

2026年3月7日
東京大学 本郷キャンパス

公共交通オープンデータ最前線2026

MobilityData Vancouver Workshop 参加報告

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日本バス情報協会 代表理事
MobilityData Board Member

MobilityDataによるイベント

- サミット
 - 隔年開催・モントリオールで実施
 - 次回は2026年9月22日、23日
- ワークショップ
 - 2025年度は2回開催
 - 6月24日-25日：フランス パリにて
 - 10月7-8日：カナダ バンクーバーにて

公式Webページ

- 交通データの未来を形作るモビリティ専門家にとって必見のイベントです。
-  **参加対象者**
 - 公共交通機関運営者・事業者
 - シェアリングモビリティ事業者・プロバイダー
 - テクノロジー・データプラットフォーム
 - 利用者向けソフトウェアプロバイダー
 - モビリティデータに情熱を持つ全ての方！
-
- 北米および世界におけるモビリティデータの標準化と革新を推進する、洞察に満ちた議論、実践的なセッション、ネットワーキングの機会をご用意しています！



2025 Workshop: Vancouver Edition

Join us in Vancouver on October 7 & 8, 2025, for the 2025 Workshop: Vancouver Edition, a must-attend event for mobility professionals shaping the future of transportation data.

Who should attend?

- ✓ Public Transit Authorities & Operators
- ✓ Shared Mobility Operators & Providers
- ✓ Technology & Data Platforms
- ✓ Rider-Facing Software Providers
- ✓ Anyone passionate about mobility data!

Expect insightful discussions, hands-on sessions, and networking opportunities designed to advance mobility data standardization and innovation in North America and beyond!

 Early Bird tickets are now available, but spots are limited. [Secure yours today!](#)

[More information available here!](#)

DETAILS

Start:
October 7, 2025
End:
October 8, 2025
Workshop
Website:
<https://www.zeffy.com/en-CA/ticketing/mobilitydata-vancouver-workshop--2025>

VENUE

Vancouver
British Columbia Canada

バンクーバー



ローガン山

ジュノー

ローリアー岳

BC



バンクーバー

シアトル

WA

ポートランド

OR

コカス山脈

AB

エドモントン

カルガリー

ロッキー山脈

MT

ND

WY

カナダ

SK

MB

ウィニペグ

ND

MN

ミネアポリス

WI

MI

デトロイト

シカゴ

ハドソン湾

ON

オタワ

トロント

ロンドン

モントリオール

ボストン

MA

CT

ニューヨーク

フィラデルフィア

DE



NL

ME

NB

NS

PE

参加費

- MobilityData会員
 - \$450 = 48,600円
- 非会員・公共団体/非営利団体
 - \$550 = 59,400円
- 非会員・民間企業
 - \$650 = 70,200円
- 1カナダドル=108円で換算（2025年10月時点）

Members Ticket

Closed

\$450

Only available to Members of MobilityData. Every members ticket purchased will be verified by our team
Includes: - Workshop program - Lunch and Coffee breaks on
[More details...](#)

Non Members Public Sector/Non-Profit

Closed

\$550

Only available to Members of MobilityData. Every members ticket purchased will be verified by our team
Includes: - Workshop program - Lunch and Coffee breaks on
[More details...](#)

Non Members Private Sector

Closed

\$650

Includes: - Workshop program - Lunch and Coffee breaks on both days - Networking night (canapés and drinks provided)
Non-Refundable tickets



Did you know? We fundraise with Zeffy to ensure 100% of your purchase goes to our mission!

会場：Stanley Park Pavilion



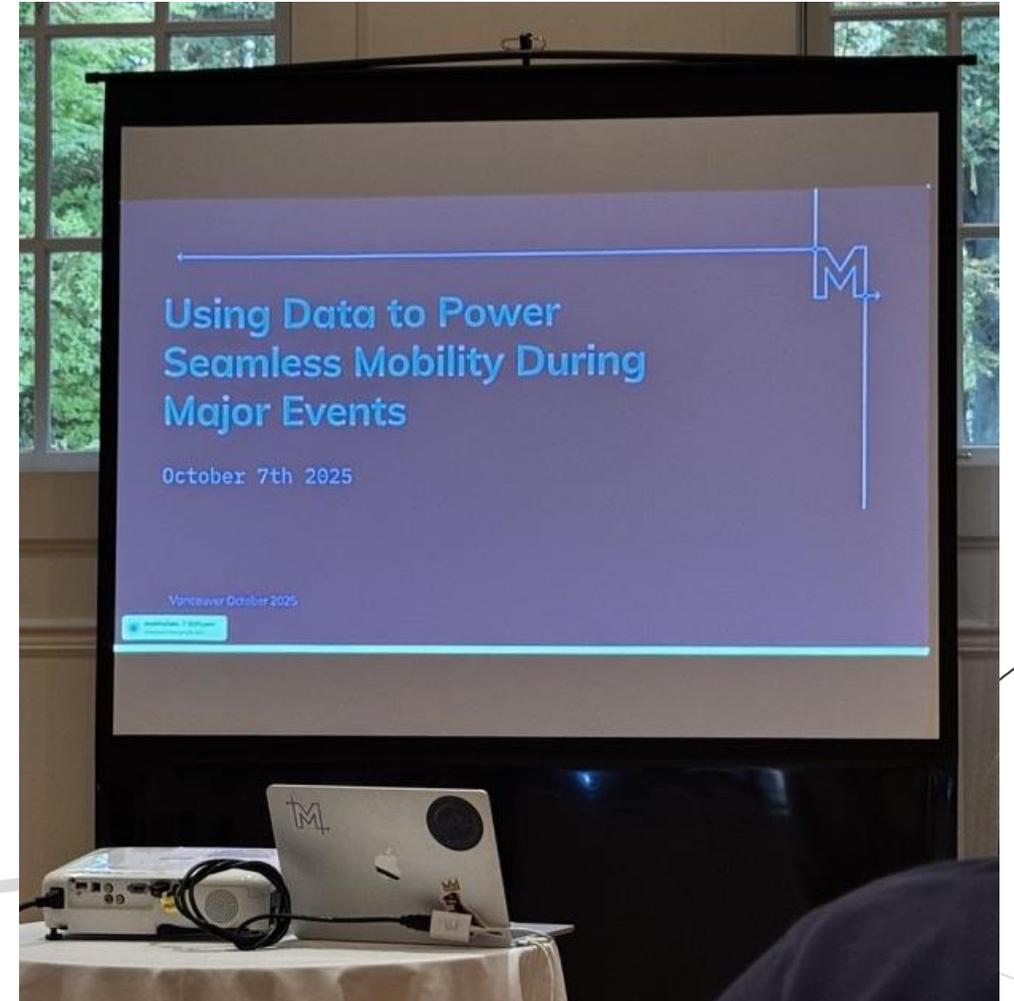


1日目



大規模イベントにおけるシームレスな移動のためのデータ活用

- オリンピック、ワールドカップなどの大規模な移動を支える完全・正確・タイムリーな情報提供の事例共有
- 登壇：LA Metro、TransLink、MBTA、MARTA、Transit、Interline、movmi ほか。



MBTA



非技術者が運行状況や臨時ダイヤを入力

1 Arrow

Front-end tool

- Allows less or non-technical staff apply temporary subway schedules, planned shuttle buses
- Easy to manage and review

The screenshot shows the ARROW web application interface. At the top, there's a navigation bar with tabs for 'Home', 'Shuttles', 'Shuttle stops', 'Shuttle routes', and 'System tools'. Below the navigation bar is a search bar and a 'Calendar view' button. The main content area displays a table of transit adjustments. The table has columns for 'Title', 'Links', 'Replacement Service', 'Start Date', 'End Date', and 'Status'. The table lists several adjustments, including 'ARROW to Riverside to Airport' and 'ARROW to Riverside to Airport'. At the bottom of the page, there is a footer with contact information for the Technology Innovation Department's Transit Data team.

Title	Links	Replacement Service	Start Date	End Date	Status
ARROW to Riverside to Airport, 6:15 AM to 6:45 AM	ARROW to Riverside - Planned	ReplacementService-Lincoln ReplacementService-Camden	10/1/20	10/1/20	Pending
ARROW to Riverside to Airport, 6:15 AM to 6:45 AM	ARROW to Riverside - Planned	ReplacementService-Lincoln ReplacementService-Camden	10/1/20	10/1/20	Approved
ARROW to Riverside to Airport, 6:15 AM to 6:45 AM	ARROW to Riverside - Planned	ReplacementService-Lincoln ReplacementService-Camden	10/1/20	10/1/20	Approved
ARROW to Riverside to Airport, 6:15 AM to 6:45 AM	ARROW to Riverside - Planned	ReplacementService-Lincoln ReplacementService-Camden	10/1/20	10/1/20	Pending
ARROW to Riverside to Airport, 6:15 AM to 6:45 AM	ARROW to Riverside - Planned	ReplacementService-Lincoln ReplacementService-Camden	10/1/20	10/1/20	Pending

Transit



BIG EVENTS experience

Guidelines for rider information in 3rd-party apps

No funding

Special shuttles

Olympic venues = restricted areas
Redirecting users to entrances

Preventing use of overcrowded lines
Providing less-optimal trip plans via less-crowded lines



- パリオリンピックでの実体験を報告

Stations to prefer or avoid depending on Olympic venues

Itinéraire confort Comfortable route Ruta cómoda	Itinéraire forte affluence Busy route Ruta concurrida
Arena Bercy Gare de Lyon Bercy	Colline d'Élancourt Saint-Quentin-en-Yvelines
Arena Champ-de-Mars La Motte-Picquet – Grenelle Ségur	Grand Palais Invalides Franklin D. Roosevelt
Arena Paris Nord Parc des Expositions	Hôtel de Ville Hôtel de Ville
Arena Paris Sud Invalides	Invalides Invalides
Parc de la Villette Rosa Parks Pantin Ella Fitzgerald Porte de la Villette Porte de Pantin	Parc des Princes Sauf except excess 27/28/30 Juillet : July - Julio Pont du Garigliano Pont du Garigliano
Pont Alexandre III Pont de l'Alma Invalides Franklin D. Roosevelt	Stade Roland-Garros Avenue Foch Porte Dauphine Porte d'Auteuil
Site d'escalade du Bourget Le Bourget	Stade Tour Eiffel Champ de Mars Tour Eiffel Pont de l'Alma Alma – Marceau Bir-Hakeim
Stade BMX de Saint-Quentin-en-Yvelines Saint-Quentin-en-Yvelines	Stade de France Invalides

BIG EVENTS solutions

Pre-event public network preview

Special event ticketing

Make your static data event-ready

Royale for riders

Ingest GTFS-TripModifications

On-demand integration

POI with pins on the map

Help with building GTFS-Fares v2

Micromobility integration

Event logos on route details

Manually override contactless access

Private shuttle display and activation

Pre-event beta feed access for your testing needs

Manually override location names (headsigns and stop names)

Better

API access

Responsive data support

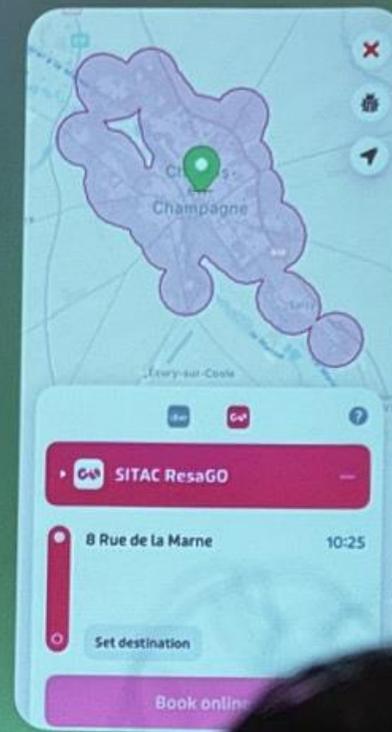
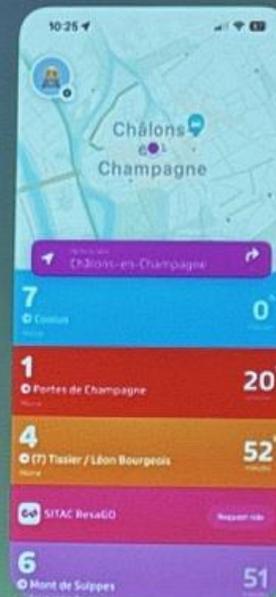
Single-agency service alerts

Multi-agency service alerts

ITS solutions

On-demand integration

GTFS-Flex or GOFS



**これ以降のセッションは
テーブルごとに手を動かす
まさに「ワークシヨップ」**



テーブルごとに作業

- データ利用者、データ生産者などがそれぞれ各テーブルにバランス良く配置されるよう席替え



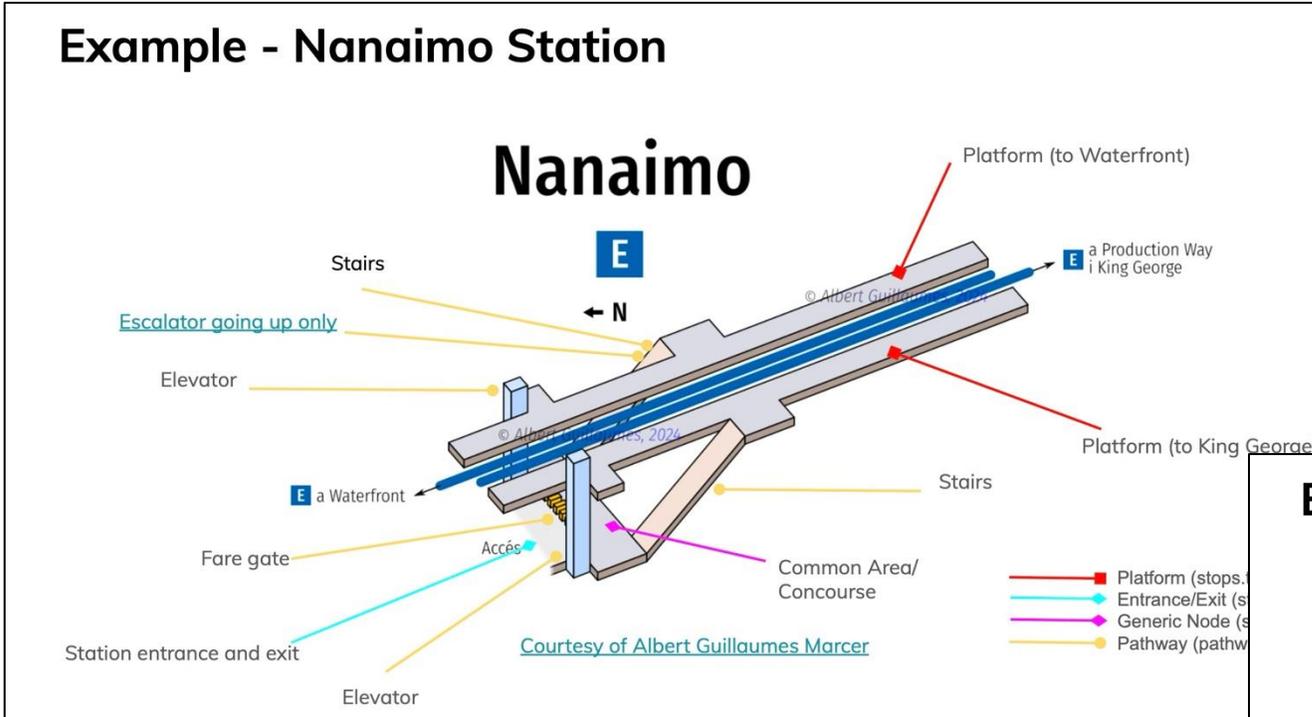
GTFS-Pathwaysによる駅内ナビとアクセシビリティ強化

- 出入口・経路・設備の表現課題を整理し、実装ガイドのたたき台を共創。
- 簡単な演習とグループディスカッションを通じて、GTFS Pathwaysの課題を見つけ、現行のドキュメントで不明確な点を明らかにするとともに、ガイドンスの今後の方向性についてさらに検討する。

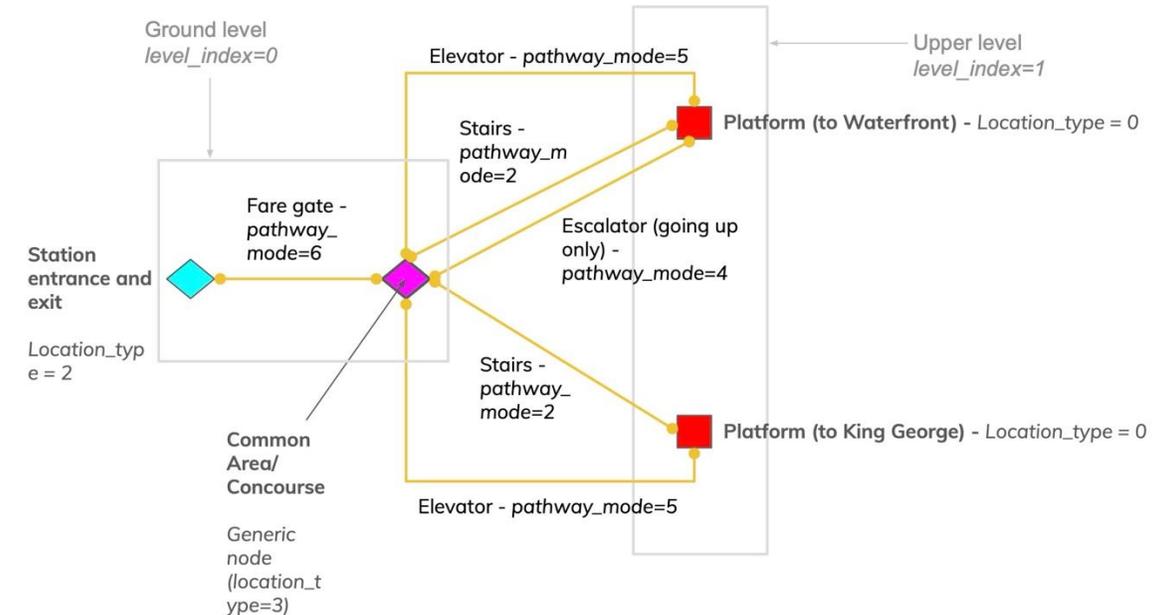


モデル化の例

Example - Nanaimo Station

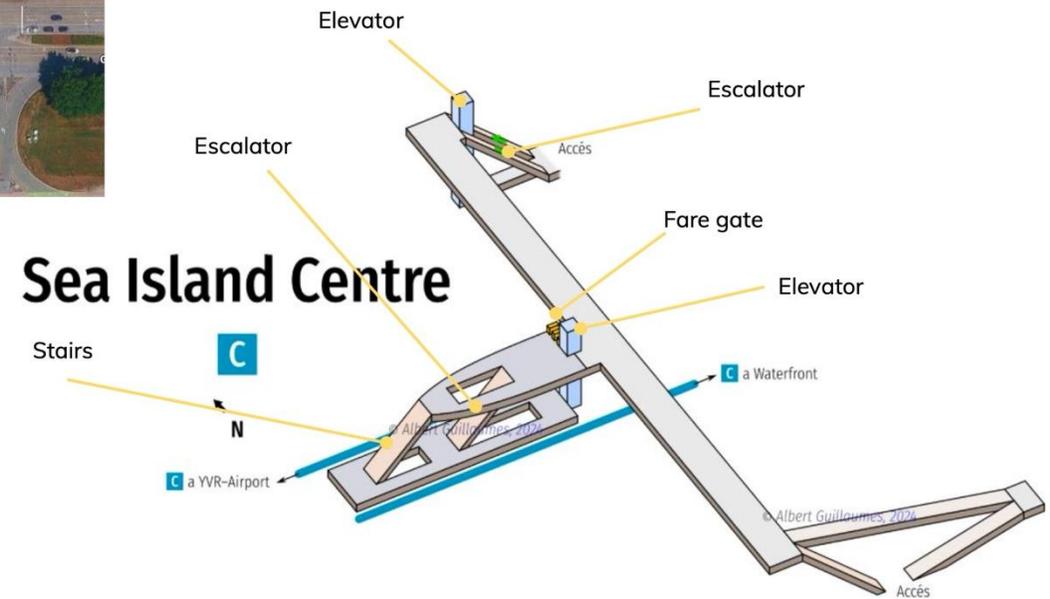


Example - Nanaimo Station



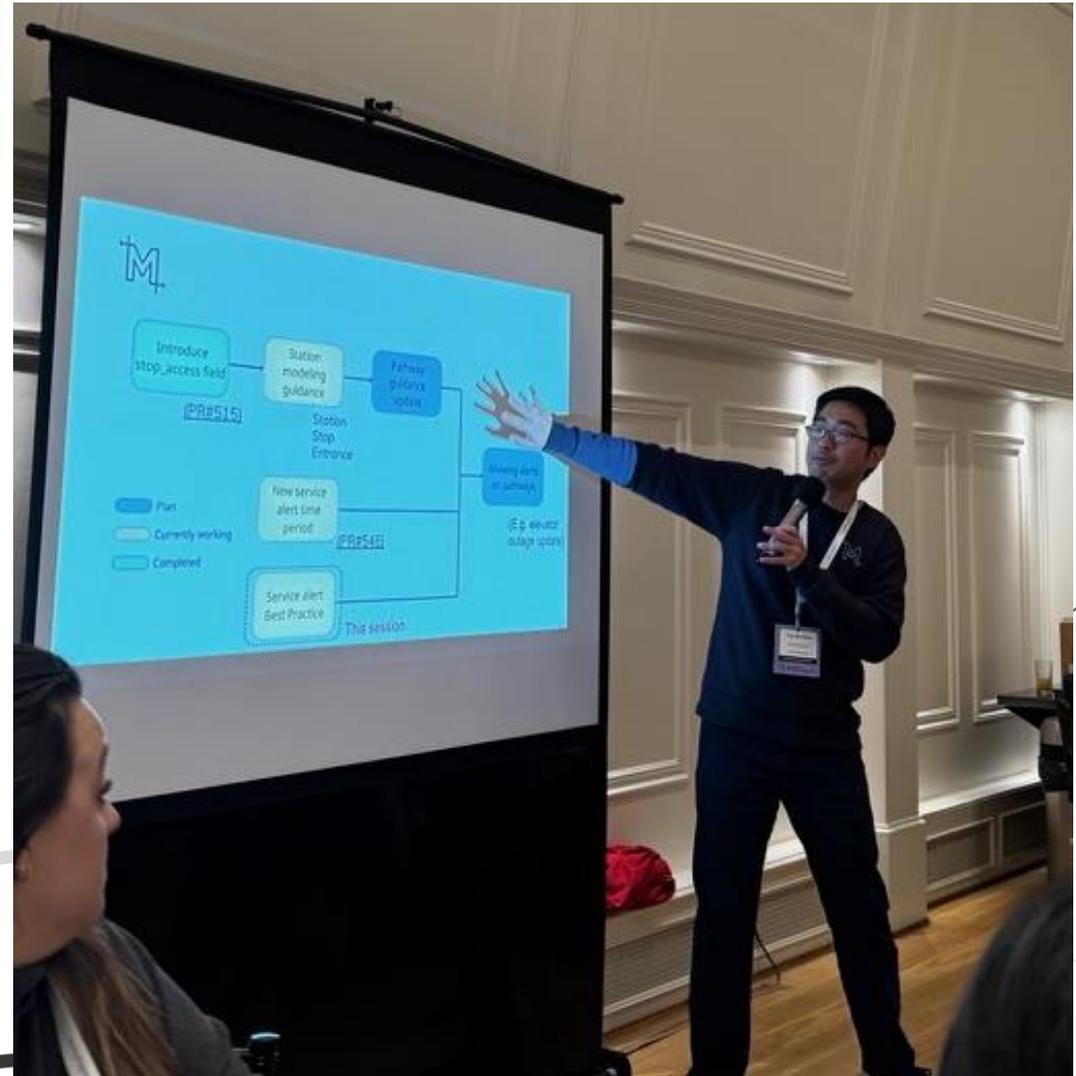
グループワーク：実際の駅をモデル化

- 乗車位置を「列車全体か車両ごとに設定か」という議論になり、「扉の位置で」と発言したら笑われた。。。



より良いGTFS Realtime Service Alertsの作り方

- GTFSリアルタイム運行情報アラートの共通の課題を掘り下げ、信頼性・正確性を備えた公共交通情報の発信を考える
- 議論をベストプラクティス/ガイドンスに反映



ワークショップ向けの事例

- イタリア国鉄のストライキ
- 一部区間の運休と代行バス

- →いつ何に対してどのようなAlertを設定するか、を議論

Case 1: Italy RFI disruption in June



EN Q

Home > News and media > Information > NATIONAL RAILWAY TRANSPORT STRIKE

NATIONAL RAILWAY TRANSPORT STRIKE

Effective: 19 JUNE 2025 - 20 JUNE 2025

SERVICE: HIGH SPEED, REGIONAL, LONG DISTANCE CAUSE CHANGE: STRIKE
COMPANY: FS ITALIANE GROUP, ITALO NUOVO TRASPORTO VIAGGIATORI

From 9:00 p.m. on Thursday 19 June to 9:00 p.m. on Friday 20 June 2025, a strike has been called by the staff of the FS Italiane Group (with the exception of the mobile staff of Trenitalia in Piedmont and Valle d'Aosta and the RFI staff in Sardinia assigned to train circulation) and Italo.

The strike may lead to changes to the service, even before it begins and after it ends.

More information on the services guaranteed in the event of a strike is available on the digital channels of the Railway Companies or from customer service staff and ticket offices.

Case 2: GoTrain disruption last week

Lakeshore West

No train service between Oakville and Exhibition GO Buses run between Oakville and Clarkson GO and then direct to Union Station Bus Terminal

Saturday, Sept. 27 and Sunday, Sept. 28

Due to construction, there will be no train service between Oakville and Exhibition GO. GO buses will run between Oakville and Clarkson GO and then direct to Union Station Bus Terminal. There will be no GO Transit service at Port Credit, Long Branch, or Mimico GO stations. Trains will run between Union Station and Exhibition, and between Oakville GO and Niagara Falls GO. There will also be some late night service impacts on Friday Sept. 26. Check schedules at gotransit.com

Aucun service de train entre Oakville et Exhibition GO Les autobus circulent entre Oakville et Clarkson GO, puis directement jusqu'à la station d'autobus de la gare Union

Du samedi 27 septembre et dimanche 28 septembre

En raison de la construction, il n'y aura pas de service ferroviaire entre Oakville et Exhibition GO. Les autobus GO circuleront entre Oakville et Clarkson GO, puis directement vers la station d'autobus de la gare Union.

Il n'y aura pas de service GO Transit aux gares de Port Credit, Long Branch et Mimico GO. Les trains circuleront entre la gare Union et Exhibition, et entre Oakville GO et Niagara Falls GO. Le service sera aussi perturbé tard en soirée le vendredi 26 septembre. Consultez les horaires sur gotransit.com/fr



懇親会





2日目

TIDES : 交通機関運行データへのアクセスとシステム統合

- 交通事業者のシステムにおける相互運用の実現でコスト削減や導入の迅速化・分析の高度化

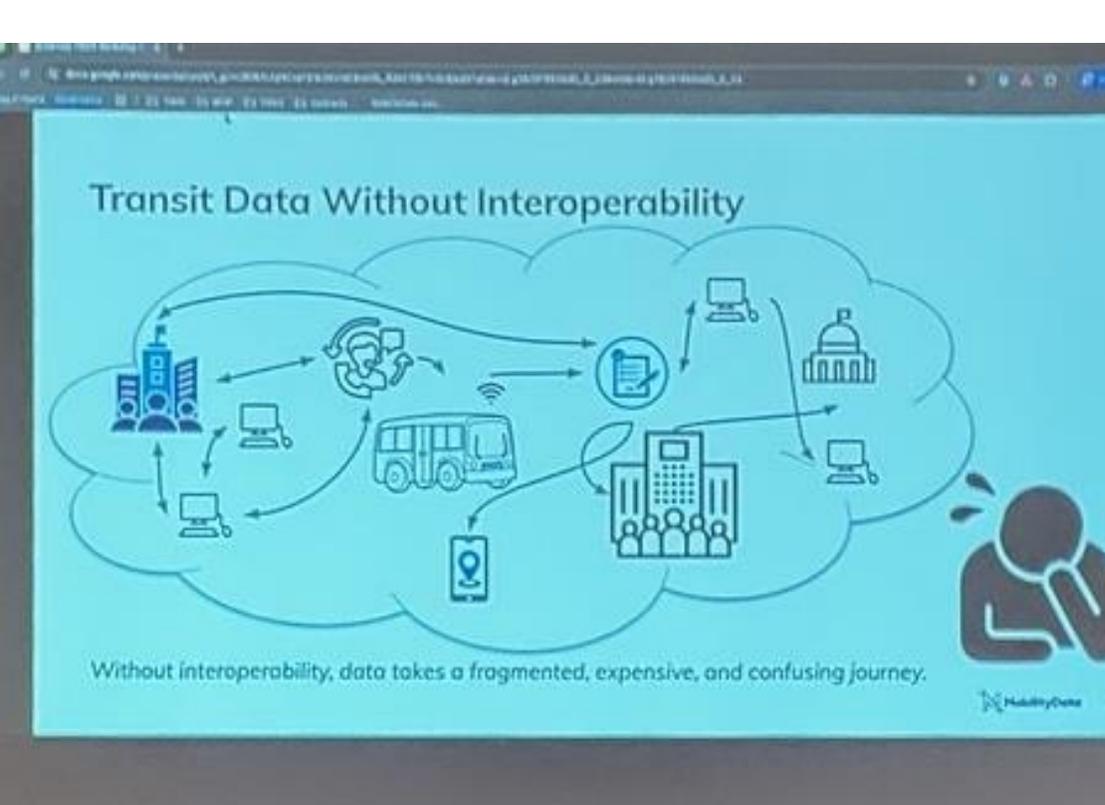


Transit
Integrated
Data
Exchange
Specification

Captures historic
operational data for
reporting and planning.



GTFS以前：フラグメント化の時代



Life Before GTFS: The Fragmented Era (Pre-2005)

- Different transit agencies had their own trip planners
 - No common data format between cities
- Developers faced 100+ incompatible systems
 - Lack of interoperability!
- Riders needed different apps for each region
- Millions spent duplicating the same tools

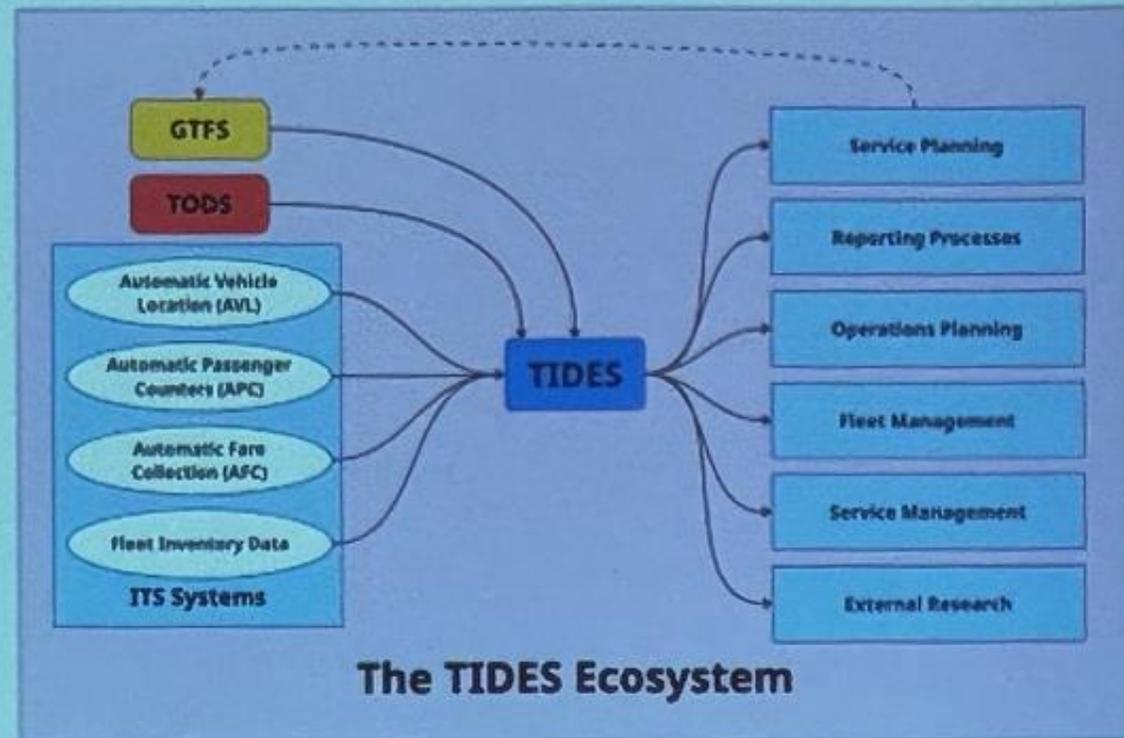
The diagram on the right side of the slide shows a network of three transit agencies, each represented by a building icon. Each agency is connected to a unique symbol representing its data format: a location pin, a percentage sign, and an at-sign. Dashed arrows with dollar signs (\$\$\$) and question marks (???) indicate the complex and costly data exchange between these agencies, illustrating the lack of interoperability and the duplication of tools.

MobilityData

GTFS、バスロケ、運賃システム、運行管理システムなどのデータへの共通アクセスを実現

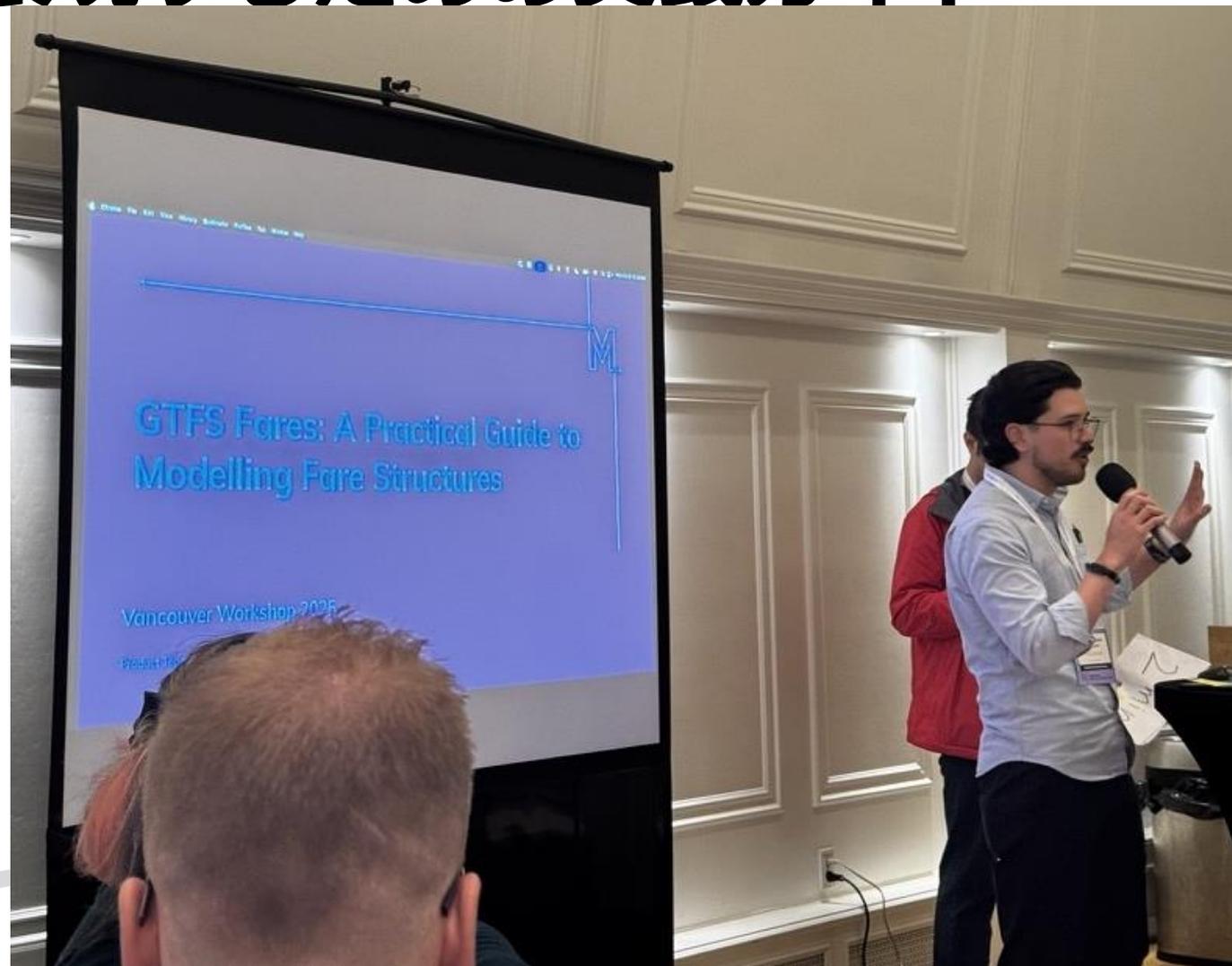
The TIDES Ecosystem

- Enables the **access and exchange** of transit operations data
- Sources from GTFS, AVL, APC, AFC, and more.
- Informs transit operations planning and management.
- Informs Internal and external reporting processes.



GTFS Fares : 運賃を表現するための実践ガイド

- 単純な運賃から複雑ルールまで、設計手順と表現パターンを実際に例示。
- GTFS Fares V2全体についての詳細な技術説明 & ハンズオン
- 日本の距離制運賃にはまだ対応していない



実例を参照しながらデータ仕様や作成方法を説明



Route-Based

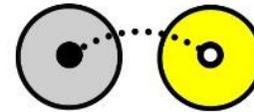
- fare_media.txt
- rider_categories.txt
- fare_products.txt
- **networks.txt**
- **route_networks.txt**
- fare_leg_rules.txt
- fare_leg_transfers.txt



Long Island Rail Road



**Time-Based
&**



Zone-Based

- fare_media.txt
- rider_categories.txt
- fare_products.txt
- fare_leg_rules.txt
- **areas.txt**
- **stop_areas.txt**
- **timeframes.txt**

Today's session
Case 1: San Diego MTS (Route-Based)

San Diego's MTS operates a network of over 90 bus routes and 4 trolley lines.



- **Two main Fares:** Regular & Premium
- **Three main services:**
 - MTS Trolley (Regular fare 2.50\$)
 - MTS Regular Bus (Regular fare 2.50\$)
 - MTS Express Bus (Premium fare 5.00\$)

Fares based on type of service means that we can use routes to assign fares

Case 1: San Diego MTS (Route-Based)
Start with fare media

- MTS supports five types of fare media:
 - Pronto Card
 - Pronto App
 - Contactless credit/debit cards (digital and physical)
 - Paper ticket
 - Cash (only available on buses)



Case 1: San Diego MTS (Route-Based)
Start with fare media

fare_media.txt

fare_media_id	fare_media_name	fare_media_type
cash	Cash	0
ticket	Paper Ticket	1
contactless	Contactless Credit/Debit	3
pronto_app	Pronto App	4
pronto_card	Pronto Card	2

From the official documentation:

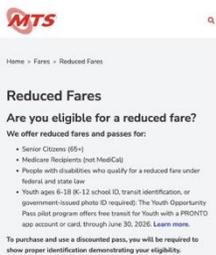
The type of fare media. Valid options are:

- 0 - None. Used when there is no fare media involved in purchasing or validating a fare product, such as paying cash to a driver or conductor with no physical ticket provided.
- 1 - Physical paper ticket that allows a passenger to take either a certain number of pre-purchased trips or unlimited trips within a fixed period of time.
- 2 - Physical transit card that has stored tickets, passes or monetary value.
- 3 - cEMV (contactless Europay, Mastercard and Visa) as an open-loop token container for account-based ticketing.
- 4 - Mobile app that have stored virtual transit cards, tickets, passes, or monetary value.

Case 1: San Diego MTS (Route-Based)
Define Rider Categories

rider_categories.txt

rider_category_id	rider_category_name	is_default_fare_category	eligibility_url
adult	Adult Fare	1	
reduced	Reduced Fare		https://www.sdmts.com/fares/reduced-fares



Case 1: San Diego MTS (Route-Based)
Additional considerations

- Cash is only accepted on buses.
- Reduced fares are only available using a valid Pronto card (or App).
- Transfers not allowed with cash and paper ticket.
- Unlimited transfers within 2 hours.

Service	Adult	Senior/Disabled/Medicare (SDM) & Youth ¹
MTS Trolley	\$2.50	\$1.25
MTS Bus (including Local, Express, and Rapid)	\$2.50	\$1.25
MTS Rapid Express (Routes 280, 290)	\$5.00	\$2.50

Let's focus on mapping all fare combinations based on media and rider categories. We'll add the route component later.

Case 1: San Diego MTS (Route-Based)
Define Fare Products

fare_products.txt

fare_product_id	fare_product_name	fare_media_id	rider_category_id	amount	currency
regular_fare_cash	Regular Fare (Cash)	cash	adult	2.50	USD
regular_fare_ticket	Regular Fare (Ticket)	ticket	adult	2.50	USD
regular_fare	Regular Fare (Adult Pronto Card)	pronto_card	adult	2.50	USD
regular_fare	Regular Fare (Adult Contactless)	contactless	adult	2.50	USD
regular_fare	Regular Fare (Adult Pronto App)	pronto_app	adult	2.50	USD
regular_fare	Regular Fare (Reduced Pronto Card)	pronto_card	reduced	1.25	USD
regular_fare	Regular Fare (Reduced Pronto App)	pronto_app	reduced	1.25	USD
premium_fare_cash	Premium Fare (Cash)	cash	adult	5.00	USD
premium_fare_ticket	Premium Fare (Ticket)	ticket	adult	5.00	USD
premium_fare	Premium Fare (Adult Pronto Card)	pronto_card	adult	5.00	USD
premium_fare	Premium Fare (Adult Contactless)	contactless	adult	5.00	USD
premium_fare	Premium Fare (Adult Pronto App)	pronto_app	adult	5.00	USD
premium_fare	Premium Fare (Reduced Pronto Card)	pronto_card	reduced	2.50	USD
premium_fare	Premium Fare (Reduced Pronto App)	pronto_app	reduced	2.50	USD

Case 1: San Diego MTS (Route-Based)
Separate routes into networks

route_networks.txt

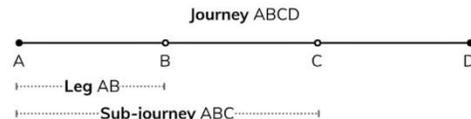
network_id	route_id
bus_regular	1
bus_regular	2
...	...
bus_premium	280
bus_premium	290
...	...
trolley_regular	510
trolley_regular	520
trolley_regular	530
...	...

network_id	network_name
bus_regular	Bus Regular
bus_premium	Bus Premium
trolley_regular	Trolley Regular

route_id	...
1	...
2	...
...	...
280	...
...	...
290	...
...	...
510	...
...	...
520	...
...	...
530	...
...	...

Case 1: San Diego MTS (Route-Based)
Define Fare rules

Concept	Description
Journey	Overall travel from origin to destination, including all legs and transfers in between.
Leg	A single continuous segment of a journey taken on a specific service or route, typically between two stops, with no transfer.
Sub-journey	Two or more legs that comprise a subset of a journey.



Case 1: San Diego MTS (Route-Based)
Define Fare rules

fare_leg_rules.txt

leg_group_id	network_id	fare_product_id	rule_priority
regular_mts_leg	bus_regular	regular_fare	0
regular_mts_leg	trolley_regular	regular_fare	0
premium_mts_leg	bus_premium	premium_fare	0
regular_mts_leg_no_transfer	trolley_regular	regular_fare_ticket	0
regular_mts_leg_no_transfer	bus_regular	regular_fare_cash	0
regular_mts_leg_no_transfer	bus_regular	regular_fare_ticket	0
premium_mts_leg_no_transfer	bus_premium	premium_fare_cash	0
premium_mts_leg_no_transfer	bus_premium	premium_fare_ticket	0

Additional rules for trips using cash or tickets (no transfer)

ハンズオン : Minneapolis (Metro Transit)

Hands-on exercise

Metro Transit (Minneapolis, MN)

ADULTS (Ages 13-64) Good for 2 1/2 hours	REDUCED FARE Youth (ages 6-12) / Seniors (ages 65+) / Medicare card holders Good for 2 1/2 hours
Local Bus / METRO All Times \$2	Local Bus / METRO All Times \$1
Express Bus Non-Rush hour \$2.50 Rush hour* \$3.25	Express Bus Non-Rush hour \$1 Rush hour* \$3.25
<small>*Monday - Friday, 6-9 am & 3-6:30 pm</small>	
DOWNTOWN ZONE All times, all riders, transfers not available.	MOBILITY FARE Persons with disabilities
Nicollet Mall Downtown Zone 50¢	Regular & Express All Times \$1
<small>See details for Nicollet Mall and Downtown Zone</small>	

Let's focus on
one-way tickets

- **3 different services*:**
 - Local bus & metro
 - Express bus (non-rush hour)
 - Express bus (rush hour)
- **Special fare when traveling within downtown areas**

*For simplicity we'll disregard the following

- Free Nicollet Mall service
- Northstar Commuter Rail service

Hands-on exercise

Metro Transit (Minneapolis, MN)



3 types of fare media:

- Paper ticket*
- Metro Transit app
- Go-To Card

*Cash payments on buses considered as ticket, since they are issued for transfers upon request.



3 rider categories:

- Adult (Regular)
- Reduced (Youth/ Seniors/ Medicare)
- Mobility (Transit Assistance Program)

Reduced and Mobility users can pay using:

- Metro Transit app
- Go-To Card

Adults can pay with all media

Google Spreadsheetで実際にデータを作成

	A	B	C
1	fare_media_id	fare_media_name	fare_media_type
2	cash	Cash	0
3	breeze_card	Breeze Card	2
4	breeze_ticket	Breeze Ticket	1
5	breeze_app	Breeze App	4
6			
7			

	A	B	C	D
1	rider_category	rider_category_name	is_default_fare	eligibility_url
2	regular	Regular	1	
3	children	Children	0	
4	reduced	Senior Citizens,	0	
5				

	A	B
1	network_id	network_name
2	bus	Bus
3	rail	Rail
4	streetcar	Streetcar
5		

	A	B	C	D	E	F
1	fare_product_id	fare_product_name	amount	currency	fare_media_id	rider_category_id
2	regular	Regular	2.50	USD	breeze_card	regular
3	reduced	Reduced Fare	1.00	USD	breeze_card	reduced
4	children	Children	0.00	USD	breeze_card	children
5	streetcar	Streetcar	1.00	USD	breeze_card	regular
6	1_day_pass	1-Day Pass	9.00	USD	breeze_card	regular
7	2_day_pass	2-Day Pass	14.00	USD	breeze_card	regular
8	3_day_pass	3-Day Pass	16.00	USD	breeze_card	regular
9	4_day_pass	4-Day Pass	19.00	USD	breeze_card	regular
10	7_day_pass	7-Day Pass	23.75	USD	breeze_card	regular
11	streetcar_1_day	Streetcar 1-Day	3.00	USD	breeze_card	regular
12	1_day_pass	1-Day Pass	9.00	USD	breeze_ticket	regular
13	2_day_pass	2-Day Pass	14.00	USD	breeze_ticket	regular
14	3_day_pass	3-Day Pass	16.00	USD	breeze_ticket	regular
15	4_day_pass	4-Day Pass	19.00	USD	breeze_ticket	regular

	A	B
1	network_id	route_id
2	bus	26773
3	bus	26774
4	bus	26775
5	bus	26776
6	bus	26777
7	bus	27008
8	bus	26779
9	bus	26780
10	bus	26781
11	bus	26782
12	bus	26783
13	bus	26784
14	bus	26785
15	bus	26786

	A	B	C
1	leg_group_id	network_id	from_route_id
2	bus_to_bus_regular	bus	
3	bus_to_bus_regular	bus	
4		3 rail	
5		4 rail	
6		5 streetcar	
7		6 streetcar	

	A	B	C
1	from_leg_group_id	to_leg_group_id	transfer
2	bus_to_bus_regular	bus_to_bus_regular	
3			
4			

GTFSデータ品質：利用者のために問題解決するための実践的なガイド

- 典型的な運行の問題をツールで診断・修正し、影響と解決策を関係者横断で学ぶ。



ワークショップ向けのシナリオ

- Case 1 - Upcoming scheduled Construction
 - メインストリートにおける大規模な道路舗装工事が、2026年7月6日より2か月間実施される予定です。
 - 通行止めに伴い、3路線のバスが迂回運行となり、複数の停留所が移転されます。
 - 交通局は市当局と協力し、4月上旬までに迂回計画を確定させる予定です。
- Case 2 - Station damages after atypical storm
 - 2026年8月6日、大嵐が都市を襲い、地下鉄3駅が部分的に浸水し構造的損傷を受けた。
 - 全路線の地下鉄運行は翌日まで停止され、その後再開されたものの、被害を受けた3駅は無期限閉鎖となった。
 - 技術的評価を経て、8月12日、駅の修復には再開まで2か月を要すると結論付けられた。



ワークショップからの学び

1. Major Events Require Major Planning...and Data!
2. Integration Strengthens Mobility
3. Data Standards Are Making Real Progress
4. Interoperability is Essential
5. The Mobility Data Community is Growing and Thriving – Will You Help Lead the Way?

<https://mobilitydata.org/5-key-takeaways-from-mobilitydata-2025-vancouver-workshop/>

OCTOBER 21, 2025 1:51 PM [BLOG POST](#)

5 Key Takeaways from MobilityData's 2025 Vancouver Workshop



How can data make transit faster, smarter, and more inclusive?

This was the question that brought together over 70 leaders in mobility in

感想

- 内容はかなりガチ。データ仕様についてここまで突っ込んだ話するとは思っていなかった
- 参加者は多くが北米、アメリカ人。アジア、ヨーロッパ、南米はかなり少ない。
- 公共交通事業者からの参加者が「データは出すもの」「システムに投資し改善するもの」というような価値観を当然の前提として共有していた