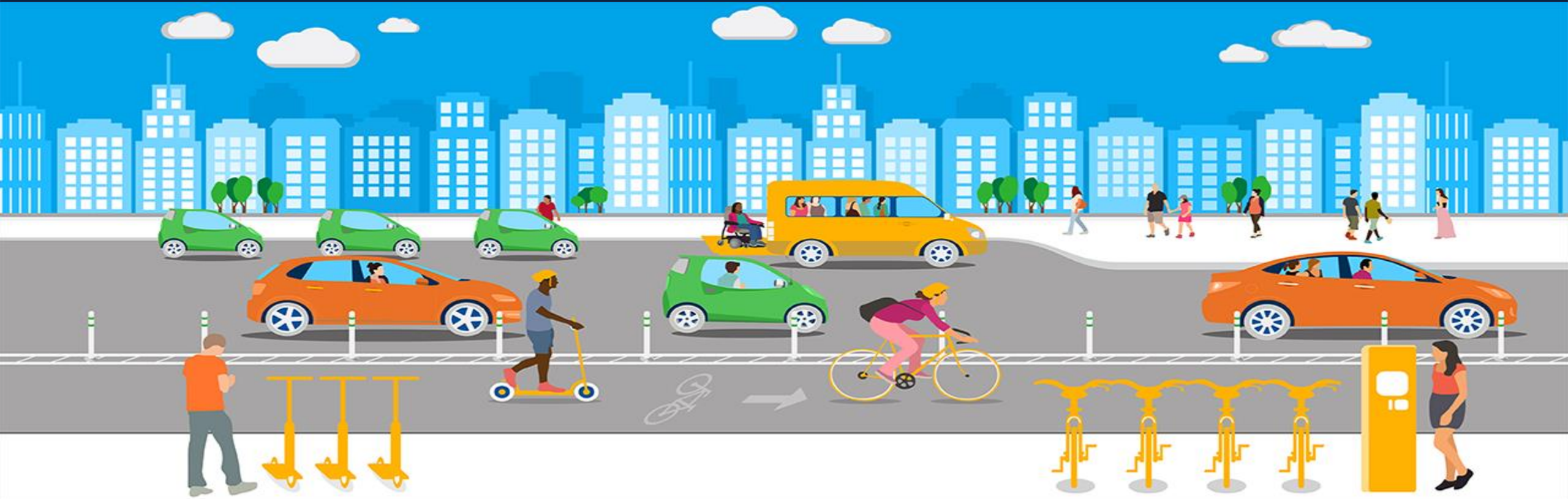


U.S. DEPARTMENT OF TRANSPORTATION



Roshan Desai

- US-ASEAN Smart Mobility Program Manager



US-ASEAN SMART MOBILITY PROGRAM

**Phnom Penh, Cambodia – Boston, Massachusetts
Johor Bahru, Malaysia – Portland, Oregon
Phuket, Thailand – Las Vegas, Nevada
Jakarta, Indonesia – Los Angeles, California**

OPPORTUNITIES, NOT CHALLENGES

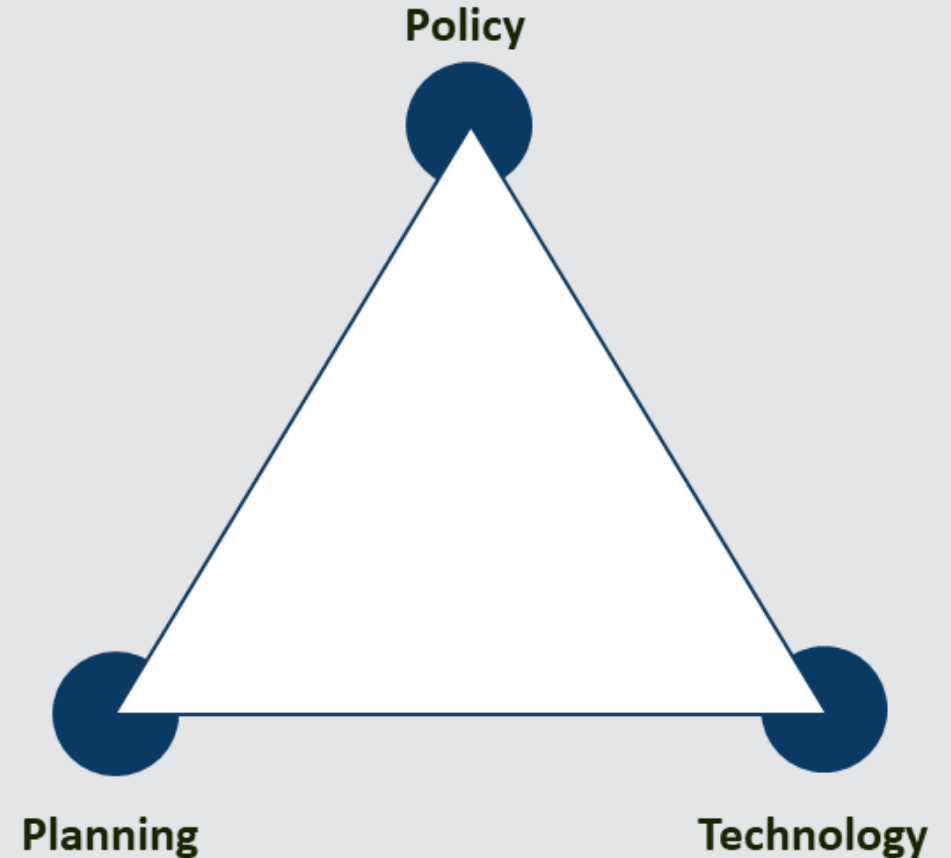
HOW DO WE
MOVE MORE
PEOPLE
WITH LESS
CARS THAT:

- TAKES LESS SPACE
- LOWERS PUBLIC COST
- DECREASES POLLUTION
- FEWER EMISSIONS
- BETTER INTEGRATED MOBILITY AND TRANSIT SPACE
- HEALTHIER SOCIETY
- LIVABLE CITIES



APPROACH

- Developing **transportation policy** for results.
- **Transportation planning** to guide smart cities, and account for mobility technologies to accomplish goals around resiliency, sustainable transport, equity and so forth.
- Integrating **mobility technologies** in sustainable transportation systems.
- Achieved through a **PARTNERSHIP-BASED** development.



Phnom Penh – Boston: COMPLETE STREETS FOR ALL USERS

Vision

- Support the safe, equitable, and effective use of the streetscape by all users by exploring tactical urbanism approaches that seek to re-imagine sidewalk, curb, and street design

Completed Tasks

- Identified a target corridor segment for a Complete Streets redesign effort based on existing mobility data and public sector goals

Outcomes

- Redesign plans and public engagement materials
- Toolkit for complete streets redesign, including data collection framework



Johor Bahru – Portland: BUS RAPID TRANSIT and DATA-DRIVEN DECISION MAKING

Vision

- Connect citizens with governments to support the development and operations of each city's BRT system
- Enable effective evaluation on how BRT can help improve equity and address income disparities

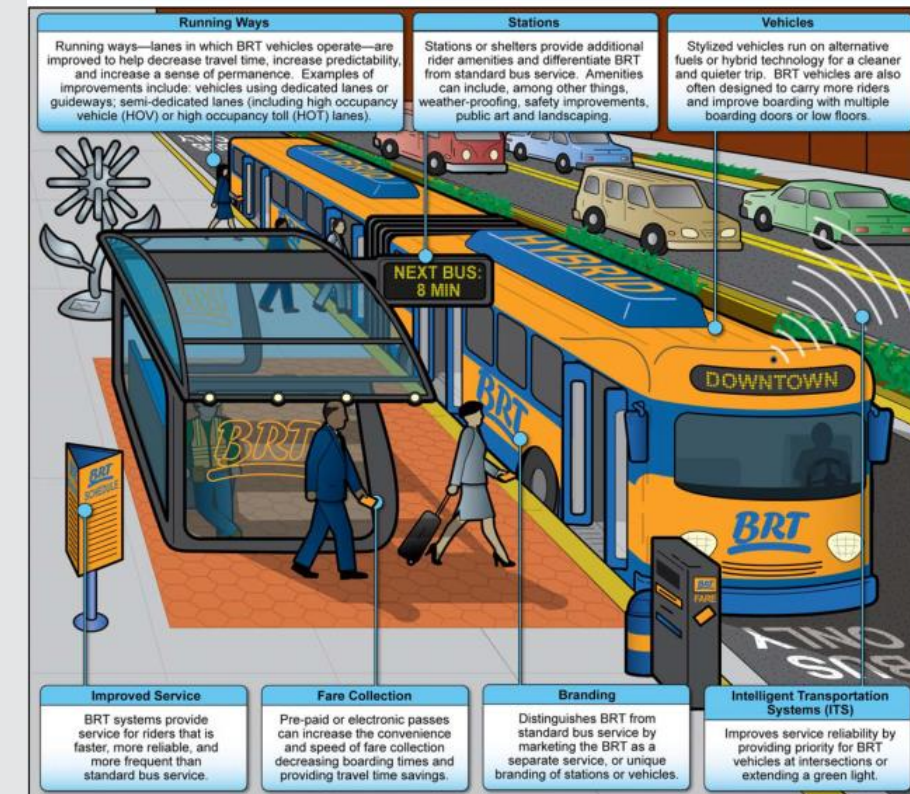
Completed Tasks

- Narrowed project focus to data-driven decision-making for designing BRT stations, the surrounding areas, and related mobility services and infrastructure to maximize transit ridership
- Shared resources and best practices related to BRT planning, equity, and other mutual topics of interest

Outcomes

- Toolkit for designing and planning successful station areas that identify key attributes (e.g., pedestrian/cycling pathways, parking, micromobility/microtransit, land use), stakeholders, and strategies/regulations/laws to support BRT systems

Figure 1: Characteristics of Bus Rapid Transit



Source: GAO analysis of bus rapid transit research.

Phuket – Las Vegas:

GLOBAL VISITOR MOBILITY MARKETING PLAN

Vision

- Improve the mobility of visitors and residents by providing safe, effective, and desirable transportation options

Completed Tasks

- Compiled existing data and identified gaps for understanding traveler behavior
- Began developing detailed traveler personas to help target planned interventions

Outcomes

- Toolkit for understanding visitor characteristics and motivations and associated mobility solutions and marketing strategies



Jakarta – Los Angeles: TNC INTEGRATION for COMPLETE TRIPS

Vision

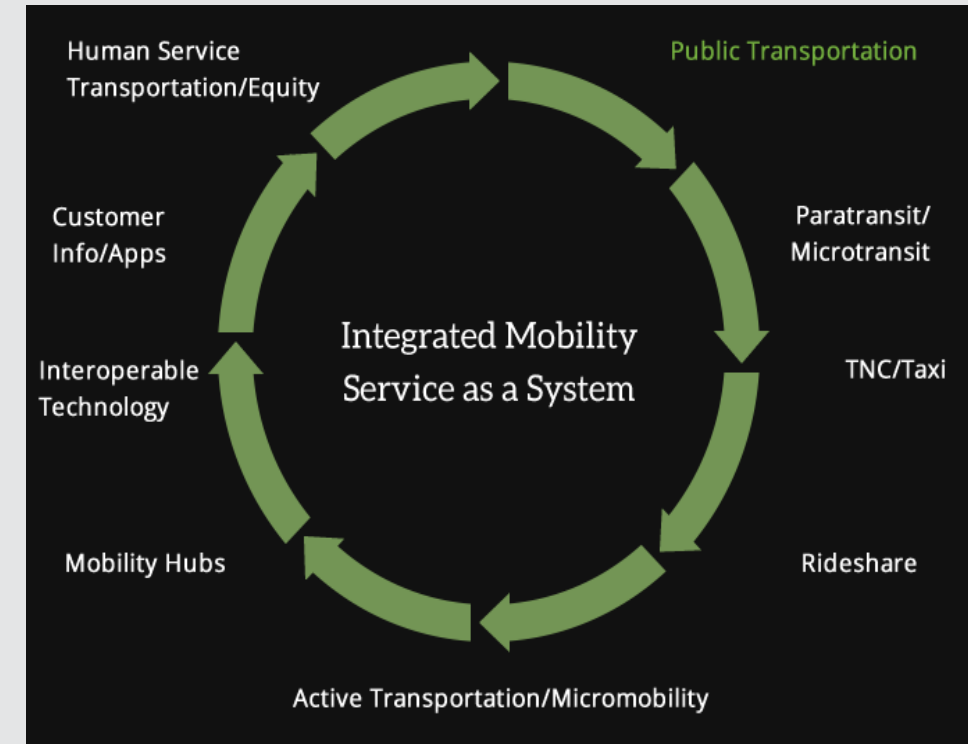
- Reduce congestion and greenhouse gas emissions by creating a safe, seamless, and equitable integrated mobility network

Completed Tasks

- Developed a roadmap outline for multimodal interoperability
- Shared resources and best practices related to goal-setting, policy and planning processes, data sharing and management, contract negotiation, equity, and other areas of mutual interest

Outcomes

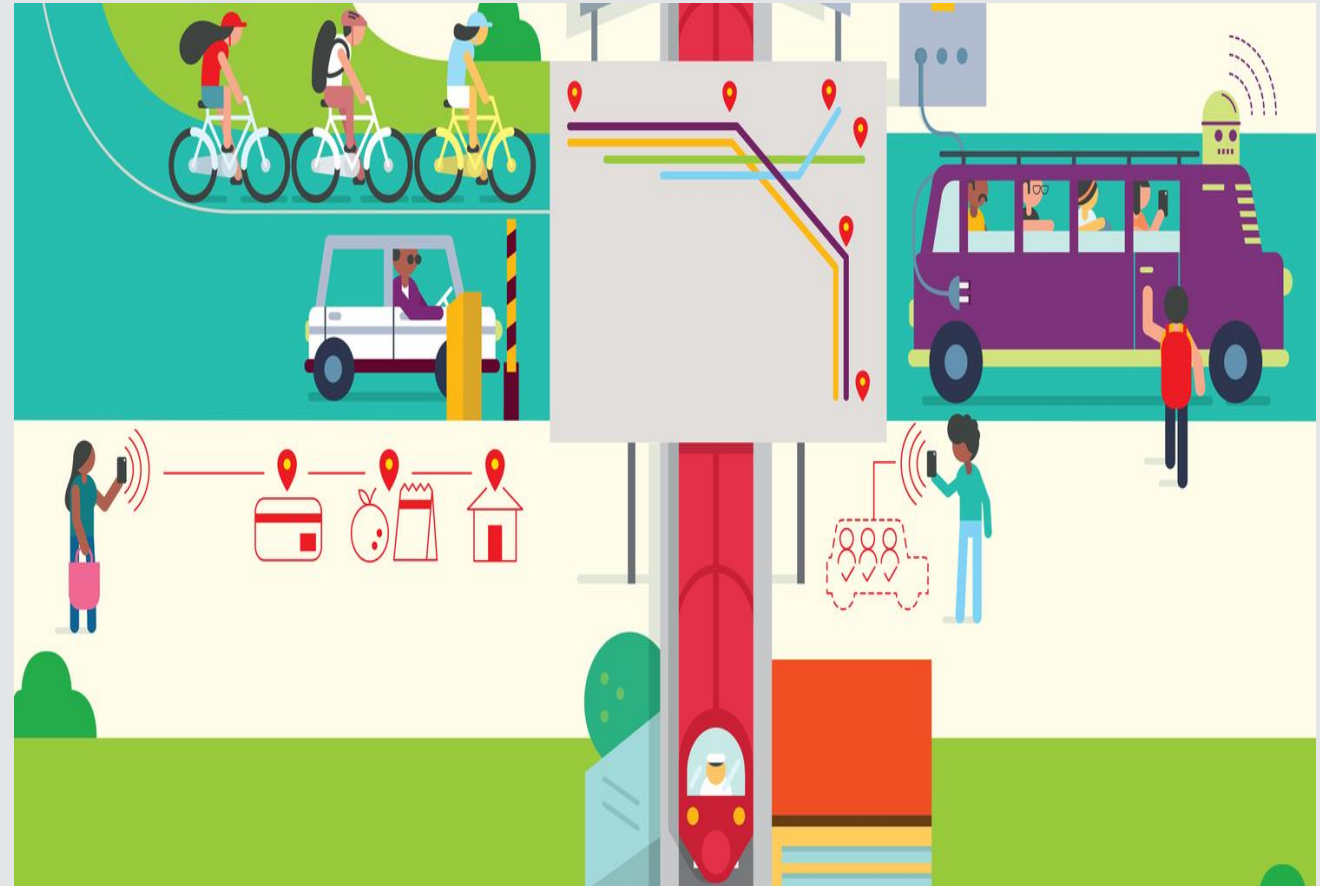
- Toolkit to synthesize resources and lessons learned related to TNC integration and multimodal interoperability



WHAT ARE WE LEARNING

We need a
FUNDAMENTAL change
in:

- How we **move**
- How we **design**
- What we **prioritize**
- How we assess “**value**”



WHAT ARE WE LEARNING

A SMART CITY is:

- **NOT** about A.I., Sensors, latest tech
- **NOT** about a “war on cars”
- **ABOUT** developing a better city, where people can move freely and safely, in a way that is equitable and sustainable



PROGRESS THROUGH PARTNERSHIPS



THANK YOU

U.S.-ASEAN SMART MOBILITY PROGRAM

U.S. DEPARTMENT OF TRANSPORTATION

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