

<b>UTC Project Information</b>	
Project Title	New Hybrid Multi-modal Spatial Prototypes Towards Resource and Social Sustainability
University	University of Michigan
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Funding Source(s) and Amounts Provided (by each agency or organization)	\$106,175: NEXTRANS Center/USDOT \$106,278.19: cost share Total Cost Share: \$106278.19 comprised of: Ford Motor Company. Existing URP / Alliance Grant Program Support awarded to the applicants: \$81,968.19 (including indirect costs) and \$24,310.00 contribution from SMART Gen. Fund (non-federal source).
Total Project Cost	\$212,000
Agency ID or Contract Number	DTRT12-G-UTC05
Start and End Dates	06/01/2015
Brief Description of Research Project	This work aims to address a key research gap: There has been extensive scholarship devoted to identifying, classifying and quantifying the conditions by which existing transportation infrastructures and system operation produce uneven access to services and needs relative to socioeconomic status and its spatialization. However, there has been little design-research undertaken to examine ways in which intervention within existing transportation infrastructures might strategically alter and / or improve the conditions of uneven access. Based on interviews with thought leaders globally and in the U.S., recent Rockefeller Foundation-supported work by SMART (Zielinski, Anand) has offered preliminary observations relating to how transport needs and conditions of the underserved (low income, growing seniors population, disabled) could be, and are being, more widely addressed by emerging multi-modal systems enhanced by new service models and information technologies. To date these emerging or “disruptive” systems, regionally customized and generally implemented through public-private innovation, have been associated with the shifting needs, preferences, and cultures

	<p>of the growing urban population at all income levels, including specifically the millennial demographic. However it now appears these disruptive systems-based solutions may have wider application across a broader demographic including the vulnerable and undeserved. Yet very little concerted physical design research and prototyping has been carried out to a) confirm these initial observations, b) support decision makers and practitioners and c) inform policy.</p> <p>The research question that this work will aim to address is: “what may be the ways and processes by which the physical and spatial assets of transportation systems themselves might be retrofitted, coupled, or hybridized with other systems not only to address the National Transportation Goals of Livable Communities, Environmental Sustainability and Economic Competitiveness, but also to positively impact Quality of Life for all users”.</p>
<p>Describe Implementation of Research Outcomes (or why not implemented)</p> <p>Place Any Photos Here</p>	
<p>Impacts/Benefits of Implementation (actual, not anticipated)</p>	

Web Links <ul style="list-style-type: none"><li>• Reports</li><li>• Project website</li></ul>	