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# TRIP CHAINING : THE PARADOX OF THE DAILY MOBILITY

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## New mobility practices

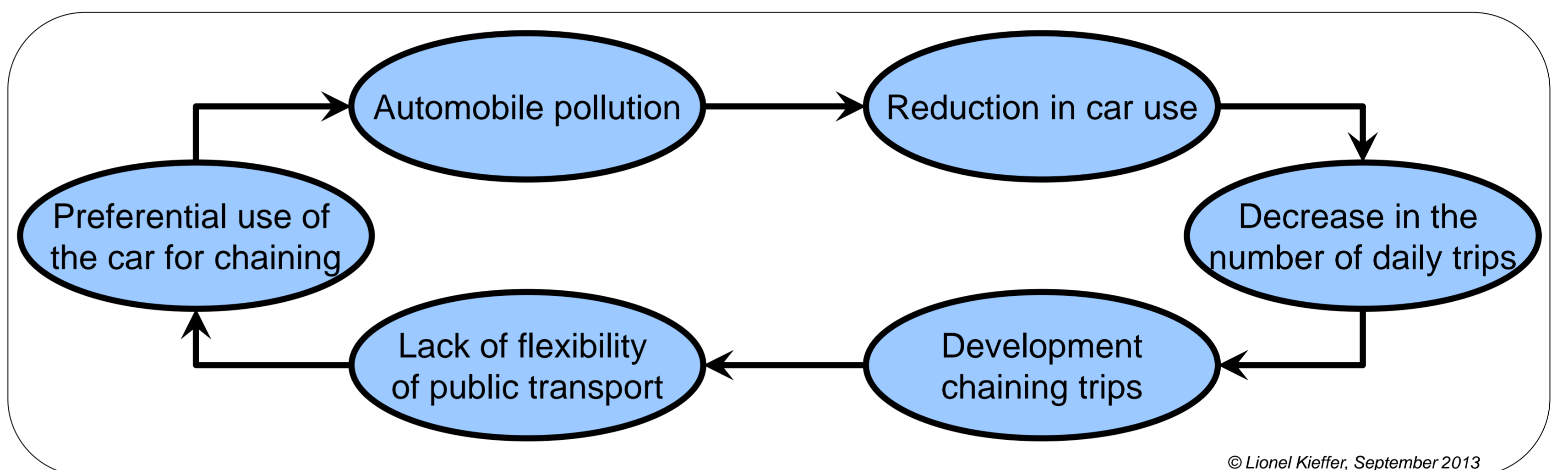
Changes in daily mobility have increased the phenomenon of trip chaining. According to the logic of saving time and money, without chaining several trips back home involves a redefinition of the global parameters of modal choice. For this type of practice, the car seems much more appropriate. More flexible, it is still preferred by residents of suburban and rural areas who come in large cities mode.

This reorganization of daily practices to conflict two aspects to the extent the car is both the unchanging symbol of individualization but also the non-sustainability of mobility. The era of all-auto seems to take a turning point, it is necessary on the part of public policy to provide users with viable alternatives. This offer will be both powerful and flexible enough to encourage people to rationalize the use of their personal vehicle.

## The paradox of trip chaining

There is a paradox between the desire to limit car use and practical developments chaining trips.

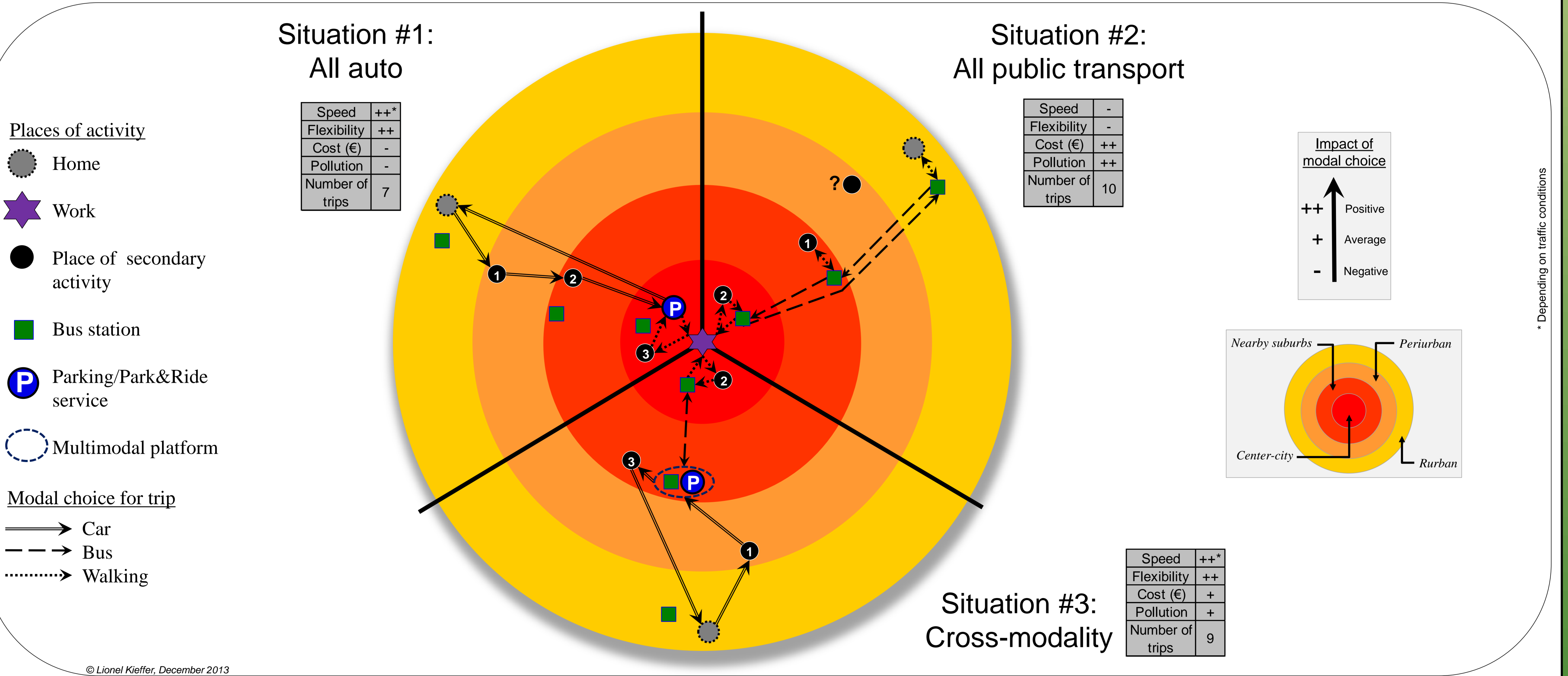
The economic logic of mobility forces today to streamline the time and distance of travel, in direct contradiction with the main limit of public transport, namely a relatively slow and strong time dependence. All the current challenge is to reconcile sustainable mobility and efficiency in the service.



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The vicious circle of chaining

## Favor cross-modality



\* Depending on traffic conditions

Possibilities of modal choice for the daily mobility

## Outlook study

To answer this contemporary issue, we wish to propose an intermediate situation between the whole car and public transport, all as required by policy. Intermodality, aided by an appropriate infrastructure (Park and Ride shuttle commuter town center, etc.) becomes an alternative for those still in the grip of "freedom" offered by the use of a vehicle personnel.

However, this proposal depends on many factors. Knowledge of trajectories for individual mobility, the location of activity zones, are the first items to be recognized. Must analyze and understand the organizational processes of the day of a person. The choices of stops are made at a specific moment of daily activity program. Today is just the difficulty in predicting traffic. It is now necessary to understand each trip to then situate in the whole chain of travel and in the daily program.