

# **Breakout Session 7-I:**

# Communications Options and Role of Dedicated Short Range Communications (DSRC)

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### **Session Objective**

 Collect feedback on the extent to which DSRC should be a key component of CV Pilot tests and what alternatives are being considered

## A Variety of Communication Media Ranges

**Communication Resources: wired and wireless, the Internet** 

3,000 miles, 3,000 meters, 300 meters, 3 meters.



**Requirements: Two types of information distribution:** 

To all, To one.



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## Agenda

- What the RFI says about DSRC
- Guided discussion
  - Communication objectives
  - Pros and Cons of DSRC
  - Requirement for communication performance
- Wrap-Up



#### • CV Pilot Program Requirements Under Consideration: ...

• Multisource data approach leveraging vehicle data via Dedicated Short Range Communications (DSRC). Pilot deployments should feature frequent capture and systematic integration of data from an appropriate broad range of sources. Potential sources may include multiple types of infrastructurebased sensors, transit vehicle systems (bus and rail), a full range of vehicle types acting as mobile probes (including freight carriers and transit vehicles), and travelers moving between modes as they complete trips. At a minimum, vehicles must be deployed as one data source and DSRC deployed as one of the communication technologies.



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- What are the pros and cons of using DSRC in a CV Pilot?
  - □ Pros
    - -
    - -
    - -

### □ Cons

- -
- -
- -



 For the five Concept Briefings presented earlier today, where would DSRC be most useful? Least useful? Where would another type of communications be more useful?

Sunnyside

District 13

• Halleck

□ **I-876** 

#### Greypool



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• Are the messages the same whether they are carried by DSRC or another communications method?



Should USDOT remove the requirement that DSRC must be used?



What alternative communications methodologies are considered and for what purpose?

