

the other hand, cities blessed with higher levels of GDP per capita opened their metro systems, even if their population is yet small. It is possible to presume that the achievement of a certain level of GRDP be the condition for a given city to introduce a metro system

There are some issues for future research. Firstly, while the Study did overall analysis on the relationship of urban transportation patterns and city types, and only focused on 2-wheeler cities, future study should conduct in-depth analysis focusing on specific types of cities, such as low-income cities, Islamic cities, or cities where walking has high share in the modal share. It will be useful to formulate more effective urban transport strategy. Secondly the Study focused on the limited number of urban indicators, including urban population, urban density, and GDP per capita, there are many other indicators which are closely related with urban transport pattern, including geographical conditions, road density, modal share of public transport, etc. Further research should take comprehensive analysis with wide range of urban indicators. Thirdly, since the Study only focused on the timing to start mass transit operation as a major part of urban transport strategies, the future research should analyze relationship of other important transport policies with urban typology, such as development of urban expressway and Traffic Demand Management (TDM) scheme.

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