

## **Trip Report -- ITS Midwest Architecture Regional Meeting G. Beronio**

**Meeting:** ITS Architecture Forum  
**Location:** Clarion International O'Hare, Chicago  
**Dates:** August 9, 1995 (8:00-1:30)  
**Sponsor:** ITS Midwest - Gary/Chicago/Milwaukee Corridor

### **Objective**

This meeting was one in a series of similar meetings focused on the ITS Architecture development program, designed to exchange ideas--mostly on ITS requirements and evolution--between architecture developers and regional ITS implementers and other interested people. The meeting was arranged and attendees invited by ITS Midwest.

### **Attendees**

Audience of about 50 included a good mix of public sector implementers in the Corridor, consultants and other private sector (notably Motorola), and members of the academic community.

### **Overview**

The meeting consisted of an hour presentation and discussion of the status of and issues raised by the National Architecture program (Bruce Eisenhart, Loral); and two 20-minute presentations of both the regional architecture developed for the GCM corridor and plans for the central Traffic Information Center, which is the cornerstone of the project. Q&A to a mixed panel then followed for about two hours, with Joe Ligas moderating. As one of the four members of the Corridor Coordinating Committee, Joe was able to deftly steer the conversation to focus on areas of mutual interest to the Corridor architects and the National system architects.

### **Notes/Observations**

Questions and discussion revolved around how the architecture can meaningfully help implementation, especially for advanced areas such as GCM.

Enlightening points made included:

consider how market needs (as determined via research or other means) , existing deployment models (cellular phones, etc) , and existing infrastructure should be considered in development of architecture evolutionary strategy

we must consider carefully: who is the real customer for the output of the national arch. program

the arch. program must communicate how it intends to be useful to those who are already knee-deep in deployment

- what mechanisms are available to encourage implementers to actually **adhere** to the National arch., especially if it is 'more expensive' for a region to do so
- arch. must consider [information] needs of **transportation planners** -- otherwise, we're missing a real potential benefit
- the real valuable near-term benefit of the national arch. is in **driving meaningful standards activity** esp. in the **AVI** area (suggestion: agree on an operational concept for AWETTM, drive for a 'lowest common denominator' of performance)

### **Conclusions**

There was a general feeling that the National Arch program was both on the right track (in terms of considering the needs of users and the realities of regional implementation), and being presented at the right level, in a useful manner.

The National arch. program must consciously target the audience for the architecture: set expectations carefully; account for current ITS deployments and existing institutional/transportation infrastructure; and get standards activity rolling to help create the operating-level compatibility we all seek.

There was comfort that the architecture and philosophy presented for GCM was in striking agreement with both the national arch. and the tenets of 'core ITS infrastructure.' The GCM developers had admittedly considered these national programs when developing their regional architecture/Corridor program plan.

A meeting summary, to include recommendations to the National Architecture effort, is forthcoming from ITS Midwest.

### **Attachments**

Meeting Agenda  
 visuals presented  
 background on ITS Midwest and the GCM Corridor