The **VMS Unit**: Work Plan

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Secretariat

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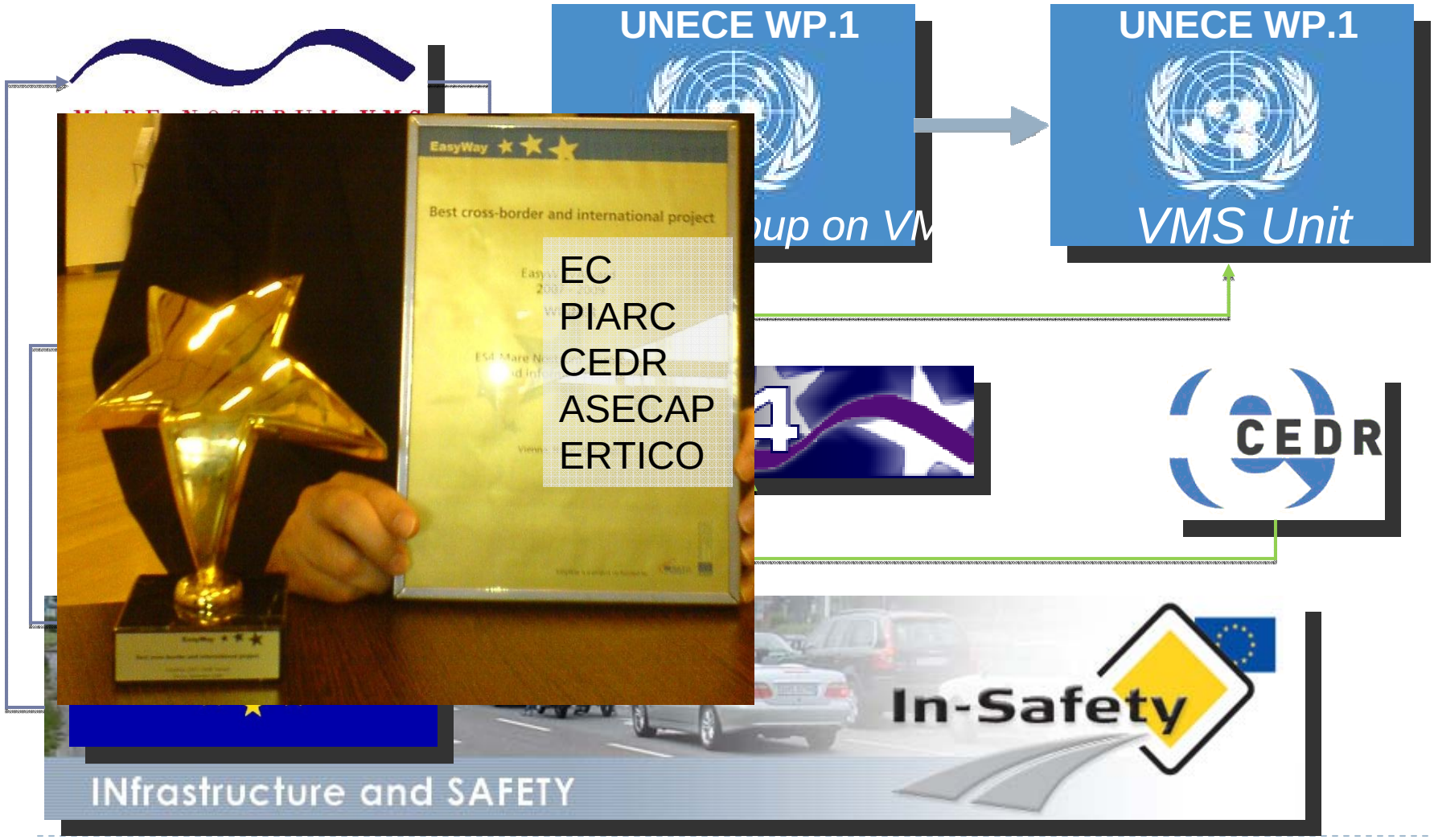
INTRODUCTION – VMS Unit background

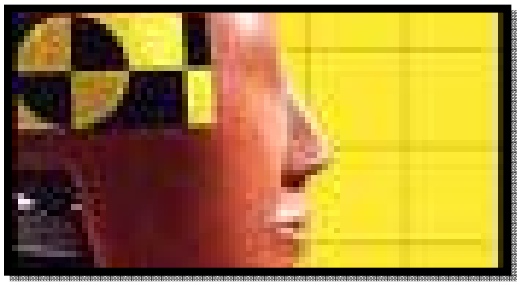


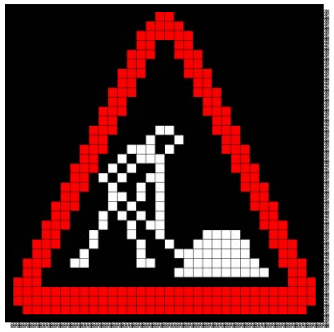
VMS Unit: THE PERSPECTIVE

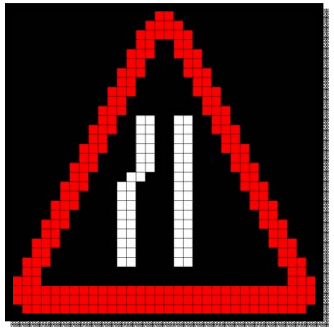
ROAD INFORMATION: A BROADER VIEW IS NEEDED

WHAT KIND OF DESIGN?

1	2	3
COMPONENTS	CONTACT	INFORMATION







VMS Unit: THE PERSPECTIVE

ROAD INFORMATION: A BROADER VIEW IS NEEDED

flexible, essential tool

mobility

safety

€ €

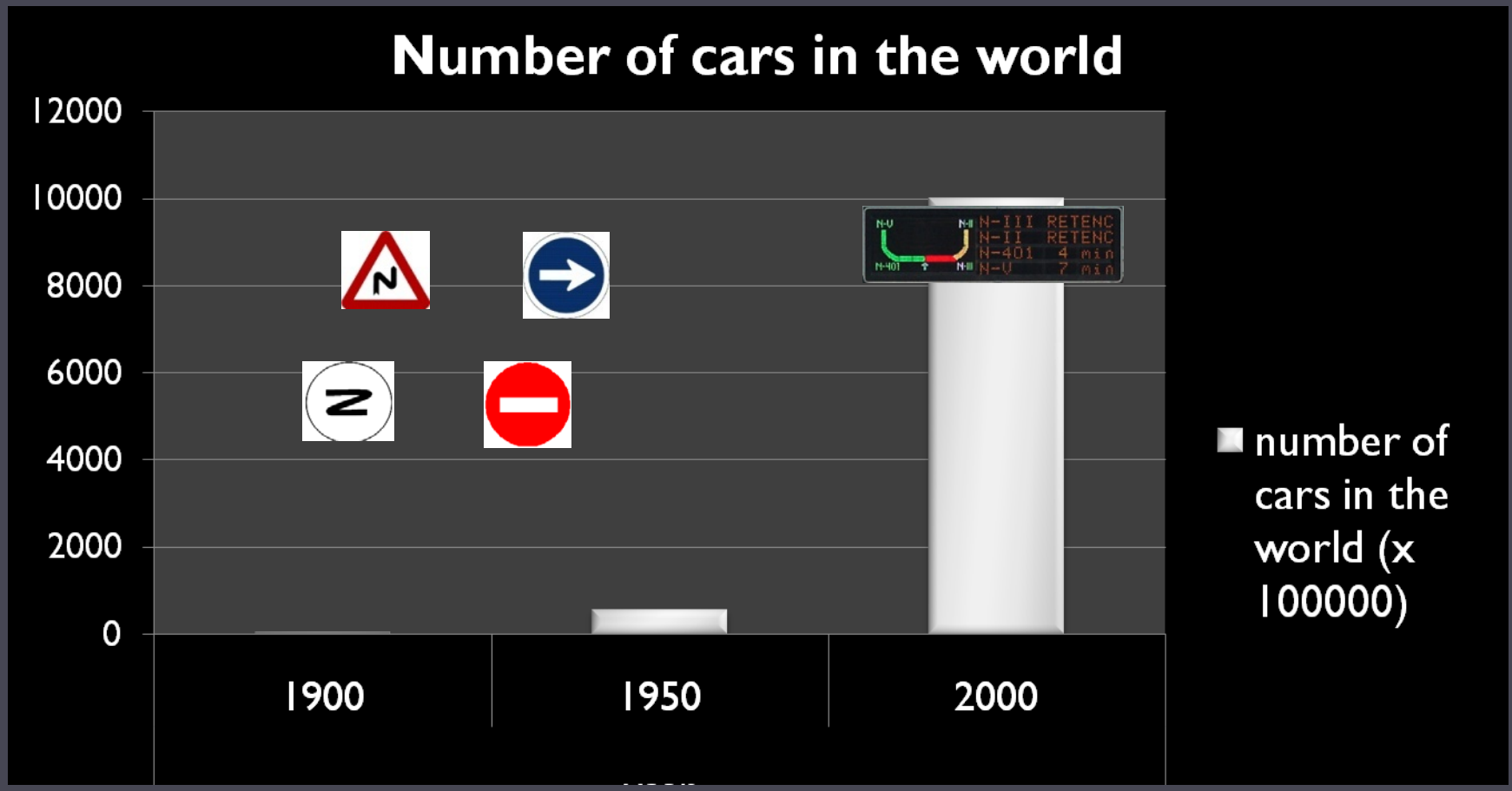
VMS Unit: THE PERSPECTIVE

ROAD INFORMATION:

CLASSICAL, AGE OF CONVENTIONS (1909-1968)

VMS Unit: THE PERSPECTIVE

ROAD INFORMATION: NEW DEVICES, MORE PLACES



VMS Unit: THE PERSPECTIVE

ROAD INFORMATION: TELEMATIC AGE, FIRST APPLICATIONS

USE OF INFORMATION: **WHY**

ROAD MARKINGS	POSTED SIGNS	POSTED VMS
TO **FACILITATE** POSITION, TRACKING AND LOCATION ON THE ROAD	TO **POINT TO** DANGEROUS OR STRUCTURAL STABLE CONDITIONS OF THE ROAD **ON SITE**	TO WARN / INFORM ABOUT DIFFERENT **CHANGING** ROAD / TRAFFIC EVENTS ON AND **OFF SITE**

VMS Unit: THE PERSPECTIVE

ROAD INFORMATION: NEW DEVICES, MORE PLACES

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USE OF INFORMATION: **ONCOMING**

IN-VEHICLE

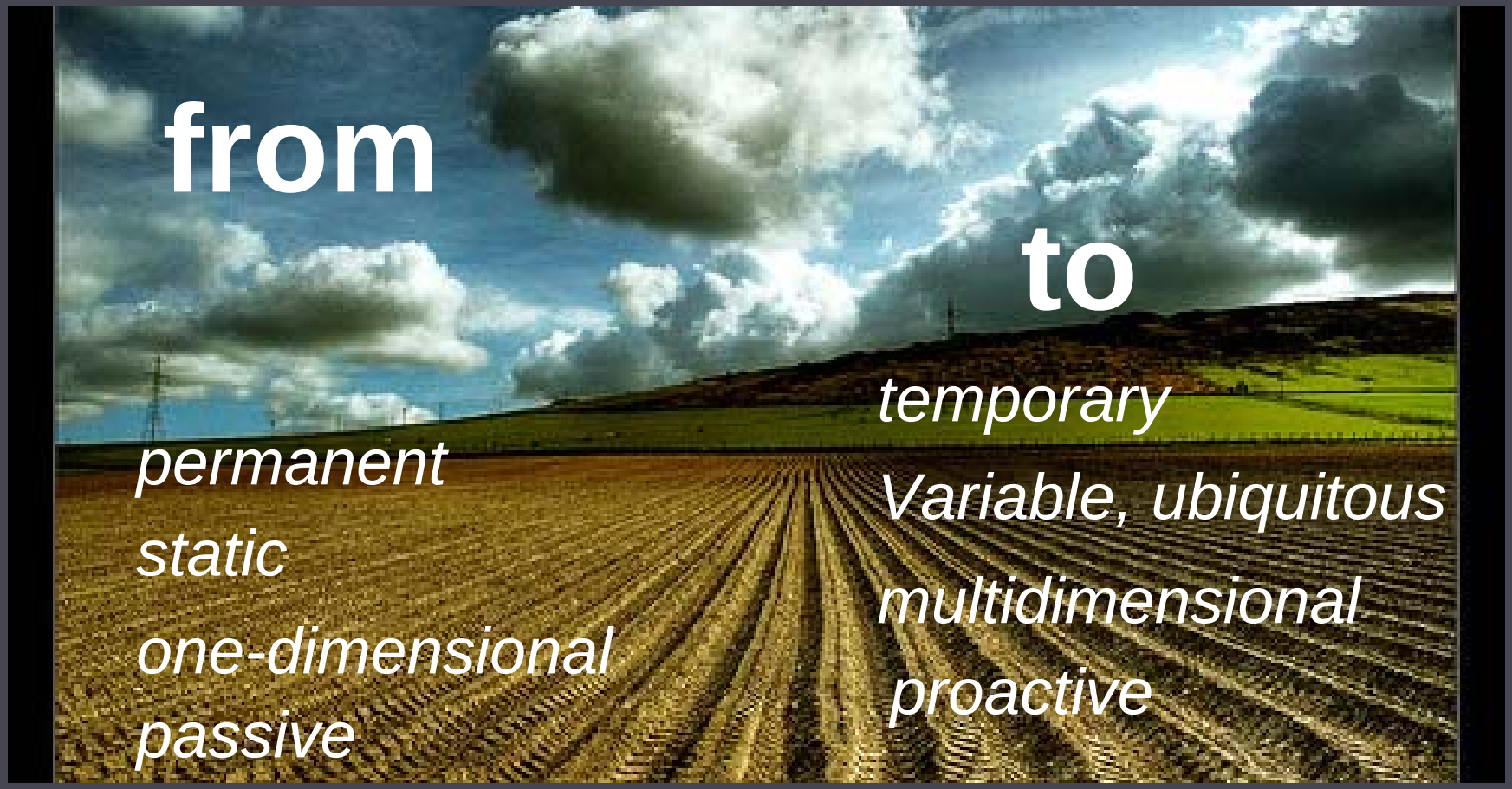
- TO WARN / INFORM ABOUT **WHATEVER** TRAFFIC **INFORMATION**, AT WHATEVER **POINT** OR **MOMENT**

INTERNET

- TO **ACTIVELY SEEK INFORMATION** ABOUT WHATEVER TRAFFIC RELATED ISSUE, AT WHATEVER PLACE OR MOMENT

VMS Unit: THE PERSPECTIVE

ROAD INFORMATION: A CHANGING LANDSCAPE



RELATIVE **IMPACT** OF INFORMATION DEPENDS ON…

- **PERCEPTION**
- **COMPREHENSION**
- **INFLUENCE**

Why?

ISSUES AND PROBLEMS

KEY POINTS IN OUR PREVIOUS THOUGHTS

- TRAFFIC SIGNS = PUBLIC INFORMATION CONCERNING TRAFFIC
- TRAFFIC SIGNS = POSTED SIGNS & AND ROAD MARKINGS
- POSTED SIGNS & ROAD MARKINGS = **THE ONLY** PUBLIC INFORMATION ON ROAD

- **NOT SINCE THE 1980s**

ISSUES AND PROBLEMS

KEY POINTS IN OUR PREVIOUS THOUGHTS:

SYLLOGISMS

- POSTED SIGNS HAVE LEGAL IMPLICATIONS
- LEGAL IMPLICATIONS ARE IMPORTANT
- POSTED SIGNS ARE IMPORTANT

- VMS HAVE NOT LEGAL IMPLICATIONS

ISSUES AND PROBLEMS

KEY POINTS IN OUR PREVIOUS THOUGHTS:

SYLLOGISMS

CONCLUSION: WE (WP.1) ONLY DEAL WITH SIGNS (TRAFFIC INFORMATION) THAT EITHER INVOLVE OR CAN BE SUSCRIBED BY LEGAL AGREEMENTS…

VMS Unit: THE PERSPECTIVE

ROAD INFORMATION: A BROADER VIEW IS NEEDED

VMS Unit: THE PERSPECTIVE

ROAD INFORMATION: NEW DEVICES, MORE PLACES

OUR MISSION? OUR WORRY:

- THOSE (NEW) DEVICES SHOULD DISPLAY APPROPRIATE INFORMATION (INTERNATIONAL, UNDERSTANDABLE) FOLLOWING WP.1 DESIGN PRINCIPLES AND STYLE (FORMAT, FUNCTIONS, INFORMATIVE ELEMENTS)
- THAT PROBLEM SHOULD BE SOMEHOW MANAGED BY US
- …AT SOME POINT IT WILL HAVE LEGAL IMPLICATIONS…

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WAY FORWARD:
A PROGRESSIVE SCENARIO

RE-ESTRUCTURE 1968 CONVENTION ON ROAD SIGNS AND SIGNALS

ROAD MARKINGS

POSTED SIGNS

ELECTRONIC SIGNS

WAY FORWARD: A PROGRESSIVE SCENARIO

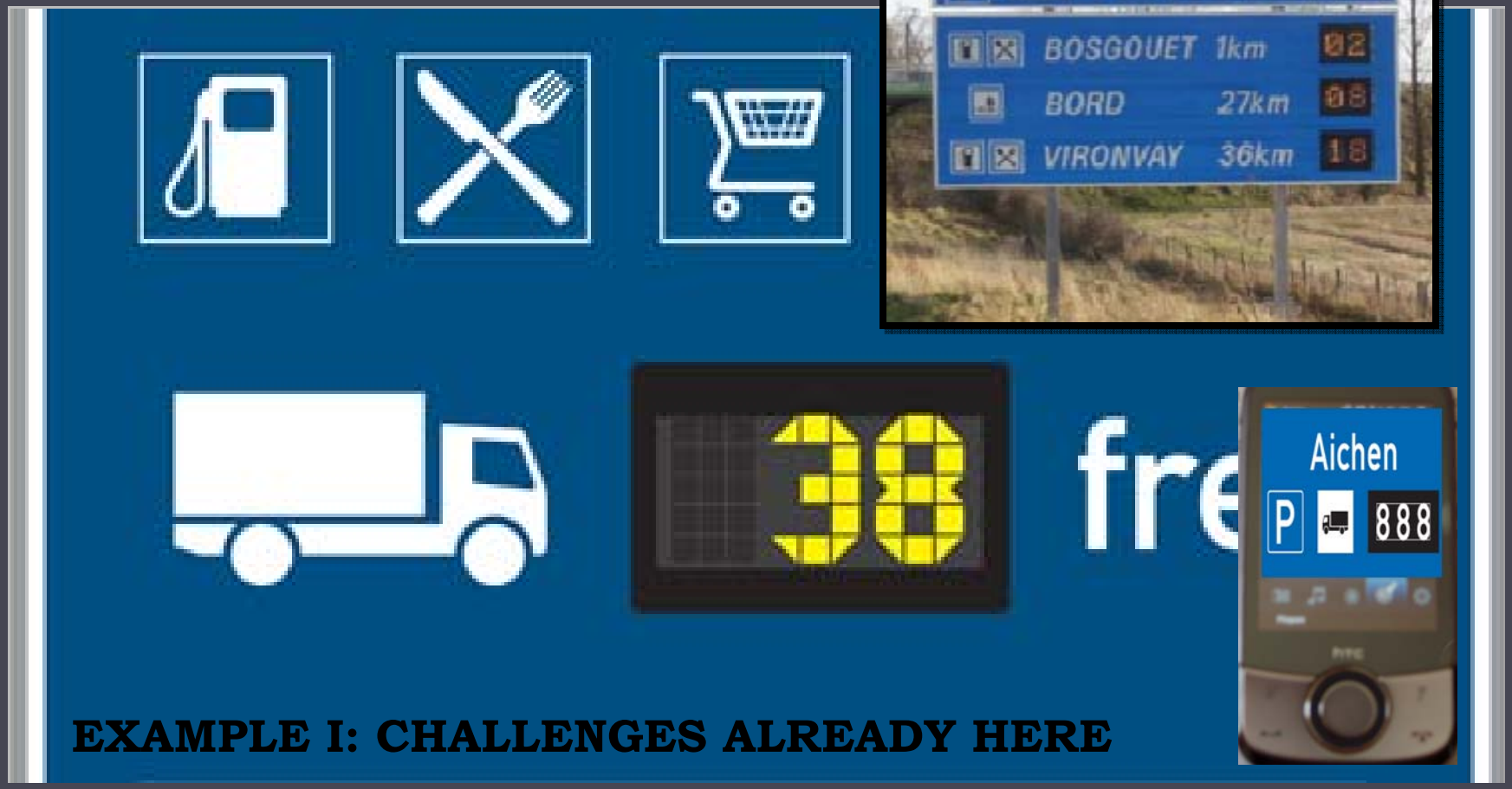
- Electronic signs (*e-signs*)
  - Traffic lights
  - Traffic signals
  - VMS
  - In-vehicle devices
    - OBU
    - Navigators
    - Nomadic
  - Off-the-road
    - Road kiosks
    - Internet

WAY FORWARD: A PROGRESSIVE SCENARIO

THE FUTURE IS NOW: RE-ESTRUCTURE 1968 CONVENTION

PRESENT: INTELLIGENT TRUCK PARKING

AVAILABLE ANYWHERE AND FOR EVERYBODY

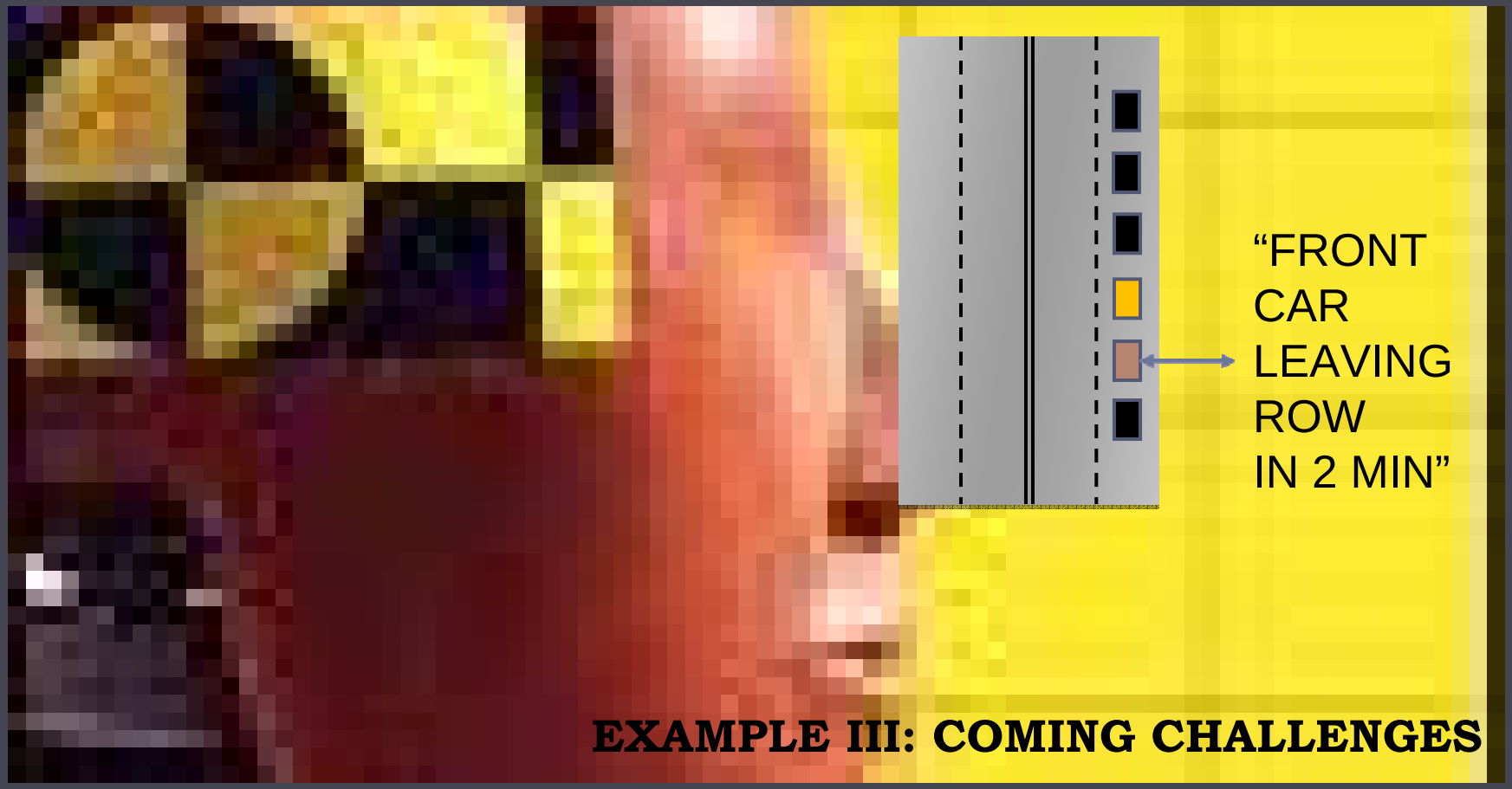


NEAR FUTURE: GHOST DRIVERS

BEWARE OF THEM - ALSO *IN-CAR* !

NEAR FUTURE? PLATOONING

SOCIAL DIVISION OF LABOUR, ON ROAD



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INTRODUCTION	WAY FORWARD	REASONS FOR 3 AXIS	CONCLUSION
	Road markings Posted signs Electronic signs	P vs. VMS: comprehension P vs. VMS: Visual P vs. VMS: design parameters Full matrix VMS transfer P vs. VMS: harmonisation	Work Plan sketch

REASONS FOR 3 AXIS

Warning:
You approach
a swing bridge

Warning:
swing bridge
<u>opened</u>

POSTED AND ELECTRONIC SIGNS:

SAME SIGNS,

DIFFERING COMPREHENSION

REASONS FOR 3 AXIS

NEED TO

ADMINISTER

DIFFERING

VISUAL

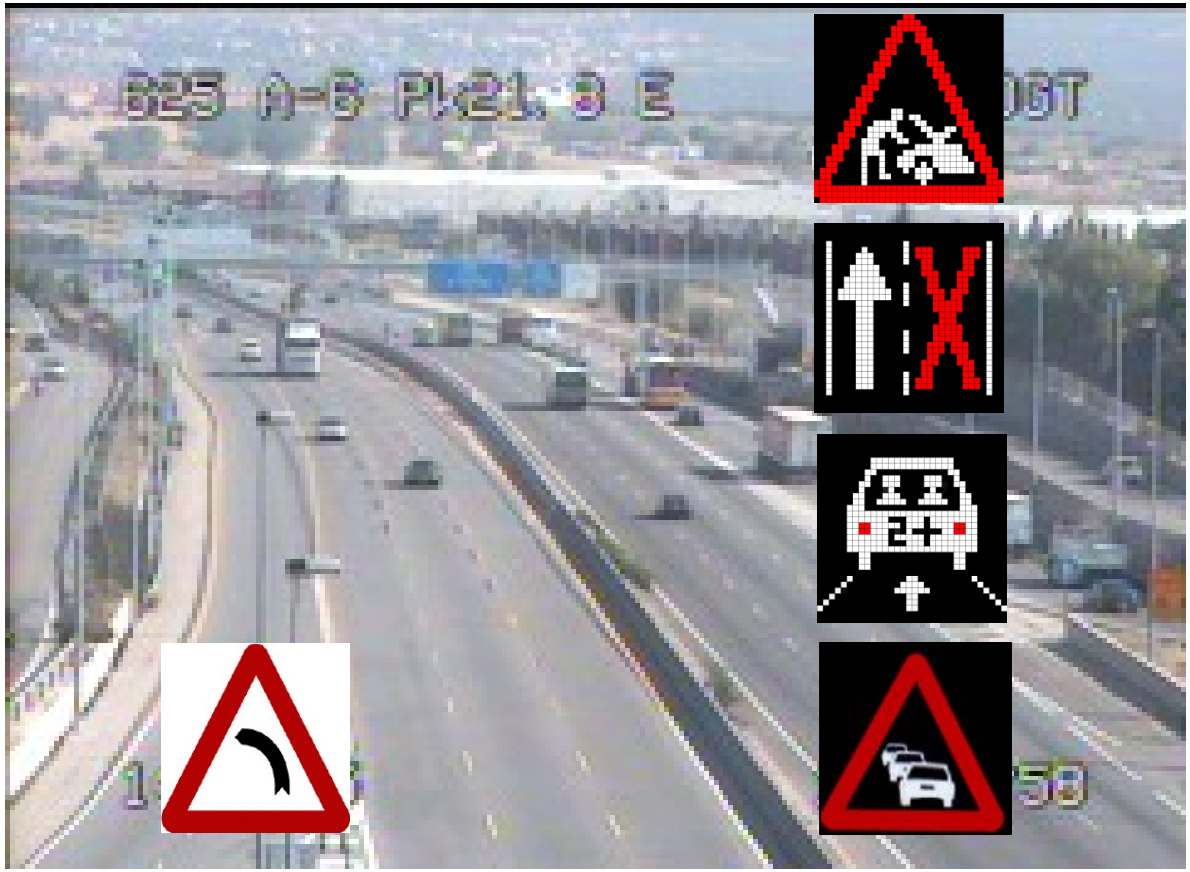
PARAMETERS

RESPECT

"INDIVIDUAL"

DIFFERENCES

REASONS FOR 3 AXIS



Posted signs:
domain of (fixed)
road conditions

Electronic signs:
domain of (changing)
traffic situations

CONTEXT ,

REFERENTS

AND DESIGN

PARAMETERS

BOTH ROAD

SIGNS, BUT

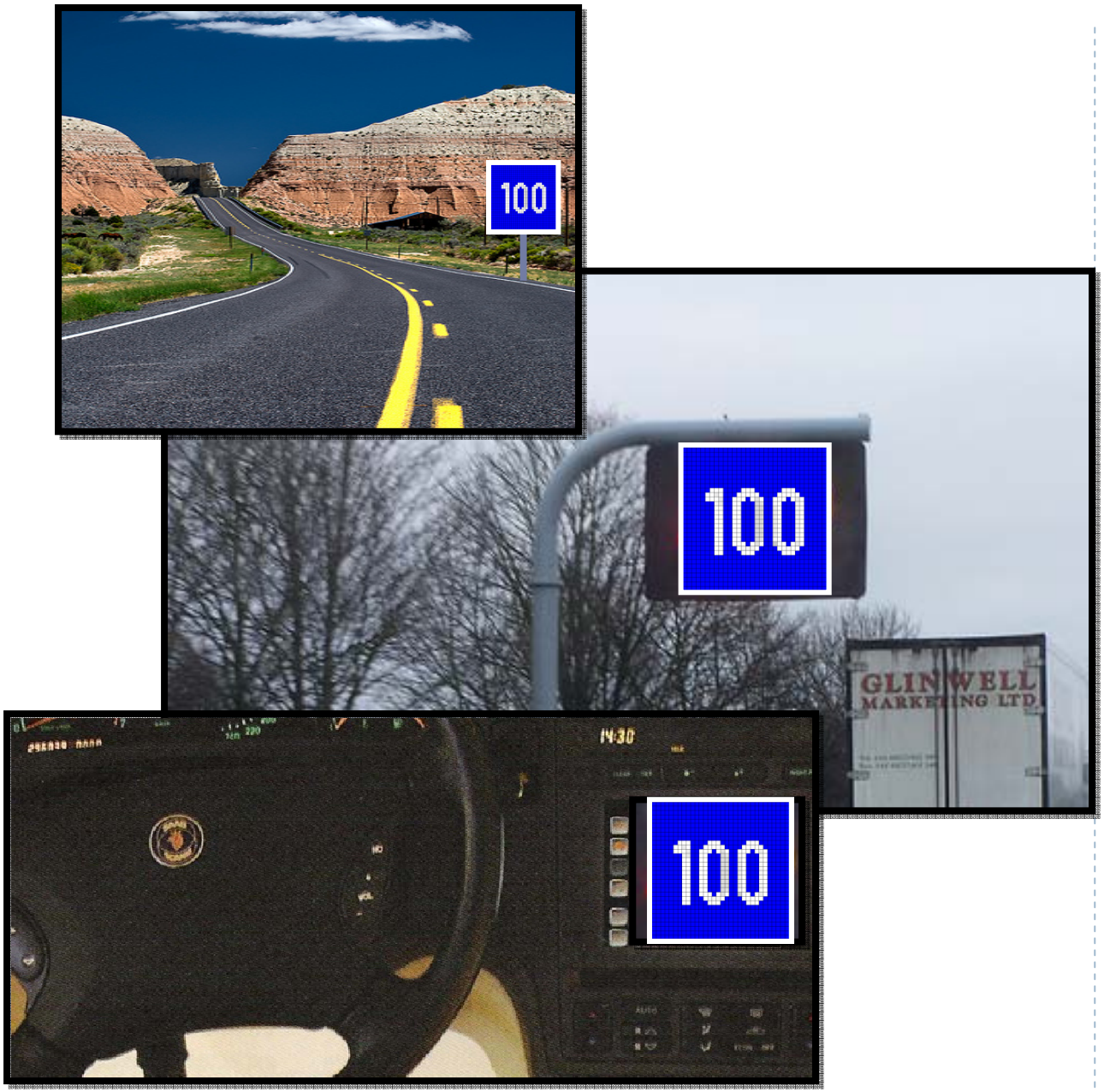
DIFFERING

REFERENTS

REASONS FOR 3 AXIS

MAKING THE MOST OF **FULL MATRIX** VMS:

AN EASY TRANSFER PLATFORM OF "CORRECT" WP.1 DESIGN STYLE



REASONS FOR 3 AXIS

MAKING THE MOST OF **FULL MATRIX** VMS:

NEED TO ***HARMONISE*** *SIGNS THEMSELVES*

CONTENTS

THE THIRD BUILDING BLOCK FOR THE 1968 CONVENTION: SLOW PROCESS

ROAD MARKINGS

POSTED SIGNS

ELECTRONIC SIGNS

Traffic lights, traffic signals VMS

IN-VEHICLE

WAY FORWARD: PROGRESSIVE SCENARIO

- Fill in the gaps **progressively** on due time:
  - Reform following a piecemeal basis
  - Consider main issues, main pictograms, elevate proposals, etc.
- References **to follow**:
  - Previous work done by the Small Group on VMS
  - CEDR document (issued 2009)
  - Work done by ES4 (also ES4 Guidelines)
- References **to be monitored**:
  - EsOP (Nomadic and in-car displays)
  - ISO standards, etc.

WAY FORWARD: PROGRESSIVE SCENARIO

1. Keep on work on VMS as the **main** contemporary electronic signing device
    1. Look after the correct transference of design principles (previously applied to posted signs) to VMS
2. Be aware of **transference possibilities** of electronic signing coined for VMS (full matrix) to other electronic signage (notably, in-vehicle)
3. **Monitor** the key points on the **evolution** of road **signs** displayed **in-vehicle**
    1. Specific work plan for in-vehicle electronic signage
    2. Identify the signs that will most easily brought to in-vehicle
    3. Propose signs according to WP.1 design style
    4. Worry about structure and development of legal bindings