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FHWA-97-2322-7

Subject: Review of the ITS Architecture Concepts

Enclosed are review comments to assist in the selection of the Phase II Intelligent Transportation Systems (ITS) architecture team and to assist in focusing the development of the ITS architecture.

Most of these comments are general and apply to all of the teams' efforts.

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FHWA DOCKET 94-26-6
PAGE 1 OF 2

1. Several of the architectures included automatic "MAYDAY" transponders. General aviation and commercial aviation have used emergency transponders (locators) for locating downed (crashed and lost) airplanes for years. These suffer a false alarm rate greater than actual use rate. False alarms are due to hard landings, incorrect **maintenance**, operator mistakes. Provisions to address false alarms from any automated "MAYDAY" should be included in the detailed architecture.

2. Automatic Route Guidance - The consumer demand for automatic route guidance appears to be over emphasized in its contribution of the financing of the ITS systems. In my opinion, most commuter / consumer drivers do not need this or will they effectively use it.

3. Data compatibility and interfacing diverse systems has been oversimplify in many of the architecture presentations. Currently, it is often difficult to transfer word processing files between different platforms such as **MACs** and PC or even between different local area networks within one company. Real time interfaces are very difficult to standardize and maintain.

4. Automatic in-vehicle safety features should be developed for deployment as soon as feasible. Safety has a large consumer market and one of the reason for upgrading vehicles.

5. Successful standards take a long time. Usually, standards evolve from successful systems that serve as a model for a complete industry. Trying to define standards prior to initial implementation may be an impossible task.

6. Partnerships of any sort are difficult to make successful. Public and private partnerships are very difficult to achieve because the funding and long term goals are often very different. As opposed to trying develop so many partnerships, a more reachable goal could be to define the boundaries between the different levels (National, State, Local, None).

Specific Architecture Comments

1. As a computer system developer I was most interested and impressed with the communications concepts of the Loral team. Also, most of the concepts in the Loral architecture can be integrated into the more transit architectures of the other three.

2. The computation of possible benefits of any national ITS architecture should exclude the benefits that are likely to occur without ITS due to technology development and non-ITS transit activities.