

Integrating the User Perspective in Planning for Smart Cities



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How does technology map to behavior?





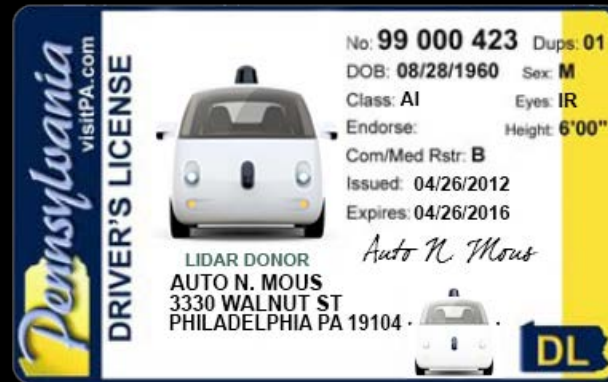
How do you make transportation decisions today,
and how might that change in the future?



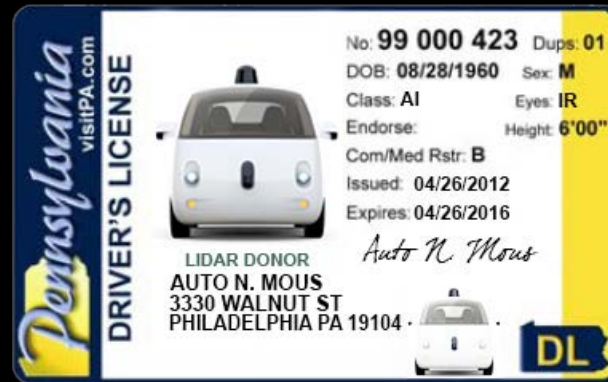
Smart City and Infrastructure Components



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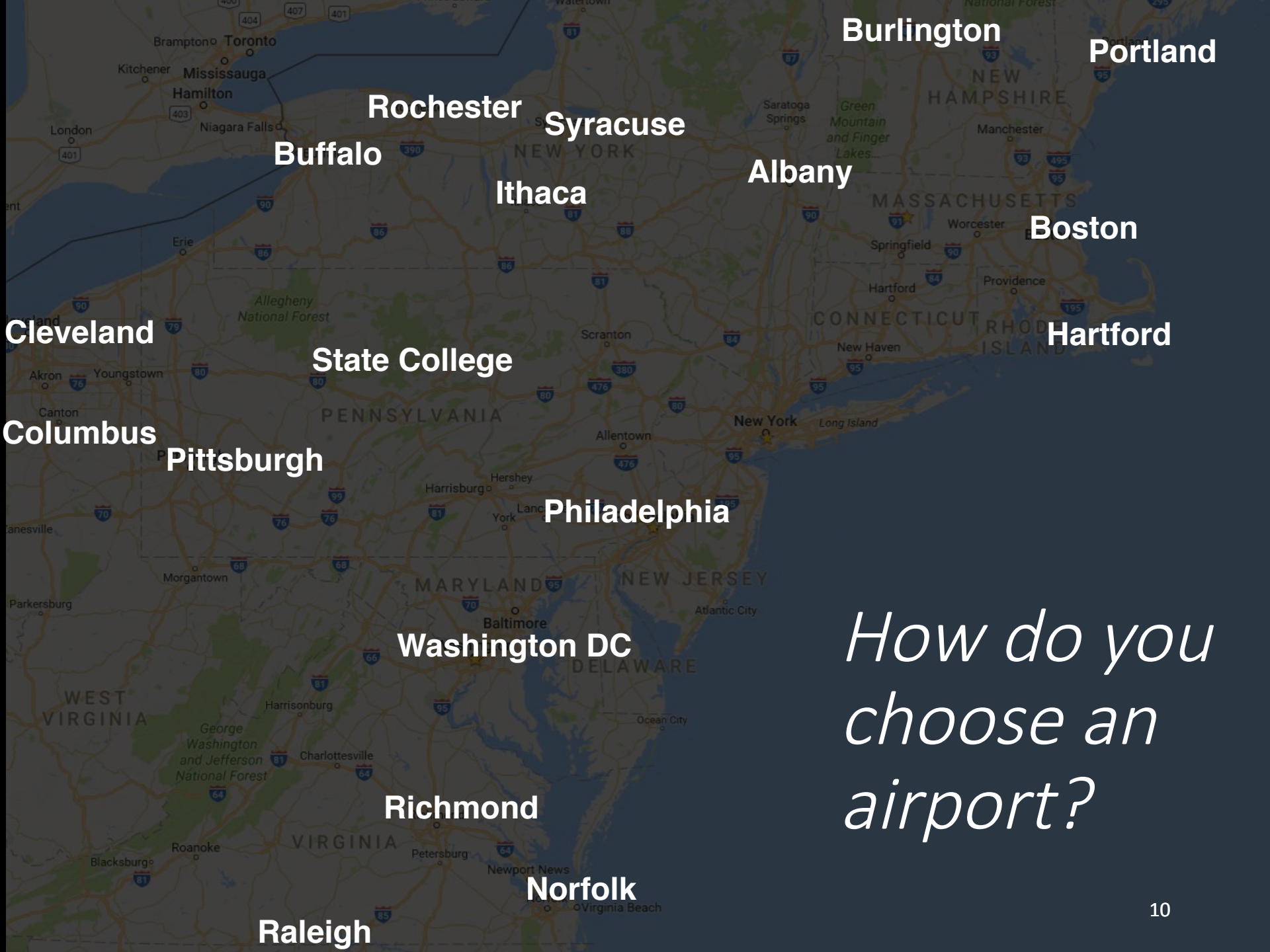


Smart City and Infrastructure Components



Integrating the User Perspective in Planning for Smart Cities

- Intercity transportation
- Local urban transportation



Burlington

Portland

Rochester

Syracuse

Buffalo

Ithaca

Albany

Boston

Hartford

Cleveland

State College

Columbus

Pittsburgh

Philadelphia

Washington DC

Richmond

Norfolk

Raleigh

*How do you
choose an
airport?*

Drive

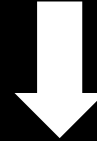
Access car



Drive to destination

Flight

Access airport



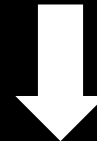
Security and wait at gate



Fly on plane



Deplane and wait for luggage



Travel to destination

Flexibility

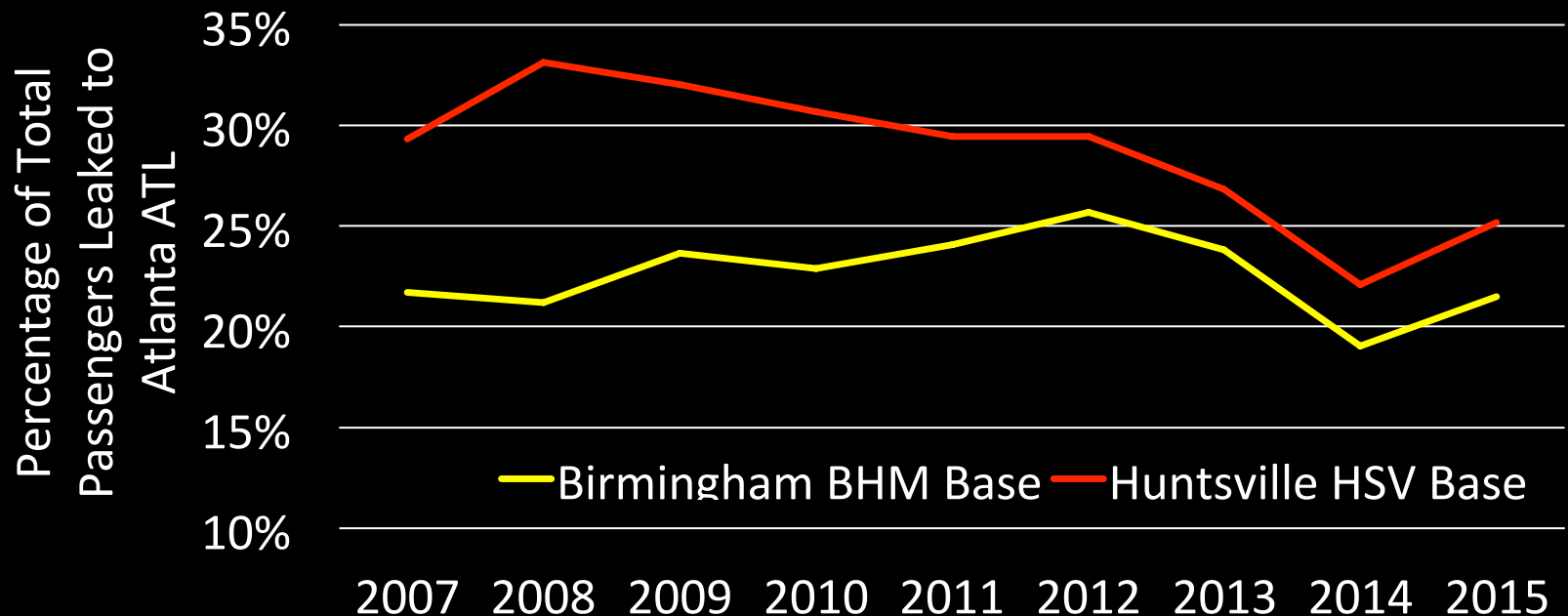
Productivity

Predictability

Autonomous Vehicles



Even today, without smart infrastructure, passengers don't use their home airport





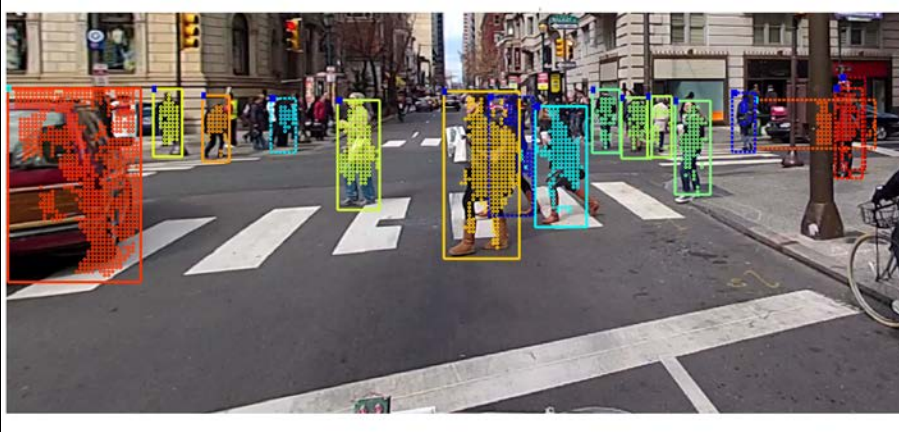




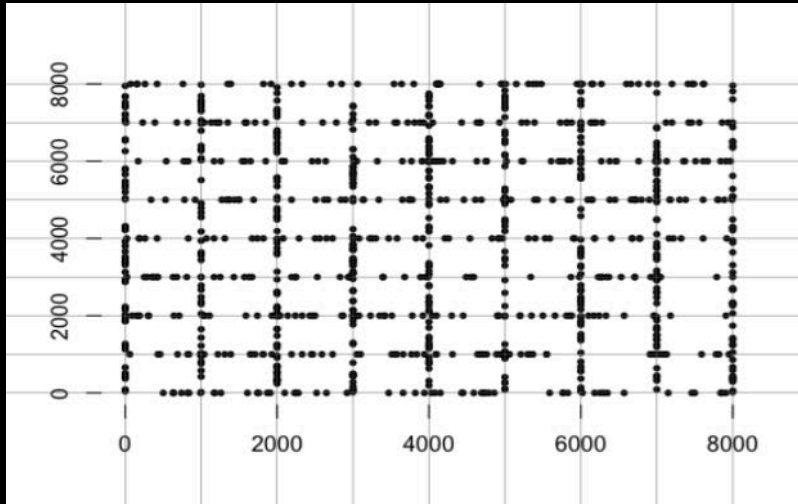
Will Autonomous Driving be Safe for Pedestrians and Cyclists?

- Will people walking or biking change the way they cross streets or use bike lanes because of autonomous vehicles?
 - Two sides of this question:
 - Will the autonomous vehicle sense pedestrians and cyclists?
 - Will pedestrians and cyclists change their macro and micro behaviors with autonomous vehicles?

Pedestrian Sensing Vehicles and Predicting Pedestrian Behavior



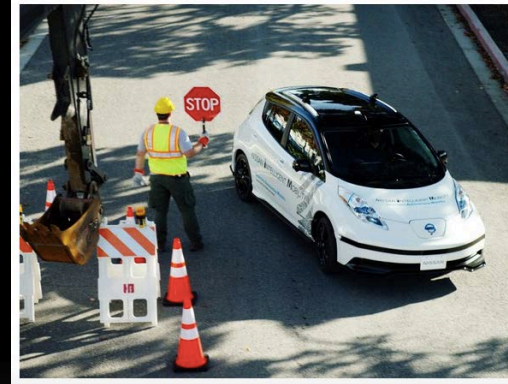
Pedestrian Impact on the Network with Connected Vehicles



Pedestrian and cycling impact on the distribution of vehicles

Remote
piloting for
urban conflicts

NISSAN'S PATH TO SELF-DRIVING CARS? HUMANS IN CALL CENTERS



Are our infrastructure planning processes ready for intelligent infrastructure?

New runways across the U.S.

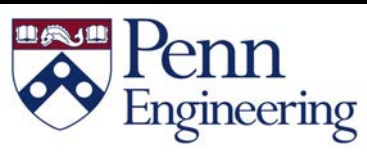


Disjointed urban infrastructure



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