IEEE P802.11  
Wireless LANs

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| Use Cases Requiring Fast Initialization | | | | |
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Abstract

There are multiple applications/uses for 802.11 devices that require extremely low latency when establishing a new link. The uses cases described herein will be the basis for defining specific system requirements to be used in creating the TGai draft amendment to 802.11.

**Note, this is a work in progress and not complete. It is provided now in order to show the direction in which it is going.**

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Structure of this document

The first section identifies the applications that may (or may not) use 11ai, followed by a section that provides a short description of this application and how it may impact the system requirements. For the purposes of this document, a use case consists of a description of an application, how it operates with respect to the 802.11 technology being used, and the resulting impact on system requirements (as they impact 802.11 devices). The second section presents and discusses the system requirements and how they are derived from the use cases. Applications which may need it will also have an expanded description/discussion in a separate Annex for each.

# Applications that would use Fast Initial Link Set-up (FI)

As a general rule, what distinguishes uses required FI are those involving devices that are operating while mobile (e.g a device mounted in a car) as opposed to devices that may be mobile but operate while stationary (e.g. the typical laptop computer). A non-exhaustive list of applications that would benefit from FI are given below, with summaries following, with more detailed description provided in the annexes when appropriate (one annex for each application).

**Non Vehicular:**

Themajor difference with this type of application is the speed being limited to a person’s walking or running speed but with the significant increase in density. The density of people (who may have multiple devices on each of them) can be very high in some situations, especially if an omni-directional antenna is covering multiple floors of a building (consider the case of a large sports stadium while people are entering on multiple levels and are shoulder-to-shoulder).

* Pedestrian Internet access
* Pedestrian Information Access/Distribution
* Transition to 802.11 from other communications technologies (e.g. cellular)
* [Managing Pedestrians During Evacuation of Metropolitan Areas](http://www.its.dot.gov/its_publicsafety/pedevac/index.htm)

### ****Vehicular:****

Some of these applications do not truly require the low latency proposed for 11ai, but would be “bundled” with the more demanding applications in same device. If they may benefit from the added performance achievable with 11ai they are included here. Some of these are adequately supported by 11p but are included here to assist in establishing the bounds of TGai (e.g. establishing low limits as well as high limits on latency).

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| Probe data collection | Rollover warning |
| Traffic information | Low bridge warning |
| Toll collection | Mainline screening |
| Traveler information | Border clearance |
| In-vehicle signing   * Work zone warning * Highway/rail intersection warning * Road condition warning | Vehicle safety inspection and on-board safety data transfer |
| Intersection collision avoidance | Driver’s daily log |
| Vehicle to vehicle   * Vehicle stopped or slowing * Collision avoidance | Transit vehicle data transfer (on route, at gate, and refueling) |
| Road infrastructure support (e.g. Signal Timing Optimization, Corridor Management, Load Balancing, and Winter Maintenance) | Transit vehicle signal priority |
| Ramp metering | Emergency vehicle signal preemption |
| Gas and drive-through payment | Emergency vehicle video relay |
| Parking lot payment | First responder/emergency vehicle on-site networking |
| Navigation (various forms) | Vehicle data transfer (PCI, IDB, J1708, J1939, etc.) |
| Access control | ATIS data |
| Diagnostic data | Unique CVO fleet management |
| Vehicle computer program updates | Rental car processing |
| Map and music data updates | Locomotive data transfer (including fuel monitoring) |
| Repair-service record | Light and heavy rail internet access for passengers |

Occasionally there will be reference to Vehicle-Infrastructure Integration (VII) which can be summarized as the system that would implement 11ai for vehicular applications. Because the information provided here originated from multiple sources, there are instances of different terms/names for what is essentially the same thing. For the purposes of TGai it is not considered critical to find and fix all such instances as they do not impact the outcome of this analysis.

# Use Case Descriptions (this is a work in progress)

### General

When a STA is mounted on a vehicle, the combined unit is referred to as an On-Board Unit (OBU) or On-Board Equipment (OBE). Many uses require multiple radios, or at least multiple antennas to enable directional and selectable coverage both forward and behind the vehicle. Most, but not all, roadside STAs are also APs and the combined unit is referred to as a Road-Side Unit (RSU) or Road-Side Equipment (RSE). Some RSUs are mounted on poles beside the roadway, others on gantries suspended over the road.

The majority of vehicular use cases differ from more conventional 802.11 implementations not only because of the speeds at which the vehicles are travelling while communicating, but also due to the size and shape of the communication zones. In most cases, a significant difference is the need to communicate with only those vehicles travelling in a particular direction on a given stretch of road instead of the omni-direction (indiscriminate) communication zones of most 802.11 hot spots. In some use cases, there is a need to communicate only with vehicles in a particular highway lane (e.g only the right side lane out of the two or more present) which also limits the length of the zone to less about 4 or 5 meters. Thus the requirement is for the vehicle OBU to detect the presence of a new communication zone, establish a link, and complete a full set of data transfers before it has travelled 4 or 5 meters at speeds of up to 200kph (55.5 meters per second). Thus the vehicle total time in the communication zone can be as little as 0.072 to 0.090 seconds. This is not the time allowed for link establishment, but the time for the entire suite of activities from detection, link establishment, and data exchange.

Many of these applications could be satisfied with the use of 11p, but 11p operates entirely outside of a BSS (it uses broadcast addresses) and in order to satisfy the most stringent time requirements, forgoes many of the other benefits that 802.11 has to offer. If 11ai were available, these other 802.11 benefits would be available with 11p use limited to the most extreme situations. Many applications that plan on using 11p would benefit by operating with a BSS, especially with the addition of mesh networking and hand-off from one AP to another. Not included here are those applications that are met by 11p and would not benefit from having 11ai available.

Additional information is available in:

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|  |  |
| VII - Apps for Transit (Updated Nov 2007 | MTC\_IntelliDrive\_White\_Paper-508 |

### Electronic Payment Use Case

There are multiple subclasses of this use case, including vehicle toll collection, parking payment, food payment, fuel payment, rental car processing, and other e-payment.

### Actor(s)

There will be a mobile STA, either mounted in a vehicle or carried by a pedestrian that will be referred to as the payer. The payer will link to, and interact with, a fixed STA that will almost always be an AP and be referred to as the payee. The physical relationship (speed of motion, size of the communication zone, number of other STAs within range, etc,) will differ considerably between the various use case subclasses. These differences will be highlighted in the scenario descriptions below. Since the payer must divulge sensitive financial access information, data security is paramount. Also, it is very important that once initiated, that the link be maintained until that transaction has been completed and acknowledged.

### Device sets

For pedestrian use, the fixed STA (the payee) will typically be located in a kiosk or at a retail store counter. For vehicular use, the fixed STA may be mounted over the roadway on a gantry, or at the roadside, typically on a pole. For either case, the fixed STA will require interaction with some “backroom” server which will typically occur over an Internet connection. In most cases, both types of fixed STAs will require a controlled antenna pattern in order to limit coverage to only those mobile STAs that are subject to payment. For instance, in a store, the fixed site might want to link only to those devices that are at the checkout counter rather than every mobile STA within the store (or those of pedestrians walking by just outside the store).For payments with vehicles, the fixed STA will usually want to limit coverage to a limited area such as the entry or exit of a parking lot (exclude those vehicles that are driving by and to differentiate between those cars entering the lot versus those exiting). On highways, there are many situations that require (for purposes of managing system performance and for enforcement purposes) that the fixed STA’s coverage be limited to only a single lane when multiple lanes exist. This also limits the length of this communication zone to typically less than 10 meters.

Operating range for vehicular use will vary from just a few meters (such as for parking lots and drive-through retail) to a hundred meters or so for a few applications.

Mobile pedestrian STAs will typically be imbedded in either a smart phone or a laptop/pad style computer. In the future, it will become ever more common that a single pedestrian will have multiple STAs in their possession, and it will be important to identify which of multiple STAs will be the one conducting the transaction. Mobile vehicular STAs will be mounted in vehicles (cars, trucks, busses, rail, etc.). There may be multiple STAs per vehicle with the same need as for multiple pedestrian STAs to determine which of multiple STAs will be used for the transaction. There will also be frequent instances of a pedestrian STA also present in the vehicle, with the same need to determine which STA is to be responsible for the payment. In-vehicle STAs typically have directional antennas pointing forward and in some cases backwards.

### Goal

The payer desires to identify that this is a valid charge and authorize payment.

### Scenario(s)

Pedestrian at retail checkout – After bringing purchases to the checkout counter, or at the pickup window of a drive-through store, the customer elects to pay electronically using their Wi-Fi capable smart phone or hand-held computer. In addition to being recognized as a frequent customer for various benefits, electronic coupons are used and they see the statement/bill on the screen (preferably duplicating the cash register display as the items are scanned), add tip if appropriate, and pay using their digital signature and/or password. The payment is charged to their pre-established account (typically a credit card). The time-critical aspect of the transaction is that the mobile STA may not be within range of the fixed AP until moments (only a second or more) before the transaction is to be completed. In high traffic scenarios, conventional delays in establishing a link can cause unacceptable delays with long lines forming at the counter.

Vehicle parking payment – When entering the parking lot, the fixed STA at the entrance identifies the car and associates it with the mobile STA present in that car. Various techniques are used for this, including license plate readers. If multiple mobile STAs are present in the car someone in the car may have to elect at this time which one will be responsible. For cars having WAVE/DSRC OBUs, it will be assumed that this will be the STA used for payment.(to avoid the issue of every person in the car having their own mobile STA and having to select between them). Many parking lots are already introducing systems that can notify the driver of where open spaces are located, and the mobile STA would then be used for this purpose. When exiting the lot, the charges are calculated by the parking controller and presented to the mobile STA when it reaches the exit turnstile. If preapproval for charges has been made, the turnstile is raised as the car approaches, negating the need to stop on the way out.

Toll road payment – There are two primary systems for electronically collecting road tolls, the conventional toll-booth wherein the fixed STA antenna is mounted over each booth lane, and open-road tolling wherein there are no toll lanes and other than signs, the only indication of toll collection is an overhead gantry containing the various electronics and communications systems needed not only for charging the tolls, but also for enforcement (such as when a car that does not have a toll tag tries to use the road).In either case, the driver simply drives through and the toll is collected without the need to stop or for any action on the part of the driver. Hand-held mobile STAs would probably not be used for this scenario because of the need for human interaction to approve the transaction (e.g. prevent a passenger’s smart phone from being charged instead of the driver’s). Open road tolling has proven to be the preferred approach for multiple reasons, so over time it should be expected that this will represent the majority of toll systems.

Pedestrian payment for subway, train, and bus – This is somewhat of a combination of retail sale payment and toll road payment. It is like retail sales in that it is for pedestrians and the person will have to authorize payment at the place of payment, but is like toll roads in that it is best if there is no need for the person to stop walking while the transaction is taking place. Ideally, the fixed device would be able to cover a relatively wide area when compared to retail sales, the entire entryway for a train/subway platform for instance. There are too many implementation details for the scope of this document, it is hoped that this summary is sufficient..

Fuel payment – This is like the conventional gas station pump credit card payment except that the charge is being made electronically via a Wi-Fi connection. It has the advantage, especially when the car is equipped with a WAVE/DSRC OBU, of the driver not having to have a credit card out and the transaction can be pre-approved before the car even comes to a stop at the pump. The only need for low latency in this scenario is the potential delays that would be objectionable to the driver before pumping can begin (especially true in foul weather).

Rental car processing – As a rental car drives through the gate upon returning, all relevant data is automatically transmitted to the office and the car “checked in”. The car’s diagnostic connector supplies key information such as the vehicle ID, mileage, fuel level, and any diagnostic codes that appeared. All electronic fees paid for by the on-board systems, such as tolls, parking, fuel, or retail sales, that were charged are added to the rental bill. This not only improves the check-in procedure, but also allows rental cars to use electronic toll collection and parking, which they cannot easily do today.

Food payment – This is either a special case of retail sales payment or, for drive-through restaurants, it is a mix of the retail sales and fuel payment scenarios.

### Traveller Information Use Case

Traveller Information may be either hand-held pedestrian services or in-vehicle mobile services. Each of these may then be either region specific (e.g. omni-directional coverage over an area or highly location and directional specific (e.g. covering only those on a specific sidewalk/roadway travelling in a specific direction).

* + 1. **Actor(s)**

There will be a mobile STA, either mounted in a vehicle or carried by a pedestrian that will be the recipient of the information. The recipient device will link to, and interact with, a fixed STA that will almost always be an AP that is the information provider. The physical relationship (speed of motion, size of the communication zone, number of other STAs within range, etc,) will differ considerably between the various use case subclasses. These differences will be highlighted in the scenario descriptions below. In general, data security is not of paramount concern, but the identity of the mobile device may considered critical be to avoid unauthorized tracking of people’s location and movements.

* + 1. **Device sets**

For pedestrian use, the fixed STA will typically be located in a kiosk, outside of or in a retail store, or for public sector services, it may be mounted on utility poles, traffic lights, or any other convenient location for the services to be provided. For vehicular use, the fixed STA may be mounted over the roadway on a gantry, or at the roadside, typically on a pole. For either case, the fixed STA will usually require interaction with some “backroom” server which will typically occur over an Internet connection. In most cases, both types of fixed STAs may require a controlled antenna pattern in order to limit coverage to only those mobile STAs for which the information to be provided is relevant.

Operating range for vehicular use will vary from just a few meters (such as within parking lots or at drive-through retail) to a hundred meters or so for a few applications.

Mobile pedestrian STAs will typically be imbedded in either a smart phone or a laptop/pad style computer. Mobile vehicular STAs will be mounted in vehicles (cars, trucks, busses, rail, etc.). For these use cases it is rare that multiple STAS on a person or in a vehicle present any issues or need to distinguish which one is being used.

* + 1. **Goal**

The goal of these applications is to provide useful information to individuals wherever they may be. The information must be accurate and relevant to the user.

* + 1. **Scenario(s)**

Walking pedestrian – A pedestrian walking down the street, opting to see tourist information about current location. Ability to get map, navigation directions, local attractions, restaurants, etc. Unlike things like the iPhone app “AroundMe”, the information provided would be even more site specific and could be interactive.

Museum attendee – This is imilar to the pedestrian scenario except that it is in a confined, controlled, environment. The person obtains information about an object on display as they walk up to the object. Instead of the current recorded voice guides currently in use, this service would be automatically activated by the current location, within a meter or two if necessary, of the user and could even take into account the direction the person is looking in. The information could be multimedia and be interactive.

Car driver – The driver (or passenger) obtains information about upcoming road conditions and travel times from a roadside AP. This would be similar in concept to, but much more advanced than the variable message signs in current use. If major delays exist, it could be expanded into automatically diverting traffic to alternative routes and providing turn-by-turn directions while on these detours. Current traffic management systems hesitate to initiate detours when the problem is a simple backup due to congestion or accidents because of the negative impact on the side streets used. With this approach only selected vehicles could be diverted, or multiple detours used. Each vehicle would be assigned to a specific route and thus may be getting unique directions.

Navigation – This could be provided on-demand, with special maps and directions being downloaded as needed. Such downloads could occur spread out over multiple APs to distribute the download time. For commercial trucks, this could include downloading special routing and delivery instructions from their dispatcher and automatically updating the dispatcher with their status and location.

### General Purpose Internet Access

1. **Actor(s)**

There are the fixed sites advertising (and perhaps charging for) Internet access services. These fixed sites are detected and accessed by pedestrians or by people riding in vehicles.

1. **Device sets**

The fixed STAs, which in this case are always serving as APs, are mounted wherever the Internet access service is to be provided, such as along the roadway, sidewalks, parks, or in stores. Coverage would generally be as widespread as practical, but there may be instances wherein coverage is intentionally limited to provide the service to a select group of users (located within this space). The mobile STAs are any combination of handheld devices or vehicular OBUs.

1. **Goal**

The objective is to provide Internet access to people who are mobile.

1. **Scenario(s)**

### Emergency Services

### Actor(s)

There will be a mobile STA, either mounted in a vehicle or carried by a pedestrian that may be either the source or recipient of information pertaining to emergency services. The mobile device will link to, and interact with, either one or more other mobile devices or with a fixed STA that will almost always be an AP. The physical relationship (speed of motion, size of the communication zone, number of other STAs within range, etc,) will differ considerably between the various use case subclasses. These differences will be highlighted in the scenario descriptions below. In general, data security is of paramount concern to prevent either denial of service or spoofing, but device identity is of lesser concern.

### Device sets

The fixed STAs, which in this case are always serving as APs, are mounted wherever the service is to be provided, such as along the roadway, sidewalks, parks. Expect most urban traffic lights to be modified to serve as an AP. Coverage would generally be as widespread as practical. It may be that public APs intended for other uses are temporarily taken over for Emergency Services during critical emergencies. The mobile STAs are any combination of handheld devices or vehicular OBUs.

### Goal

There is a need for improved multi-media communications capabilities within all aspects of emergency service operations. In many cases, such communications will be strictly between the emergency service operators (police, fire, ambulance, etc.), but there may also be the need to improve communication between these emergency service operators and the public, either acting as pedestrians or as vehicle operators/riders.

### Scenario(s)

Traffic Signal preemption – Currently, many emergency vehicles are capable of causing a red traffic light to turn green via strobe light communication with the traffic signal controller. Using 11ai, this capability can be greatly expanded, not only in terms of the operating range, but also to take into account the navigation plan of the vehicle so that other lights in the area can be controlled to clear traffic in advance of the emergency vehicle’s arrival at the intersection, but to account for planned turns. This avoids the frequently encountered problem wherein cars in front of the emergency vehicle are totally blocking the roadway. This capability can then be expanded to download data to the emergency vehicle to augment any information previously given to them. This can include video of the scene they are going to and updated navigation directions to account for previously unknown problems. This scenario obviously needs considerable security protection to prevent hackers from posing as emergency vehicles in order to control traffic signals in their favor.

An extension of this application is the ability for the emergency vehicle to directly communicate with private sector vehicles ahead of it (and those approaching on cross streets) that they are approaching, from which direction they are approaching, and especially important in congested urban areas, if they desire the private vehicle to move to the right or the left depending on the needs for clearing the intended path.

Ambulance interaction with hospital – Most likely coupled with the previously described traffic signal preemption, an ambulance can upload vital patient information to the hospital they are going to (or to any other specialists that need to be consulted) while en-route.  
Such data may include video as well as instrument readings. If the AP is available, such data can be uploaded prior to leaving the scene, perhaps as a means of better defining the best course of action.

On-site emergency services coordination – There are many initiatives to enhance the management of emergency situations, both between the various public sector/first responders and the interaction with the public. For first responder interactions (such as at a major accident, fire, or natural disaster) there are currently communication difficulties between the many parties and jurisdictions that may be involved. One scenario being considered is to establish a temporary IP network on-site to go beyond what can be done with simple voice-based systems. In addition to voice, text, and graphics (e.g. building plans), video from a variety of sources can be shared by all on-site responders and shared with fixed site control centers.

Public Interaction – During an emergency situation, there is a need for improved communication between the emergency services agencies and the public, whether this is to on notice about a situation, to assist in looking for someone (e.g Amber alert) or to conduct an evacuation of an area. The public can be advised about actions that they should take that is specific to their location (don’t send out a city-wide evacuation when only a small specific area is involved) and manage the routing of cars and people to avoid grid-lock for either an evacuation or simply when temporarily rerouting traffic.

### Commercial Vehicle Operations

### Actor(s)

There will be a mobile STA, usually mounted in a vehicle but possibly handheld by a driver of that vehicle. The mobile device will link to, and interact with, a fixed STA that will almost always be an AP. If a handheld device is used, it will generally be interacting with the vehicle OBU. The physical relationship (speed of motion, size of the communication zone, number of other STAs within range, etc,) will differ considerably between the various use case subclasses. These differences will be highlighted in the scenario descriptions below. In general, data security is of paramount concern to prevent denial of service or spoofing, but also to prevent data theft.

### Device sets

The fixed STAs, which in this case are always serving as APs, are mounted wherever the service is to be provided, such as along the roadway, or at freight terminals. Roadside STAs may be in joint use with applications in other Use Cases. Coverage would generally be as widespread as practical.

### Goal

Freight companies are always looking for any advantage they can find to reduce costs (mostly by improving efficiency) and increasing customer satisfaction. With relatively widespread Wi-Fi communications between the fleet headquarters/dispatcher and the trucks, there are new opportunities for achieving both goals. Currently, most trucking fleets use a combination of cellular phone and satellite communications to interact with their trucks. These forms of communications are relatively expensive when compared to Wi-Fi. Publically accessible hot spots are becoming ever more common, but with the deployment of roadside APs for other vehicular applications, there will be a fairly widespread accessibility on highways and city streets.

### Scenario(s)

Vehicle tracking – All fleets attempt to keep track of all of their vehicles at all times. This capability has evolved over time, from the driver making calls from pay phones at truck stops to cellular phones, to today’s use of satellite tracking systems. The relatively frequent updating possible from satellite systems has proven to have great benefit but at a high cost. Widespread Wi-Fi hot spots along roadways and throughout urban areas can be used by trucking fleets to quickly link to their home office to not only indicate where they are located, but at the same time to download any necessary updates to the driver.

Dynamic Load Allocations and Routing – Currently, especially with Less Than Truckload (LTL) fleets, there is a need to provide dynamic rerouting of a truck to pick up a previously unscheduled load. This is currently done via cellular phones and satellite systems, but would be much more efficient using Wi-Fi. In doing so, with the additional bandwidth available, navigation updates can be made towards the new destination which take into account all other stops that will be required during that day (a capability that is beyond conventional navigation systems).

### Safety

### Actor(s)

### Device sets

### Goal

### Scenario(s)

# Requirements

## Performance Requirements

This section lists the System requirements. The requirements will be categorized as follows:

* Constraint requirements specify predefined behaviors or characteristics of the System and its services. (ed note: do we need this?)
* Functional requirements specify actionable behaviors of System services. (ed note: this may or may not be necessary)
* Performance requirements specify quantifiable characteristics of System service operations. (ed note: this is felt to be the primary type of requirements that we need to specify)
* External interface requirements define system interfaces to other systems. (ed note: in the TGai context, this may consider interfaces to non-802.11 systems or it may be to other 802.11 amendments/functions)

The basis for creating TGai is to facilitate the very rapid creation of new communications links. The question is defining exactly what this means and to establish specific values to be met. At present, it appears that there may be a range of values, from the longest time necessary to be acceptable to the shortest time (lowest latency) desired. The question at present is if we need to establish other performance specifications, such as those associated with handover or mesh networking. An example of what might be used is the following graphic in which there are two levels of low latency, the blue line representing the minimal goal for acceptance, and the red one that does not have to be exceeded by TGai (the actual values are not important for now, it is the concept that I am trying to get across.

In determining performance requirements for vehicular applications, there are three related variables: vehicle speed, vehicle density, and the size of the communication zone.

There is a correlation between the average vehicle speed and the maximum density that may occur, a plot of this relationship is roughly a bell curve. Without getting into the details, when vehicles are going fast, they are more spread out and thus less dense. When going slow, they are capable of (if sufficient numbers are present) of being as dense as their physical size permits (think of stop-and-go driving). The impact on communications requirements is that when travelling at high speed, the latency becomes more critical, and when travelling at slow speeds, the number of STAs within the communication zone may be critical. In either case, the maximum number of STAs entering the zone per second may not differ enough to impact requirements because of the trade-off between number entering



In summary, the critical parameter is latency. In some scenarios the total number of STAs may be an issue, but that is secondary to the TGai goal. Typically, it would be the number of new STAs entering a communication zone every second that is an issue rather than the total number present. I the table summarizing the key requirement of identified applications, there are many that require latencies of less than 100ms. These are considered outside the scope of 11ai which will be arbitrarily set at 100 ms or greater. Those requiring less than 100ms will be assumed to be satisfied by the capabilities of 11p.

## Security Requirements

This section of the document lists the system requirements. Some of these requirements are definitely at the system level, not within the PHY/MAC scope of 802.11. In such cases, the TGai specification must allow and not prevent such requirements from being satisfied.

Req. # VII Security Service Functional Requirements

SEC-01 The system shall allow an authorized System User to access System services and stored information.

SEC-02 The System shall prevent an unauthorized System User from accessing System services and stored information.

SEC-03 The System shall implement means to minimize the impact of transmission of messages from a false or otherwise unauthorized Network User, Administrative User, Roadside Infrastructure User, or Mobile User.

SEC-04 The System shall provide means to authenticate messages.

SEC-05 The System shall not provide any information that is identified with a specific Private Mobile User to any public or private entity, unless that Private Mobile User has explicitly agreed to share such information.

SEC-06 The System shall provide means for a specific Network or Administrative User to obtain information stored by the System about that Network or Administrative User.

SEC-07 The System shall monitor, detect, report, log, and respond to security incidents.

SEC-08 The System shall implement means to terminate access to the System for any System User, Infrastructure Service Provider Management System, or External Data Source.

SEC-09 The System shall implement means to reinstate access to any System User, Infrastructure Service Provider Management System, or External Data Source that has had its access terminated.

SEC-10 The System shall provide a means to authenticate messages originating from a Private Mobile User without disclosing the identity of the Private Mobile User.

SEC-11 The System shall verify the authenticity and integrity of software and hardware installed in the System.

SEC-12 The System shall be protected against physical intrusion.

SEC-13 The System shall provide access control for physically protected elements of the VII System.

SEC-14 The System shall implement management, operational, and technical security measures to protect assets and information within the System boundary.

SEC-15 The System shall provide a means for encrypting and decrypting data.

SEC-16 The System shall monitor, detect, mitigate, and report software vulnerabilities.

SEC-17 The System shall monitor, detect, mitigate, and report malicious software.

SEC-18 The System shall provide mechanisms for creating, updating, and revoking security credentials.

# Annex A. TRAVELER INFORMATION

**4.1. Application Description**

The objective of the Public Sector Traveler Information application is to provide location and situation-relevant information to travelers while in their vehicles using the VII network and WAVE communications standards. Traveler information would be delivered to vehicles based on a standardized “language” consisting of message sets, data frames, and date elements. The public sector traveler information application is to be differentiated from private sector traveler and navigation assistance applications in that the information (messages) are delivered un-encrypted via the open-standard WAVE short message format as currently outlined in SAE J2735. In contrast, private sector traveler information applications would be encrypted and likely delivered via a propriety language. Additionally, unlike the private sector application, it is not envisioned that the public sector traveler information application would provide for maintaining a communications session as the vehicle moves from RSE to RSE (i.e., the application would not utilize “session management” network services with individual vehicles). Rather, all messages from a particular RSE would be broadcast to all vehicles within range of that RSE.

Within the scope of traveler information application, public entities (both state and local) collect information derived from vehicle probe data as well as from traditional traffic monitoring systems, and provide geographically-relevant information to vehicles. While not directly in the scope of the traveler information application, this same information content might be reformatted and delivered to traditional traveler advisory systems such as web sites, dynamic messages signs (DMS), 511 systems, and highway advisory radio (HAR).

The public sector traveler information application is at this point scoped to include the following message categories:

* Traffic Information
* Incident Information
* Local Signage.

Each of these message categories is discussed in more detail in the following sections.

***Traffic Information.*** The application would include provisions for broadcasting basic traffic information on defined roadway links within proximity to the RSE. Examples of traffic information would include average travel speeds, travel time, and other measures of traffic density (e.g., “percent utilization”). The roadway link descriptive information would be generated both through analyses of probe data as well as through more traditional sources of traffic conditions (e.g., CCTV, loop detectors, etc.). The OBE in the vehicle would then store and “assemble” the roadway link data to convey the “local” roadway traffic conditions to the driver.

While OEMs will employ different strategies to this end, it is envisioned that the roadway link information might be overlaid on a GIS map database and displayed to the driver. Alternative methods of conveying traveler information to the driver could be envisioned that are based on predefined threshold events or incidents, combined with voice annunciation (i.e., exceptionbased reporting).

There are, however, several significant design issues that must be addressed:

* How will roadway “links” be defined (e.g., beginning and ending latitude/longitude together with “link name”)? Will digital map notations available from commercial GIS databases be used for the “link name”? Conventions and standards remain to be finalized.
* How is “proximity” to be defined (i.e., what is the geographic coverage for a particular RSE)? How will coverage requirements vary for different RSE location environments (e.g.,
* CBD, suburban, rural settings)?
* Some RSEs in adjacent jurisdictions will likely have overlapping coverage. How will messages from different jurisdictions be coordinated so that vehicles do not receive conflicting data?
* What is the appropriate resolution for a link (i.e., what should be the length of a travel link as reported in a single WAVE traveler information message)? Can this vary with each reported roadway, and by jurisdiction, or is standardization needed?
* What is an appropriate cycle time for repeating traffic information messages? What are the implications for the number of roadway links (i.e., individual J2735 traveler information messages) for which traffic information can be reported from a particular RSE?

***Incident Information***. The public sector traveler information application would also provide for incident reporting, and would include event-driven messages relevant to a particular point location or roadway segment. Examples include location of an accident, blocked lane, and other types of localized traffic disruptions. Incident information may also include more widespread broadcasts related to emergency events.

***Local Signage.*** It should be noted that in previous documentation describing VII applications, local signage was often treated as a separate application. If local signage however is defined as the in-vehicle equivalent of roadside signage that is generally implemented and controlled by local and state governments, then the source of the local signage is in fact the public sector—and this application is arguably a subset of the public sector traveler information application. Local signage messages are intended to convey information that is temporary or periodic (i.e., may vary with time of day, day of week, etc.). Examples would include school zone warning and associated speed limits, work zone warnings/speed limits, cautionary warnings in place due to special events or conditions such as reduced speed due to surface conditions or fog. Detour information and road closures are also examples of local signage.

**Annex B. SIGNAL TIMING OPTIMIZATION**

**5.1. Application Description**

***Overview.*** At Day-1, VII will provide the ability to gather traffic related information necessary to monitor and refine the operation of traffic signals. When combined with other existing traffic data sets, more effective timing plans could be produced for both isolated and coordinated signal systems. VII data will provide detailed vehicle snapshots, including timestamp, position and speed, as well as the vehicle’s trajectory through the intersection. These data will be archived and analyzed to identify when a range of negative conditions occurs that currently cannot be efficiently measured using conventional traffic detection technologies. Automatic identification of these negative conditions will provide support for developing signal timings and daily schedules for coordinated signal systems.

In the future (beyond “Day-1”), as higher penetrations of VII equipped vehicles enter the market, traffic responsive (TRSP) and fully adaptive traffic signal control based on vehicle probe data could also be enabled. However, signaling systems that are capable of responding to real time traffic flow measurements do not have a high deployment rate in the U.S. Therefore VIIaugmented TRSP applications would likely not see high deployment rates. Additionally the TRSP application would require significant penetration rates of VII vehicles, along with a familiarization and confidence in VII data by practitioners. In addition, fully Adaptive traffic signal control is a very new concept that is not governed by any standard practices or technologies. Utilizing VII data to implement adaptive signal control may require partial or total revision of basic signal control concepts and architecture. Adaptive signal control that is enabled by VII technology is therefore not a Day-1 application and is not covered in this Application Development Plan.

For a more detailed discussion of traditional traffic signal control systems, see Appendix B.

***Background: Signal Timing Optimization Goals***

There is no general consensus on what constitutes good traffic signal operation. Some optimization tools are based on reducing stops and delay in various combinations, others on maximizing capacity. Still others are based on some surrogate performance measure such as progression. In practice, most agencies desire to please their motorists in order to minimize citizen complaints. Because the motoring public in a given region has been conditioned by the operation of that region, basing success on citizen complaints allows wide regional divergence. For example, some regions routinely use cycle lengths in the range of two to four minutes, while other agencies with equally congested networks would never implement a cycle over two minutes. Motorist opinion in congested areas is usually strongly held and vigorously expressed, and drivers accustomed to one system might find the operation of another system intolerable.

Despite these regional effects, motorists generally complain when they are forced to stop unexpectedly or for a longer period than they believe is “fair.” They often complain when forced to wait through more than one green period. Finally, they complain when queue lengths block access to intermediate intersections and driveways, or force turning lanes to spill out into through lanes. Thus, most skilled practitioners seek signal timings that minimize the following: queuing, unexpected and unexpectedly long stops, cycle failures, and queue spillover

***Implementation and Operation of Traffic Signal Systems***

Traditionally, traffic signal timings are developed on the basis of the volume of vehicles making each movement at each intersection. These counts are usually collected manually; although, during peak periods, some can be collected using a system of vehicle detectors if they are favorably configured. However, most agencies do not configure detectors for counting vehicles because such configurations are not necessarily the most effective arrangement for normal “calling” and “extending” functions that are part of actuated signal control. (see Appendix B for explanation of signal phasing, calling, and extending functions).

Data collected for signal timing plans also usually includes 24-hour vehicle counts made with temporarily located automatic traffic counters. These provide traffic volume data to support the initial development of signal timing (or phasing) plans for various periods throughout the day (i.e. daily schedules).

These data are programmed into signal timing optimization software that use volume-based delay and saturation equations, or volume-based macroscopic simulation, to optimize operation according to the objective function associated with the particular tool.

The signal timings as calculated by the optimization software are then scrutinized by the practitioners, refined as needed, and then installed into the local signal controllers. Daily schedules (i.e., the distinct periods throughout the day for which signal timing plans are changed) are typically implemented based on a visual review of 24-hour count data.

Thus, the operation of most traffic signal systems is based on a limited sample of data collected days, weeks, or months before timing implementation, and they remain in operation potentially for years thereafter.

Once installed, the signal timings are observed in the field for effective operation. Signal timing professionals will determine whether traffic is behaving as expected and therefore achieving the desired optimal operation. Inevitably, adjustments are made to fine-tune both the timing plans and the daily schedule, based on observation over a period of one or more days. The objective of those adjustments is to achieve operation that is visually effective from the perspective of the agency practitioner. That effectiveness is usually based on achieving *smooth flow* and *minimizing queue formation* and congestion. Both are visual manifestations of reduced delay and stops. Those objectives are generally not measurable using traditional traffic detectors (which only measure vehicle presence in a predetermined detection zone).

***Opportunities for Leveraging VII Probe data***

As noted, a critical activity is fine-tuning the signal timings when they are implemented, calibrating the daily schedule, and then evaluating the signal timing patterns over time. Currently, most agencies depend on direct field observations for all these activities which presents a resource challenge to many agencies.

VII probe data can be used to evaluate signal system operation in support of fine-tuning and evaluating signal timing patterns, and in support of calibrating the daily schedule to achieve the desired operation.

In particular, agencies fine-tune their signal timings to:

* Minimize unexpected stops and starts of the traffic stream
* Minimize intersection delay (and thus travel time)
* Minimize cycle failures
* Minimize queue spillover.

Depending on the manner in which probe data is coded, generated, and collected, it could, theoretically, support measuring time-in-queue by movement, deceleration, start of queue position, and unserved queues. These measurements could then be used to support control strategies that would fine-tune the signaling system. VII probe data can also be used to support the ability to supplement detector data in response to detector faults, even if providing an improvement on normal fail-on detector failure modes. Essentially, the probe data would offer a much more efficient means of measuring the effectiveness of the existing signal timing plans compared to manual counts and labor intensive observation by signal timing professionals.

It is possible that offline optimization algorithms can be crafted to use probe-based measures of effectiveness directly, rather than manually collected turning-movement counts. This would require extensive experimentation to develop optimization approaches that would be competitive with traditional methods. In practice, making the probe data available might attract support from the research and software community who have developed these optimization approaches.

Probe data can also evaluate whether progression is working properly by identifying approaches where large platoons arrive while the light is red. This can be used both to evaluate offset values and also to select a pattern that uses offsets more suited to progression in the direction of the problem.

***Supporting Traffic Responsive Signal Plans (TRSP).*** Most practitioners will try to optimize operations using conventional signal timing and daily schedule dimensions before developing traffic-responsive capability. Those agencies that have the resources and face the situations that allow for traffic-responsive operation will use appropriately designed systems to collect a range of volume and occupancy data from the designated system detectors. This historical data will be used to develop thresholds and/or traffic pattern profiles (depending on the system software), to which real-time detection data will be compared for pattern selection during normal operation. These thresholds (for changing signal timing patterns) will be fine-tuned in the same way that daily schedules are fine-tuned—so as to achieve pattern transitions at appropriate times to track the changes in demand patterns throughout the day.

Another opportunity for VII is to provide an alternative to the use of volumes and detector occupancies for traffic-responsive pattern selection. For example, queue spillover is usually a sign of a capacity issue, which is often addressed by engaging a pattern with a longer cycle (up to a point) to increase the capacity. Queue spillover may be detected as increases in occupancy on system detectors, but only if the system detector is ideally placed. The spatial perspective of VII likely makes evaluating the size of the queue far easier.

Clearance intervals provide another opportunity for VII. Timing professionals calculate clearance intervals on the basis of the approach speed and grade. Wet roads are assumed, and this assumption may be unnecessarily conservative during dry conditions and not conservative enough during wet conditions. Existing literature includes research on the necessary clearance intervals under various conditions, but measuring those conditions requires expensive environmental sensing at a wide variety of locations. Such data are not currently available to operating agencies. However, probe data from VII vehicles could be used to pinpoint when deceleration rates declined at certain intersections (in conditions of poor traction) and increase when conditions improve. VII vehicles could also yield useful data such as anti-lock brake actuation, the use of windshield wipers, and/or temperature data which might be used to support changing clearance intervals to track current environmental conditions.

***Supporting Adaptive Signal Systems***. Adaptive signal algorithms based on the ability to detect queue formation have been developed in the past, but were never implemented because queue data have been unavailable. VII probe data can be incorporated directly into adaptive algorithms to address this issue, but it requires designing the adaptive algorithm in light of the available data. Measuring queue lengths consistently and reliably enough to support adaptive control may require a higher penetration of VII-equipped vehicles than is anticipated for Day-1 implementation or demonstration. Moreover, at Day-1, traffic volume estimates using probe data will not be practical due to the limited, as well as fluctuating, number of VII vehicles within the total vehicle population. It is not envisioned that VII data would replace the traditional processes for developing signal timings initially. Traffic volume requires a predictable penetration, which assumes high penetration rates to minimize error.**References** **Summary Description**

Electronic brake lightsprovide warning of rapid deceleration by a forward vehicle so that drivers behind can brake in time to avoid a rear-end collision. This is useful for avoiding collisions after sudden stops or in traffic that changes unexpectedly from free-flowing to stop-and-go. (Readers are reminded of Appendix 1, which discusses VII transit benefits by application area.)

**Summary Requirements Impact**

### In Vehicle Signing

* **Actor(s)**
* **Device sets**
* **Goal**
* **Scenario(s)**
* **Summary Description**
* This system makes a calculation based on vehicle dynamics and provides a warning, transmitted from the roadside unit to the vehicle, when the driver’s speed is calculated to be too fast for an upcoming curve. This is also potentially useful for transit agencies, though most transit vehicles operate at fairlylow speeds in urban environments. Commercial vehicles (trucks) would include their own knowledge of loaded weight and center of gravity to determine the potential of a roll-over event.
* **Summary Requirements Impact**

**Summary Description**

In-vehicle signageuses roadside-to-vehicle communication to provide more legible versions of roadside signs in the cockpit, such as directional or regulatory signage. This is a form of driver assistance that is useful in inclement weather. Advanced warning information **and** localized road and weather informationuse information gathered from probe vehicles (such as speed, headlight and windshield wiper usage, and traction control and antilock brake application) to generate alerts about roadway conditions and weather-related hazards and send them to other drivers who may be affected.

**Summary Requirements Impact**

### Probe Data Collection

* **Actor(s)**
* **Device sets**
* **Goal**
* **Scenario(s)**

**Summary Description**

Vehicles collect various types of data such as average speeds, weather information, and recent hard braking experiences and then transfer this data to a roadside data collection point for various traffic management purposes. Data must be transferred at highway speeds while within the range of a roadside device that then transfers this data to a central facility (the data may be pre-analyzed prior to forwarding).

This function can be performed using 11p, but with the additional capabilities of 11ai, there could be enhanced performance/reliability by effectively extending the communication zone of the RSU utilizing either handover between RSUs or utilizing a mesh network.

**Summary Requirements Impact**

In general the communication zone, while directional to cover only a given direction of travel on the road, can be as large as the site permits, thus ranging from 10s to 100s of meters and covering up to 6 lanes of travel. The caveat is that to reduce infrastructure costs, the RSU may be one used for other purposes such as toll collection and thus may have a limited range of less than 10 meters (but would then be limited as to number of lanes). Must assume vehicles are traveling at up to 200kph. Typical data transfers from OBU to RSU are less than 10kbytes. Since it is the average values from multiple vehicles that is of interest, occasional transaction failures can be tolerated.

Vehicle anonymity is essential. Must not be possible to identify and track an individual vehicle as it moves around.

Must not be possible for false data to be transferred (verify the vehicle as a trusted source).

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