

**STREAMLINING
ITS PLANNING**

**IDENTIFYING
COMMON
ITS NEEDS**



ATLANTA NAVIGATOR

**National ITS
Architecture**

Maximize Resources Using the National ITS Architecture To Plan ITS Deployments

“There is no one approach to designing an ITS solution—many issues and questions are raised for each system. The National ITS Architecture creates a smoother process from vision to actual implementation.”

— Dean Delgado, Principal Transportation Analyst, Orange County Transportation Authority, California Showcase Project

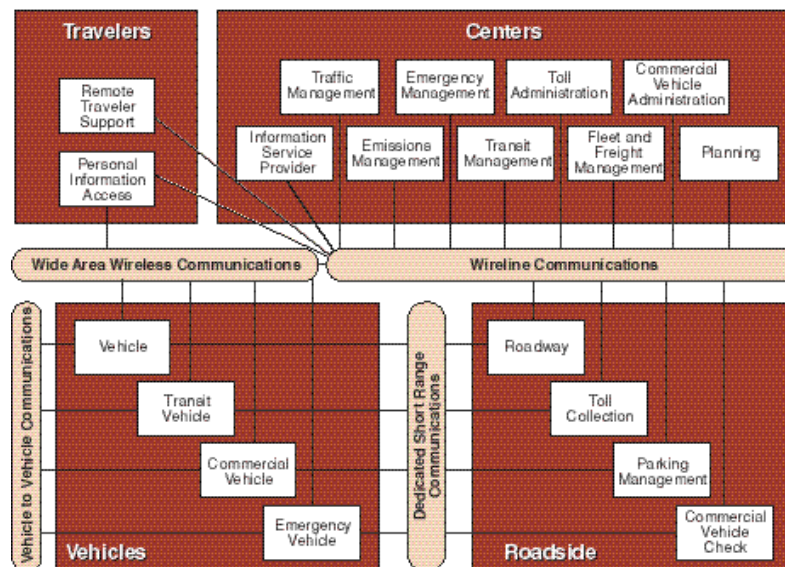
The National Intelligent Transportation Systems (ITS) Architecture is a framework for developing and deploying ITS. It consists of resources (knowledge) and tools that help facilitate the deployment of effective and interoperable ITS.

The National ITS Architecture helps regions gain the full benefits of intelligent transportation systems by aiding the purchase of compatible equipment and services.

“ITS is about applying data processing and data communications to surface transportation and related business areas to deliver diverse services. The National ITS Architecture is a valuable tool used in sorting out the complexities and inconsistencies in ITS information exchange. It provides the framework and identifies the specific requirements for the technical and institutional boundaries of this information exchange. Using the architecture, we can bring “order and consistency” in the way ITS is deployed, thereby, saving cost, improving efficiency, and ensuring interoperability.

—Dr. Issac Takyi, Director of Facilities and Planning and ITS, Metropolitan Transit Authority, New York City Transit

“We found the National ITS Architecture useful in developing a shared vision between stakeholders, addressing individual and common needs (user services, market packages), adding value to legacy systems, and understanding integration issues across state physical and institutional boundaries.”
—Stephen Albert, Director Western Transportation Institute, Montana State University, Bozeman, MT



The National ITS Architecture guides multilevel efforts in implementing systems that are compatible nationwide to:

- Minimize the risk and cost of deployment
- Improve inter-jurisdictional, interagency, and public-private communications
- Increase efficiency and effectiveness
- Improve product quality
- Streamline operations

“Using the National ITS Architecture we have been able—with limited funding—to build in stages that will take our system into the future.”

— John Nelson, Revised Model Deployment Initiative Program Manager, Colorado DOT

Gain Integration Benefits and Still Meet Regional Needs with the National ITS Architecture

The National ITS Architecture accommodates multiple designs using diverse technologies of ITS system components, while assisting agencies to achieve the benefits of interoperability:

The National ITS Architecture Saves Time and Resources

With the National ITS Architecture, implementors are able to avoid the costs and delays associated with false starts.

“Had we known earlier in the project how to apply the National ITS Architecture, we could have saved half the time. Now it takes me a couple of hours to code a project against user service requirements.”

—An Intelligent Transportation Systems Integrator

Regions using the National ITS Architecture also deploy their ITS solutions faster.

“We had only 18 months to complete the design build program, starting from scratch. We used the National ITS Architecture in developing the requirements, processes, and functions. We believe it was a great benefit. Most programs take between one to two years to develop a thorough set of requirements. Using the National ITS Architecture, we believe we cut six months off the average schedule and saved about two additional years of cost by beginning our efforts with its thorough body of work.”

—John Nelson Revised Model Deployment Initiative Program Manager, Colorado DOT



SAN ANTONIO TRANSGUIDE

Deploy Today's ITS Solutions and Accommodate Future Technologies and Standards

Regions can leverage general standards that the National ITS Architecture identifies to plan for ITS up front, while enabling phased deployment of integrated components over time.

“I believe that, as we proceed and expand systems, add new subsystems, and expand our capabilities across the state, the National ITS Architecture will give us a good format and solid context for creating the connectivity to integrate systems across regions and states.”

—Les Jacobson, Traffic Services Manager, Washington State DOT, Seattle Smart Trek

To obtain a copy of the National ITS Architecture, visit the following web site:
www.its.dot.gov/architecture/cdorder.html

INTELLIGENT TRANSPORTATION SYSTEMS



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