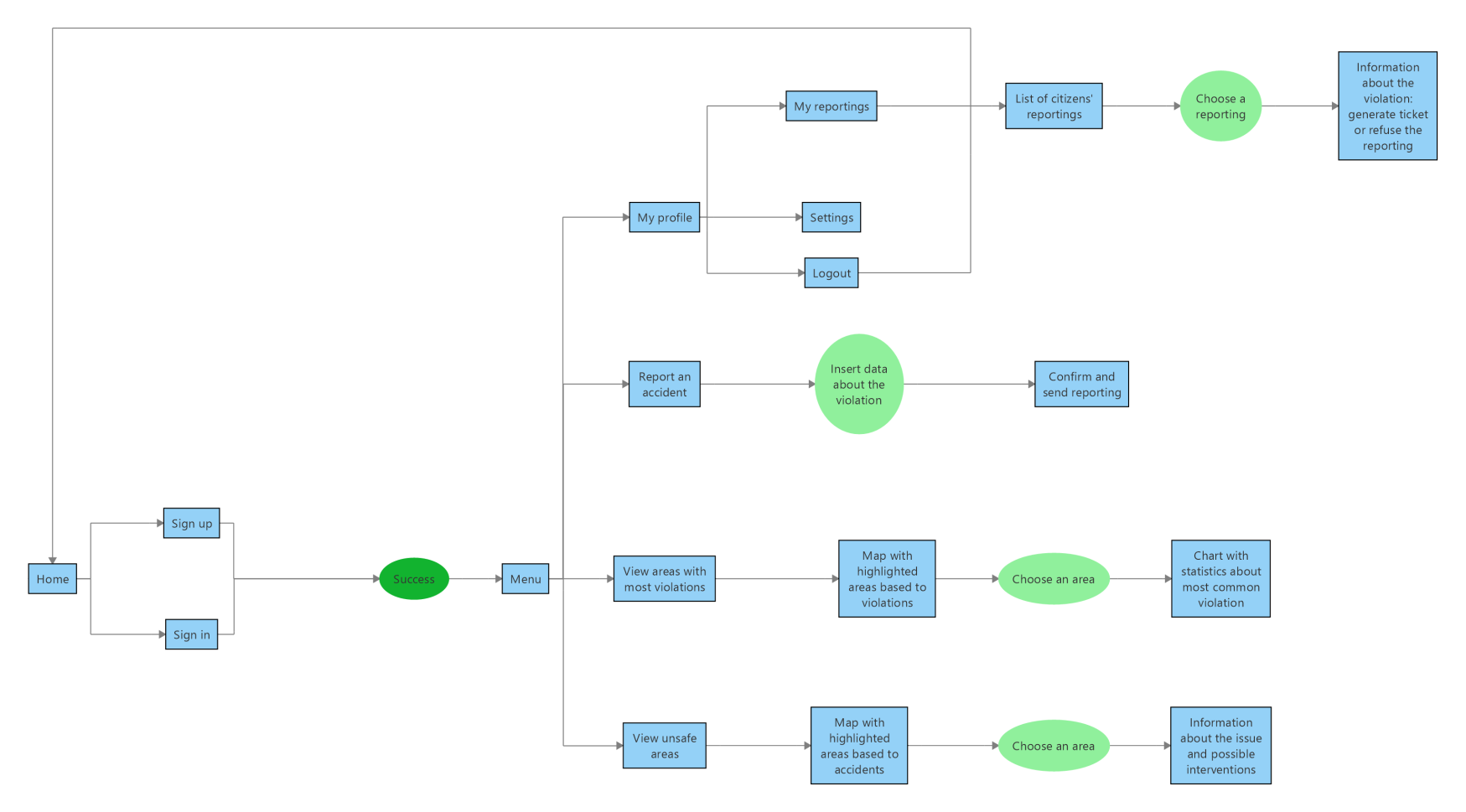
* 1. **Selected architectural styles and patterns**
  2. **Other design decisions**

1. **User interface design**

This section provides UX diagrams to represent the possible interactions and flow of events in the user interfaces of the various applications. The layouts for these can be found in section 3.1 of the RASD.



*Figure 3.1: CitizenMobileApp UX diagram.*



*Figure 2.2: AuthorityWebApp UX diagram.*

1. **Requirements traceability**

In this section we map each one of the requirements identified in the RASD to one or more of the high level components described previously; in particular, each requirement is linked to the list of components which are bestowed with the task of fulfilling said requirement.

*[R1] The system must allow new users to sign up by providing personal/mandatory information;*

* AuthenticationManager

*[R2] The system must be able to authenticate registered users;*

* AuthenticationManager

*[R3] The citizen must be able to insert relevant data about violations, such as type of violation, during the filling out process;*

* CitizenWebApp

*[R4] The system must be able to analyze pictures that are being submitted in a report and recognize whether the license plate is readable/present or not;*

* PictureAnalyzer

*[R5] The system must inform the user whether their report has been stored successfully or not;*

* ReportManager

*[R6] The system must ask the user if they want to retry the submission process using the same data that failed being sent, or if they want to cancel it;*

* CitizenMobileApp
* AuthorityWebApp

*[R7] The system must be able to distinguish every user unambiguously;*

* AuthenticationManager

*[R8] The system must store information with an association to the user who submitted it;*

* ReportManager
* AuthenticationManager

*[R9] The system must be able to retrieve stored information;*

* ReportManager
* AuthenticationManager
* StatisticsProvider
* AreaManager

*[R10] The system must allow reports to have only one status at a time (accepted, rejected, to be checked);*

* ReportManager

*[R11] The system must tell the user whether their report has been accepted, rejected or is still waiting to be checked;*

* AuthenticationManager
* CitizenWebApp
* CitizenMobileApp
* ReportManager

*[R12] The system must be able to distinguish between authorities and citizens;*

* AuthenticationManager

*[R13] The system must be able to distinguish between submitted reports and reports that have been reviewed and accepted by the police;*

* ReportManager

*[R14] The system must anonymize data shown to regular users (citizens), that is hide information about the vehicles that were parked illegally and about who submitted a particular report; in other words, data about reports that is shown to users must only contain the type of violation, date, time and position;*

* AuthenticationManager
* StatisticsManager

*[R15] The system must show the full data about a report to authorities;*

* AuthenticationManager
* ReportManager

*[R16] An authority must be able to submit reports about accidents;*

* AuthenticationManager
* AuthorityWebApp

*[R17] An authority must be able to insert relevant information about the occurred accident, such as location and injured people;*

* AuthenticationManager
* AuthorityWebApp

*[R18] The system must be able to access map information;*

* AreaManager

*[R19] The system must show the user their local map information;*

* AuthenticationManager
* AreaManager

*[R20] The system must show the user possible solutions for unsafe areas, if there are any;*

* AreaManager

*[R21] The system must allow system managers to edit the status of an area as unsafe and the other way around;*

* SystemManagerInterface
* AdministratorApp

*[R22] An authority must be able to generate a traffic ticket from a report;*

* TrafficTicketGenerator

*[R23] The system must offer the possibility to generate a traffic ticket only to reports which has the status of accepted;*

* ReportManager
* TrafficTicketGenerator

*[R24] The system must allow Authorities to know which Citizen sent each report;*

* ReportManager
* AuthenticationManager

*[R25] The system must be able to compute meaningful statistics on reports about each kind of violation in which a traffic ticket has been generated;*

* StatisticsProvider

*[R26] The system must make data about statistics visible to all users;*

* CitizenMobileApp
* CitizenWebApp
* AuthorityMobileApp
* AuthorityWebApp
* AdministratorApp

*[R27] The system must allow system managers to suggest interventions for unsafe areas;*

* SystemManagerInterface
* AdministratorApp

*[R28] The system must make data about suggested interventions visible to all users;*

* CitizenMobileApp
* CitizenWebApp
* AuthorityMobileApp
* AuthorityWebApp
* AdministratorApp

1. **Implementation, integration and test plan**

The system is composed of different subsystem:

* CitizenApp
* AuthorityApp
* SafeStreetsServer
* External systems: DBMS, GoogleMaps, AdministratorDataEditing

Considering the architecture of SafeStreets system, for the integration testing it’s has been chosen the bottom-up strategy. In bottom-up approach, individual components are specified in detail and then they are connected to each other, until the realization of the complete system. This strategy allow us to start the integration and its testing without waiting for the complete implementation and the unit testing of each component in the system. In fact, bottom-up testing provides for components at lower hierarchy are tested individually and then the components that rely upon these components are also tested. Although top level components are most important, they are tested last using this strategy of integration testing.  
One of the reasons why we decided to exploit this inductive strategy is that it facilitates the integration and the unit testing, although the system can’t be tested in its entirety until it’s complete. However it’s more convenient to introduce  
tested modules one by one because, thanks to frequent and short tests, it’s possible to localize errors easily.

In this section we only treat the subsystem SafeStreetsServer, we analyse the main features available for SafeStreets users, their significance and we explain the reasons for our choices concerning the implementation, the testing and the integration. First of all, it’s essential to underline that the external systems (DBMS, GoogleMaps, AdministratorDataEditing(?)) are commercial components that have already been developed and this is why they are available to be used.

One other important consideration is that the development of the components and their functionalities proceeds together with the unit testing on such components: in this way, when the components aren’t completely developed, they have already been tested at unit level.

The main features of the system are the following:

* **Report a violation**: this is a key feature of the application and to realize it   
  it’s necessary the implementation of the ReportManager (that it have also to be tested), one of the most significant and complex components; as explained before, it interacts with the database, in order to store and query data and it also process submitted reports by users.
* **Visualize unsafe and most flouted areas**: this in another fundamental functionality guaranteed to users; AreaManager is responsible for the identification of critical areas and to provide this feature. It has to be implemented, unit test and it has also to be integrated with the ReportManager.
* **Generate ticket**: the possibility of generating ticket is provided only for authorities; the component which deals with this core functionality is the TraffickTicketGenerator, that it’s have to be fully implemented. It’s important to integrate it with the ReportManager, because tickets are based on violations reportings.
* **Consult statistics about most frequent violations**: this feature allows users to view particular statistics concerning most common breaches in a certain area; it’s provided by the StatisticsProvider component which has to be integrated with the AreaManager. In fact, StatisticsProvider, in order to guarantee this important functionality, need the integration with AreaManager because it focused on the most violated areas.
* **SystemManagerInterface**:
* **Sign up and login**: The sign up and login functionality are managed by AuthenticationManager; the implementation of this component, although it’s necessary for the proper functioning of the system, it’s not very difficult and it can be performed at this time.

The last component in SafeStreetsServer is the Router. It plays a key role because it has to sort all users’ requests to the right component of the server. It interacts with all server components mentioned above; this is why its implementation and its testing are left for last.

Integration of components with Database Management System:

* AuthenticationManager
* ReportManager
* AreaManager
* SystemManagerInterface
* TrafficTicketGenerator

Integration of components with GoogleMaps:

* AuthorityWebApp
* AuthorityMobileApp
* AreaManager
* CitizenWebApp
* CitizenMobileApp

Integration between frontend and backend (integration of components with the Router):

* AuthorityWebApp
* AuthorityMobileApp
* CitizenWebApp
* CitizenMobileApp

1. **Appendix**