



SMUSM

BOBBY B. LYLE
SCHOOL OF ENGINEERING

The Future of Urban Mobility: Opportunities and Challenges

Khaled Abdelghany, Ph.D.

Professor

Department of Civil and Environmental Engineering

khaled@lyle.smu.edu

November, 2018



SMU BOBBY B. LYLE
SCHOOL OF ENGINEERING

Outline:

- **A Historical Review**
- **Emerging Concepts and Technologies Shaping the Future of Urban Mobility**
- **An Overview of Transportation Research Activities at the Bobby B. Lyle School of Engineering**

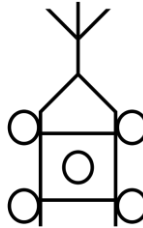
The start of the mobility story ...

The Bronocice Pot

Discovered in Poland in 1974-1976

Dated to around 3400 BC

Image of the oldest well-dated representation of a four-wheeled vehicle in the world



The earliest evidence of wheeled vehicles in Europe and the Near East

JAN ALBERT BAKKER, JANUSZ KRUK, ALBERT E. LANTING & SARUNAS MILINSAUSKAS*

The earliest evidence of wheeled vehicles dates to the Funnel Beaker (TRB) culture in Europe and the Late Uruk period in the Near East. Results of excavations and ¹⁴C determinations from Poland, Germany, Iraq, Syria and Turkey suggest that the appearance of wheeled vehicles was contemporary in Europe and the Near East.

Key words: wheeled vehicles, ¹⁴C dating, Europe, Near East, pictographs, Uruk Umma, Uruk, Bronocice II, Poland, Funnel Beaker, Neolithic, Chalcolithic

Introduction
The appearance of wheeled vehicles in Europe and the Near East during the 4th millennium BC is a major socio-economic development. In the past, eminent archaeologists such as Childs (1951), Fagan (1979, 1982) and, more recently, Steinhilber (1981, 1997) have argued for diffusion of wheeled vehicles from the Near East to Europe. In contrast, other archaeologists as e.g. Hinzler (1992) and Nutton (1996) stressed the local development of wheeled vehicles in Europe. The question of diffusion versus independent development is an old issue in archaeology. Judging by the archaeological data in the 1990s, it seems that wheeled vehicles developed more or less simultaneously or diffused very fast from Mesopotamia to Europe. We discuss the latter possibility. It is difficult to explain how this technological transmission occurred in the 4th millennium BC, but Europe and the Near East were never isolated from each other during this period. First we will discuss the Near Eastern data from Uruk, Uruk Umma and Anshan, then those from Bronocice and Funck in Europe (FIGURE 1).

Wagon pictographs from the Late Uruk and related Near periods
Until recently it seemed that the wagon pictographs inscribed on clay tablets from the protohistoric Sintas pincina, level IVa of Uruk-

Warka, Iraq (FIGURE 2; Falkenstein 1930: 56, signs 743-745 = Gross & Nissen 1987: 220, signs 244) had chronological priority over evidence from elsewhere, though their absolute date was somewhat problematic (c. 3200-3100 BC; Lanting & Crutwell 1979, 1981; Dy 1993). A radiocarbon determination on burnt cedar roof beams of Temple C, at level IVa, was published by the Heidelberg laboratory as 2815±85 BC (Lanting 1993: 20, 173, or 2765±85 BC; see TABLE 1 and FIGURE 3).^{1,2}

1. The so-called Anshan Levels, from the late Uruk period on the virgin soil up to and including the Early Eneolithic period, of the area of the Sintas pincina at Uruk were dated to 3100-3000 BC by seven radiocarbon dates from top to bottom. In 1979, Falkenstein ascribed the wagon tablets with wheel traces to level IVa, which is here was changed into IVb (Lanting 1996: 13). (It is the last stage of late Uruk in the Sintas pincina, which ends with the burning down of Temple C. The subsequent level III is the earliest evidence of late Uruk here period.)

2. All radiocarbon determinations given in the text are 1 sigma calibration ages, ±1σ in the case unless otherwise stated (TABLE 1 and FIGURE 3).

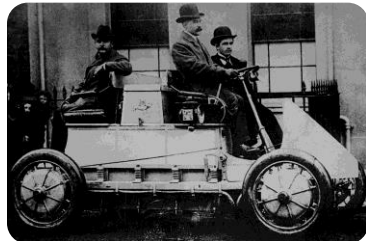
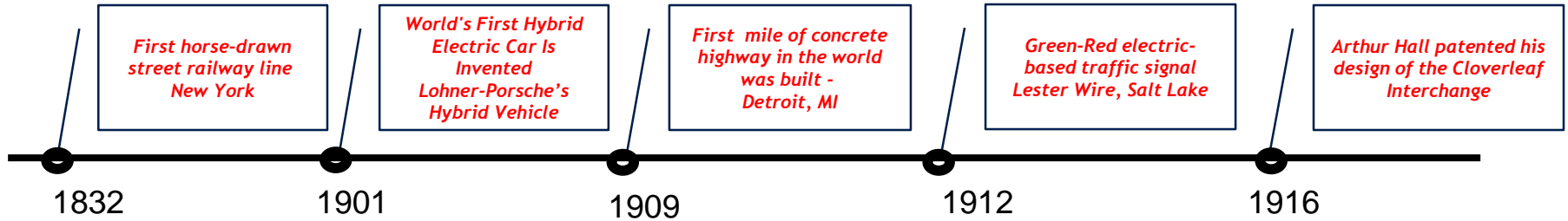
3. The calibration is Yata 1, FIGURE 1 and the text define 2. The calibration is Yata 2, FIGURE 1 and the text define 2. The calibration is based on the nearest calibration curve, INTCAL98 (Stuiver & Reimer 1998) or, in the case of radiocarbon dates of the relevant BCE, radiocarbon determinations of Bronocice which were based on the same database (MILINSAUSKAS, unpublished data 2004 & MILINSAUSKAS 2006: table 1, Part 1 & MILINSAUSKAS 2006: table 2, Part 1). Calibration of the radiocarbon dates of Part 1 & Part 2 (MILINSAUSKAS 2006) was undertaken by calculating the uncalibrated ages BP age with an error of 0.1-0.3, for 2 (median) cal BC in Yata 1.

* Baltic Archaeological Centre of Jastarnia University (BAAC), Sopot-Neurogrodzki 120, 81-115 Jastarnia, Sopot-Neurogrodzki, Kościuszki Institute for Archaeology & Ethnology, Polish Academy of Sciences, 31-004 Kraków, ul. Szlakowicka 17, Kraków; Lanting, Institute for Archaeology of Chengde State University (ICSA), Puyuguan 6, 67111 Chengde, Hebei-Province, Milinuskas, Department of Anthropology Elliott Campus, State University of New York, Buffalo NY 14221-0001, USA. Received 18 November 1998; accepted 3 January 1999; revised 28 August 1999. Antiquity 73 (1999) 739-86.

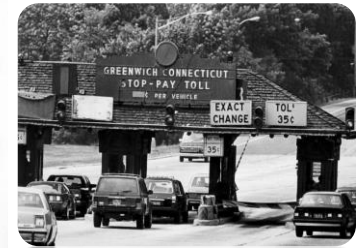
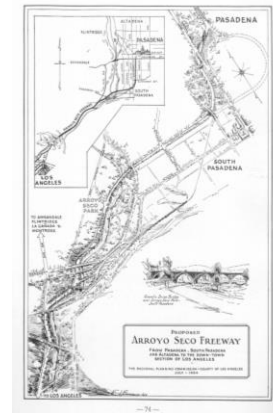
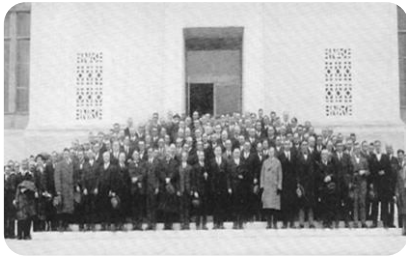
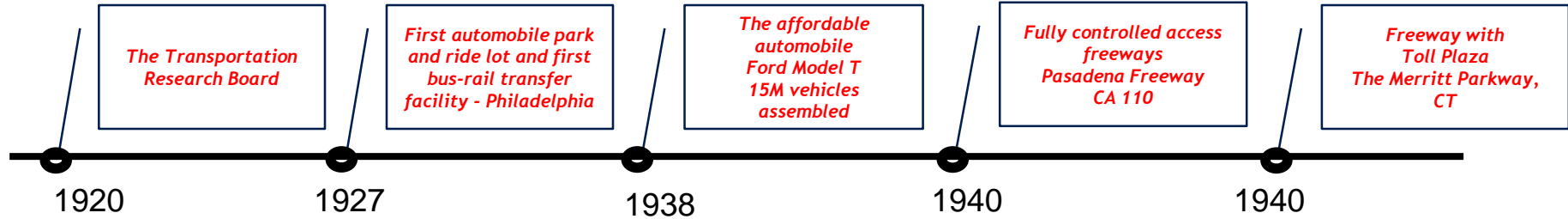
There has been always a room for bold ideas ...



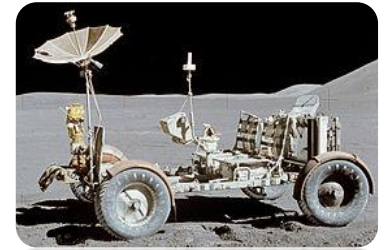
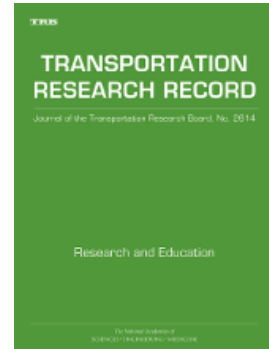
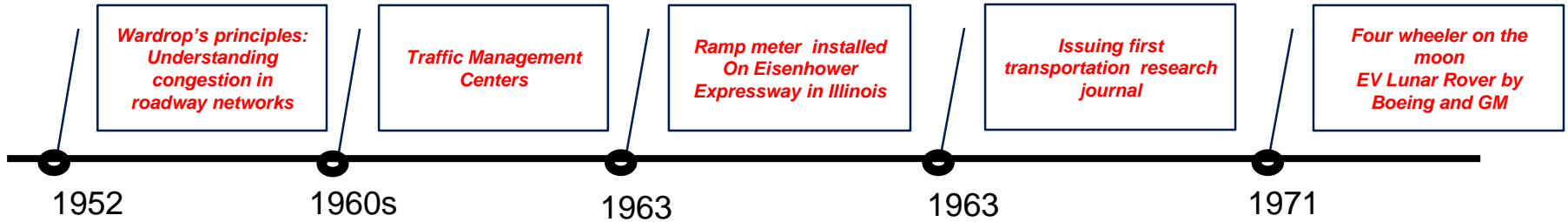
There has been always a room for bold ideas ...



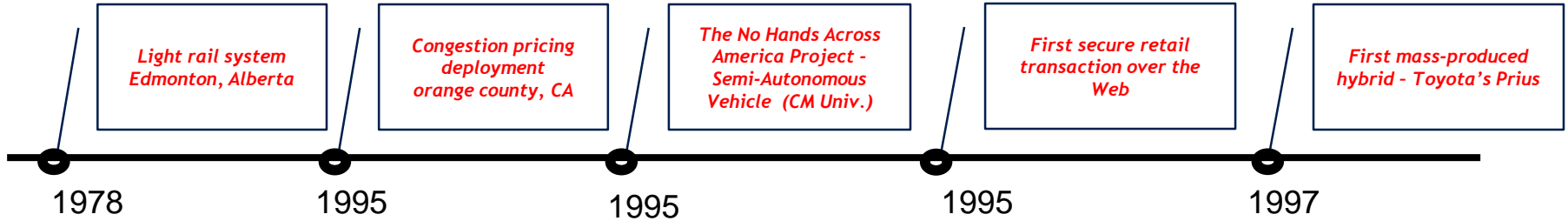
There has been always a room for bold ideas ...



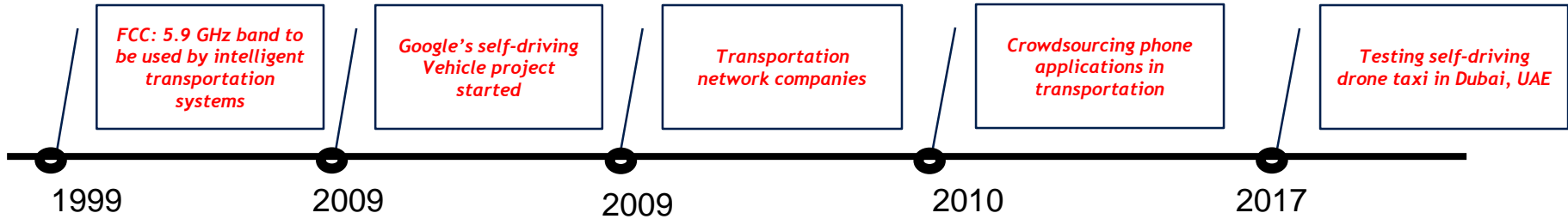
There has been always a room for bold ideas ...



There has been always a room for bold ideas ...



There has been always a room for bold ideas ...



Reflecting on the Past ...

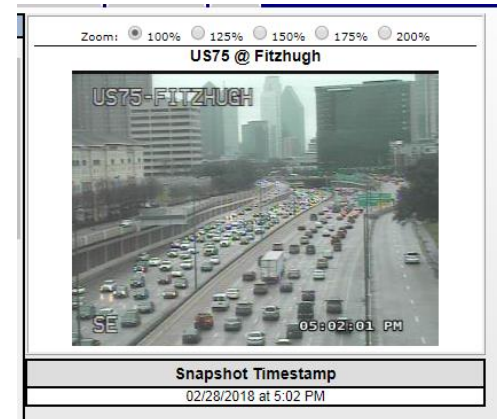
- Good ideas were adopted at a very large scale.
- Across-domain technology transfer frequently occurred.
- Moore's law seems to apply.

Q1: Was it hard to anticipate most mobility-related problems that we are facing today?

Q2: Was it possible to consider better policies to avoid today's congestion problems?

The Cost of Traffic Congestion

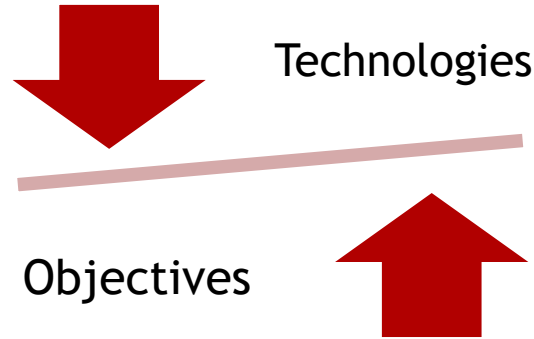
- Congestion is estimated to cost U.S. motorists about **\$300 billion** yearly
- Traffic jams cost U.S. drivers an average of **\$1,200** a year in wasted fuel and time



Driving Forces...

Objectives

Efficiency
Safety
Reliability
Sustainability
Equity
Resiliency
Security



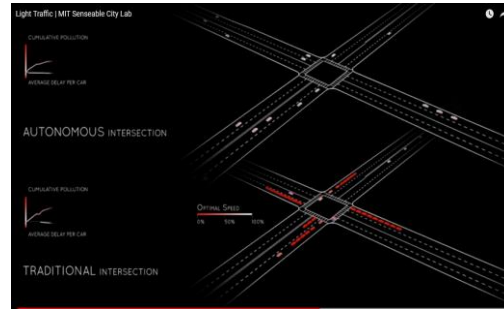
Technologies

Robotics
Machine Learning
Analytics
Cloud Computing
Electrification
Communications
Surveillance
V/A Reality
Shared Economy
Personalization

More Automation ...



New In-Vehicle Experience



Autonomous Intersections



Efficient Platooning
Automated Highways

Self-Driving Vehicles & Self-Managing Infrastructure

From 2D to 3D & Faster ...



Traffic Straddling Bus



Flying Taxi



Hyperloop Systems




**High Speed
Monorail
skyTran**

**Truck-
Drone
Integration**



More Shared Economy...



Learn about Zipcar rates.

Pick the plan that's right for you. Once you've joined, you can reserve cars by the hour or day. Driving rates vary by city and car model. (You guessed it, fancy cars are a little more.)

Membership from: **\$7/mo** or **\$70/yr**

Driving rates from: **\$8-10/hr**

Car/Bike Sharing



Ride Sharing

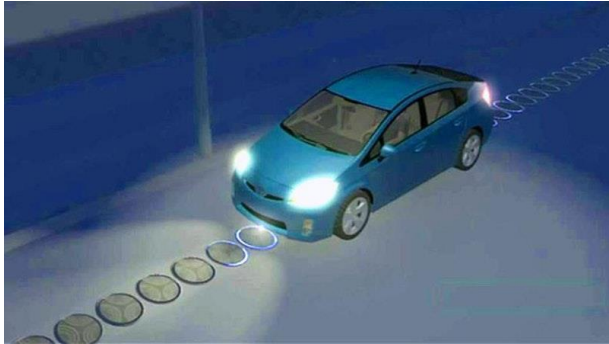


Parking Sharing



Information Sharing (Crowdsourcing)

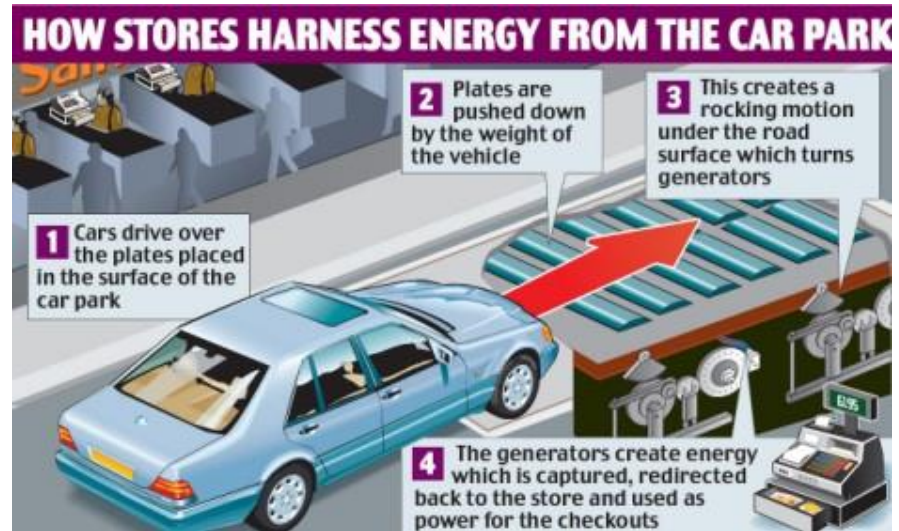
Transportation Electrification ...



Wireless Vehicle Charging



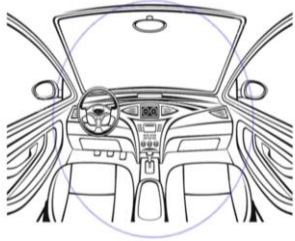
Renewable Resources



Energy Harvesting

More Personal ...

- ✓ number of occupants
- ✓ tone of their voices
- ✓ body language
- ✓ facial expressions
- ✓ choice and volume of music



More than a machine, a partner.

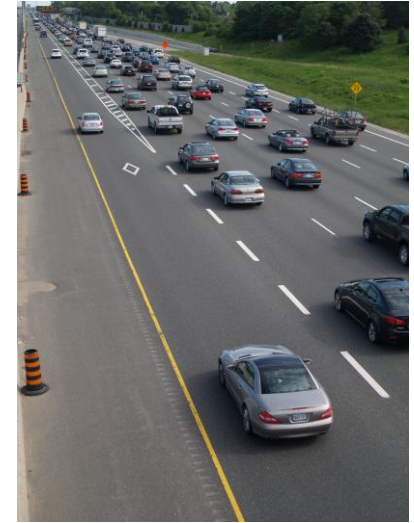
The leader of our CONCEPT-i Series, TOYOTA CONCEPT-i uses artificial intelligence to connect with its driver—learning, protecting and inspiring them on the road ahead.



Human-machine interactions



Providing incentives for travel behavior change



Systems that allow capacity reservation

Living the Virtual World ...

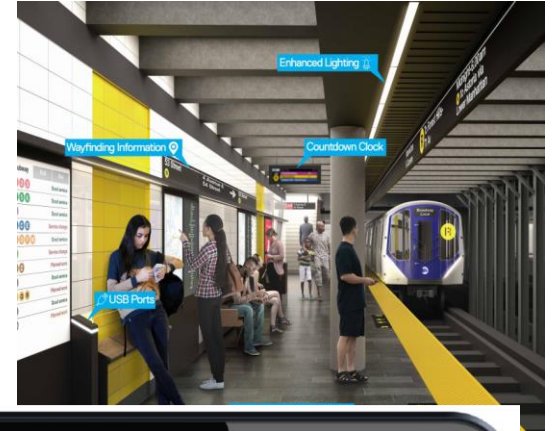


Future Download Seminar



Classroom of the Future

Augmented Reality for Advanced Traveler Information Systems



Business Models

The Amazon Model



Aggregator of Third-Party Services



Develop capabilities as a single point of access to services provided by third parties

The Apple Model



Deep Integration of Services



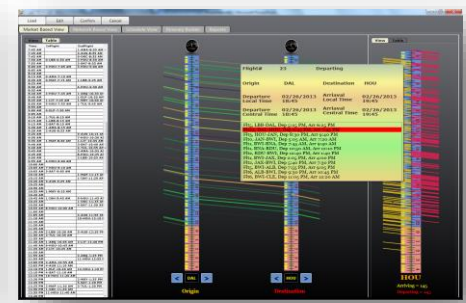
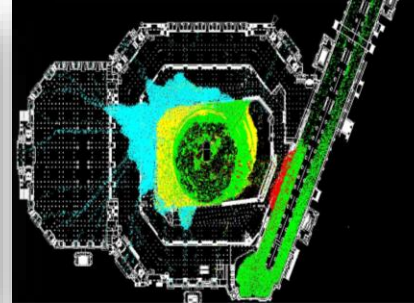
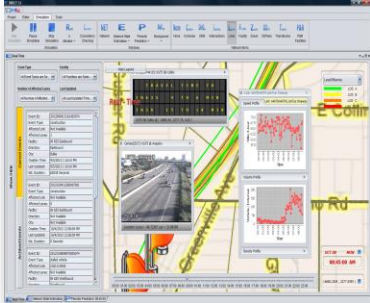
Develop capabilities to provide all services needed by the user to achieve seamless user experience



Research Highlights

Transportation Research Laboratory @ Lyle/SMU

Research Highlights



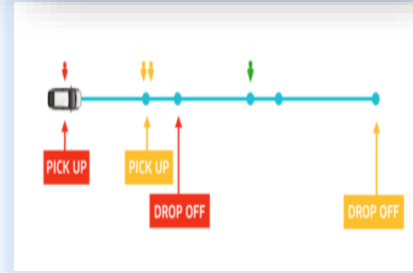
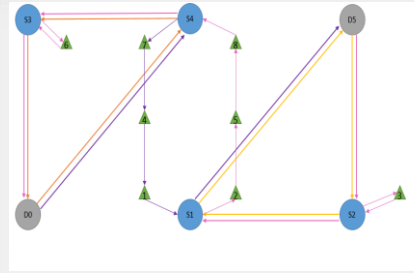
ITS/Real-Time Traffic Management Systems

Autonomous and Connected Vehicles

Crowd Dynamics in Mega Facilities

Airlines Strategic Planning and Operations Management

Research Highlights (Cont.)



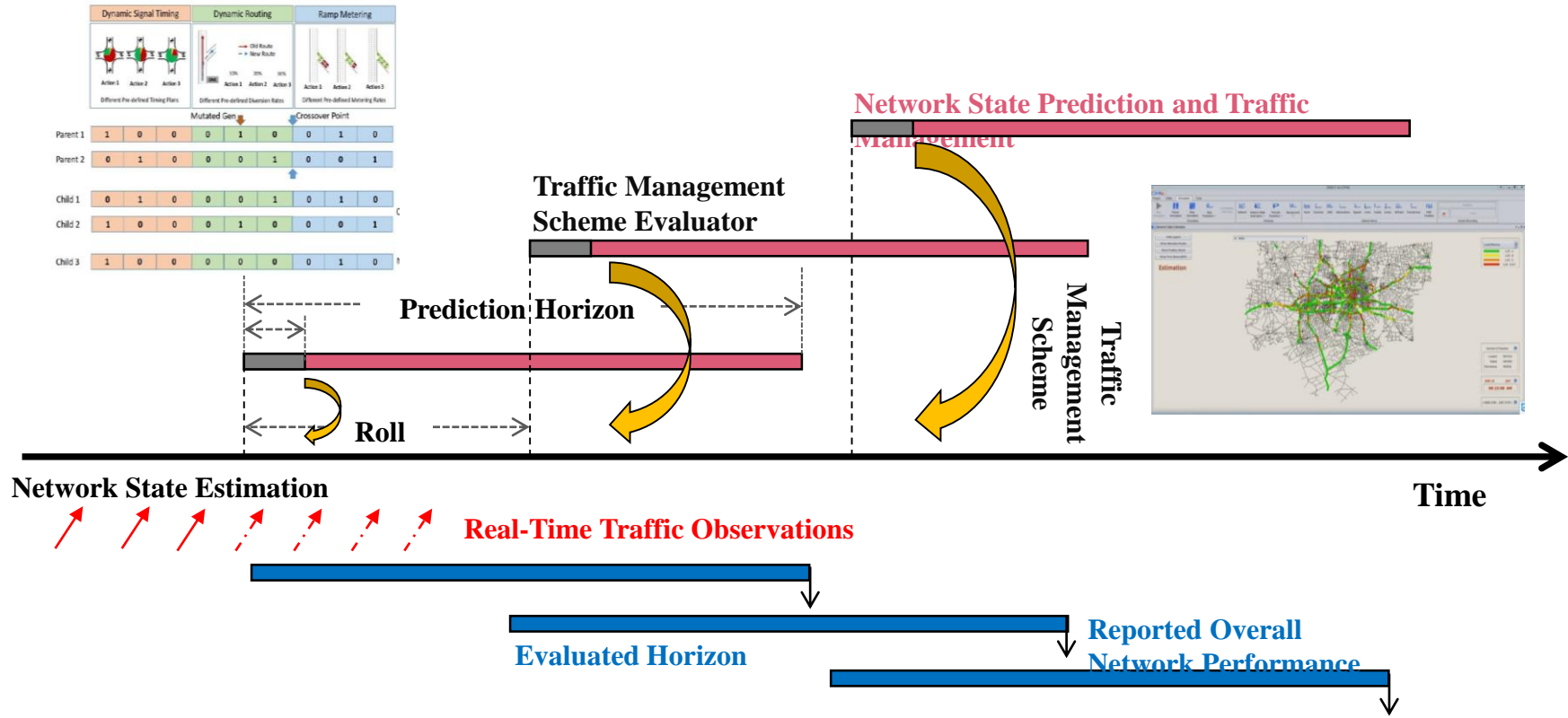
Score-Based Approach for Traffic Management

Integrated Truck-Drone Routing for Delivery Services

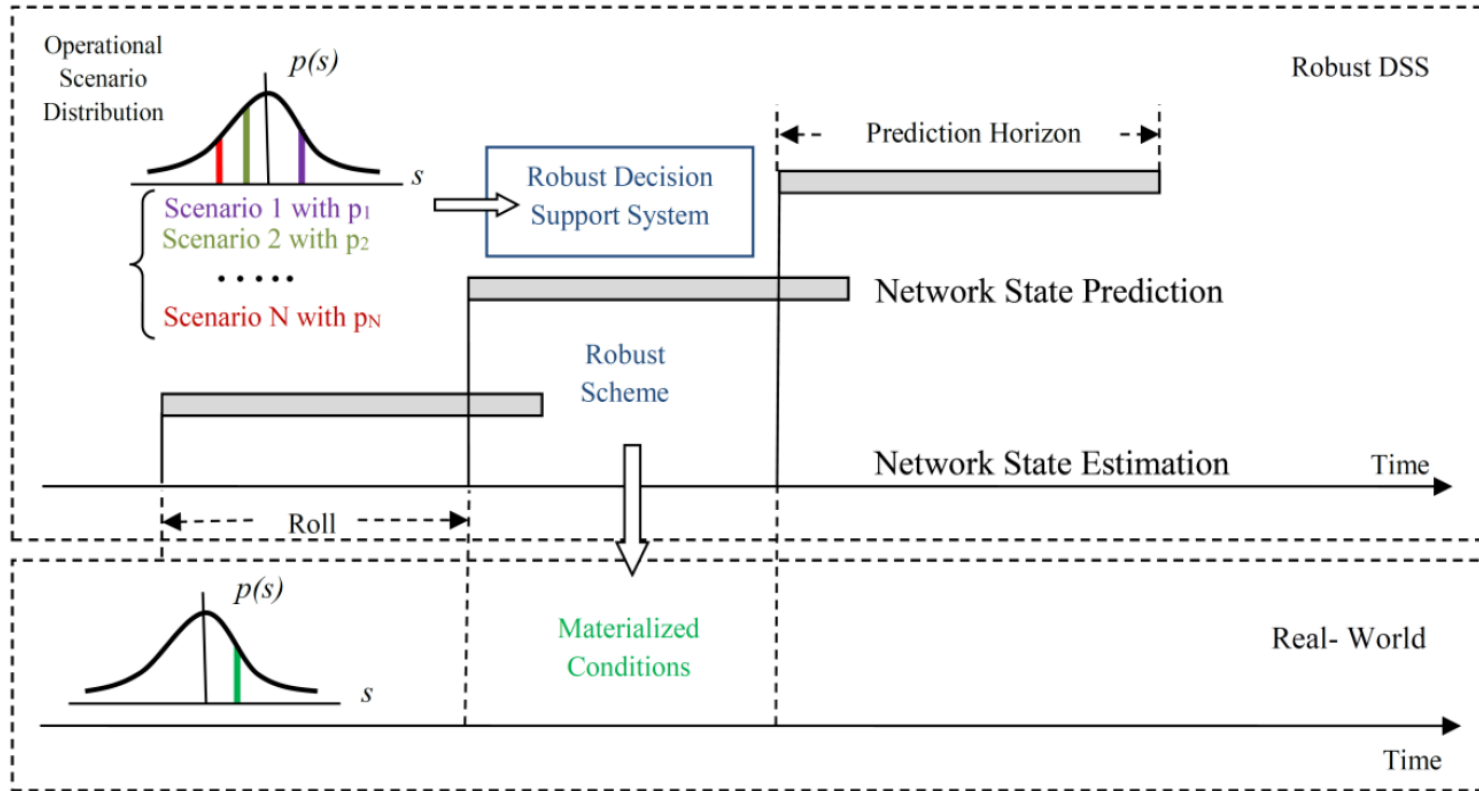
On-Demand Mobility: A Shared Economy Approach

Transportation Network Electrification

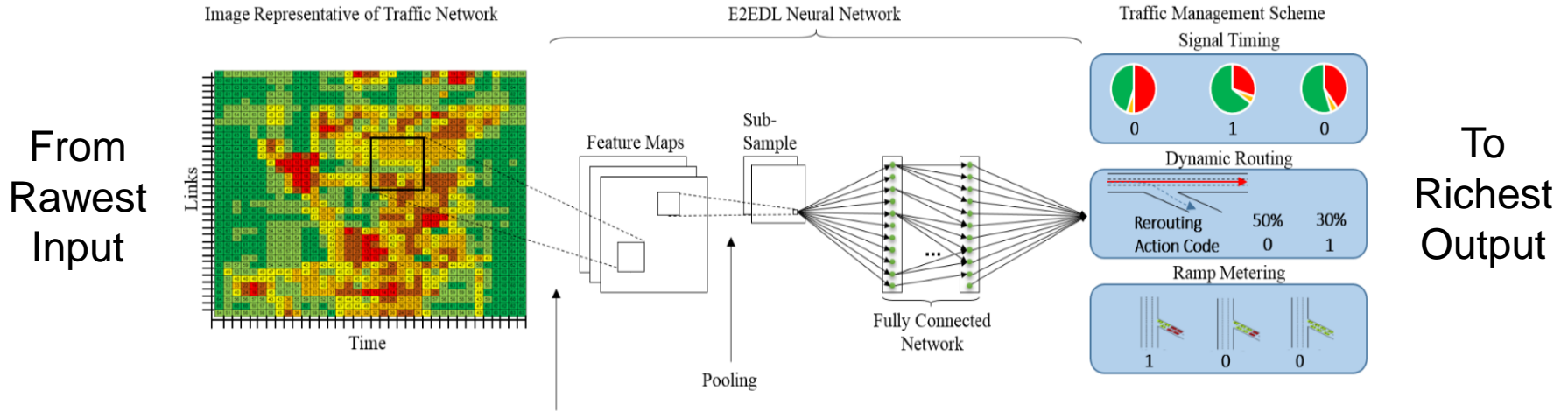
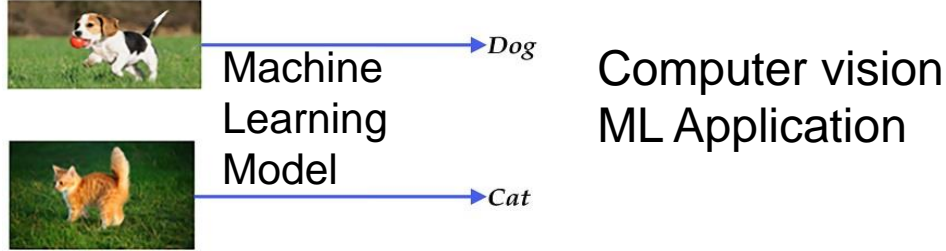
Real-Time Traffic Network Management Systems



DSS for Proactive-Robust Traffic Network Management

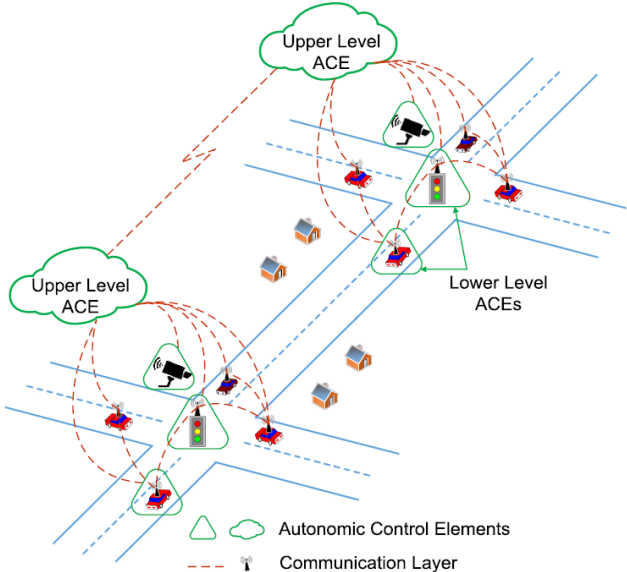
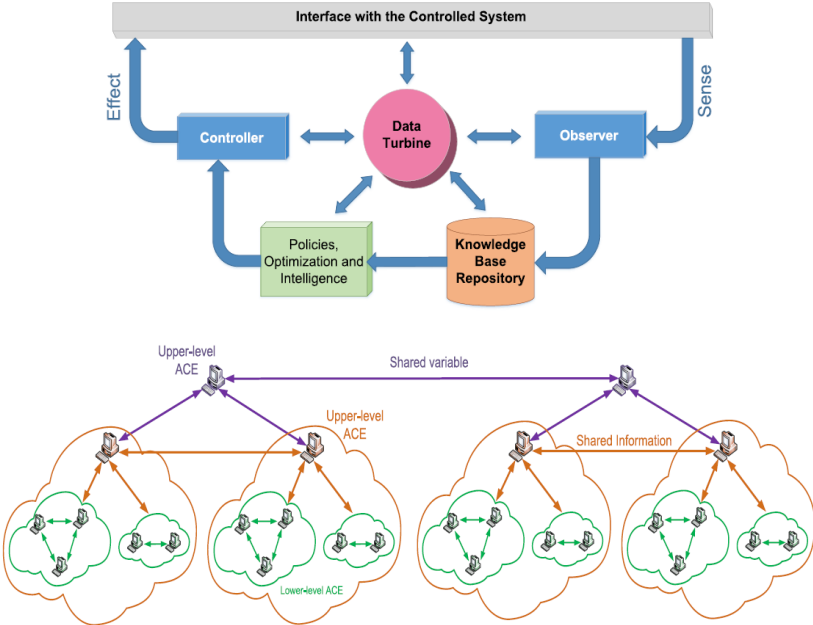


End-to-End Deep Learning for Traffic Management



Autonomic Architecture for Traffic Management

Moving the intelligence to the infrastructure side



Conclusion:

- **New concepts and technologies present great opportunities and also present great challenges.**
- **Increasing need for interdisciplinary education/training for the next generation of engineers and researchers.**
- **Great things are happening in the DFW area. However, we still have a lot of work to do.**

While being listed as the fifth most congested city in the U.S. is bad, not being on the top of the list as the most innovative city in fighting this congestion is even worse.

Thank You!!