

Potentials for combining walking and public transport at the agglomeration scale



Despite 30 yrs of public policy and (in)action, trends and odds are still negative.

We're still getting:

- Older
- More obese
- More suburban

**>>> multimodal accessibility
vs. car captivity**



- Homo mobilis is not what he used to be.
- Less captive, less exclusive but more occasional uses according to opportunities and constraints

>>> A multimodal being whose mobile personality and mobility strategies both revolve around walking metrics



Framework

RATP Seminar « Walking at the heart of mobilities »

Goal

Evaluate, measure and understand the place of walking in contemporary mobility systems

Propose concepts for setting up :

- **networks**



- rhizomatic grapes, connectors, clusters

- **nodes within networks**

- life hubs

- enhancers of affordances

- >>> orientating, anchoring, navigating

- Intermodal interfacing (life hubs) 
- Transit / sojourn dynamics
- Breathing / bathing spaces
- Desire lines and intuitive signage 
- Over & underground weaving


- **Saturated PT network**
 - Create high value walking segments and label them with the PT brand
- **Traffic disturbances**
 - Optimize alternate surface itineraries to alleviate pedestrian jams at stations

- **Overinvested underground / underinvested surface**
 - Sell a global over- and underground network
- **Restructured information nodes**
 - Agents are to sell information rather than tickets
 - BYO itineraries
information gathering / harvesting
answer both nomad / sedentary logic

■ **Explosion of free mobility**


- 60% trips for shopping & leisure, vs. 27% for work
- > 40 min/px/day; 60% visiting, dining out, promenading




● **Widened life basins (time & space-wise)**

- Leisure-oriented goals
- More complex and random travel patterns
- Diluted peak hours 
- Nearness dynamics even in scattered suburbia

>>> intertwining coarse frame of fast PT connections & capillary walking (TUBE & WALK LONDON) 

■ Constellar mobility

- > IT ubiquitous connection: influence of peers over en-route travel plans
 - >>> creative *à la carte* multimodal ticketing
 - >>> IT real-time travel planners 

- **Contextual speed**
 - > capacity to link a great number of social realities located apart in space 
- **Texturising walking**
 - > lateral grasping of opportunities 
- **Palimpsest space**
 - > multi-layered motives and actions 



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TraCE - TRANSPORTATION CENTER EPFL

09 Sep 2009

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STRC

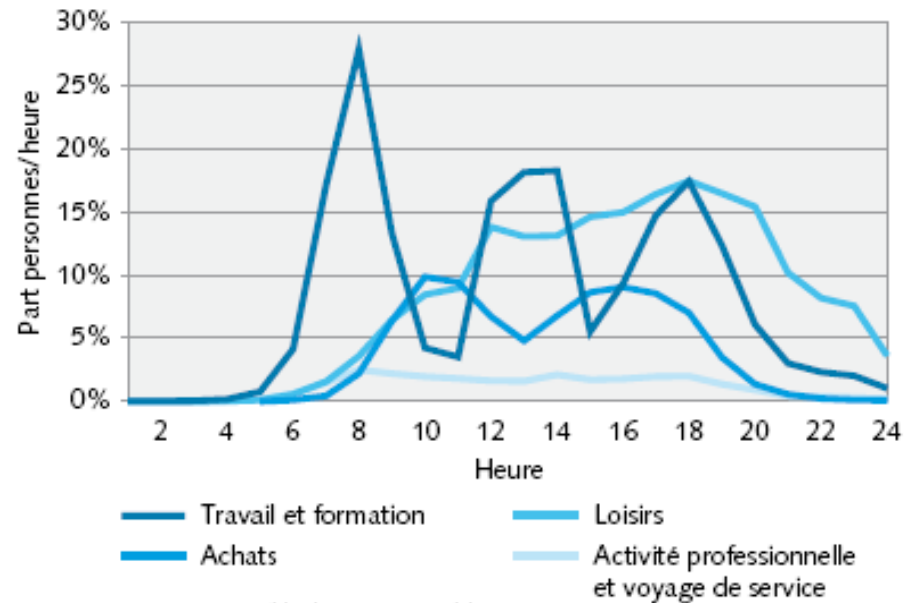
Ascona

- **Pedestrian** (walking exclusively)
- **Public** (PT, *lieux-mouvements* in which the pedestrian remains a pedestrian)
- **Walking-component** (start/end + transfers between modes)

>>> Walking & PT are **co-dependent**
in the chaining of daily activities



Pointes de trafic selon le motif de déplacement G 3.4

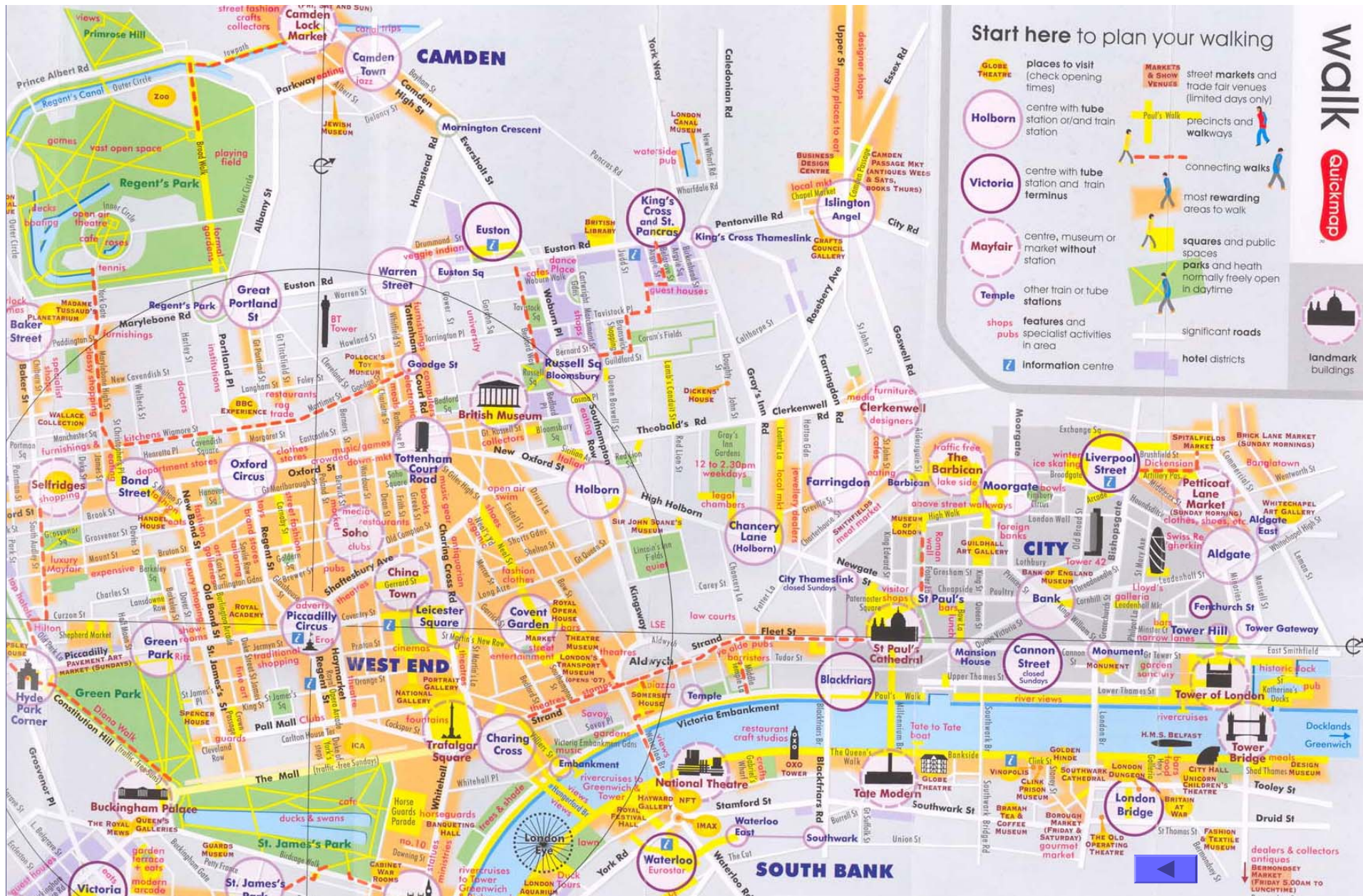


Base: 23 781 personnes cible, les jours ouvrables

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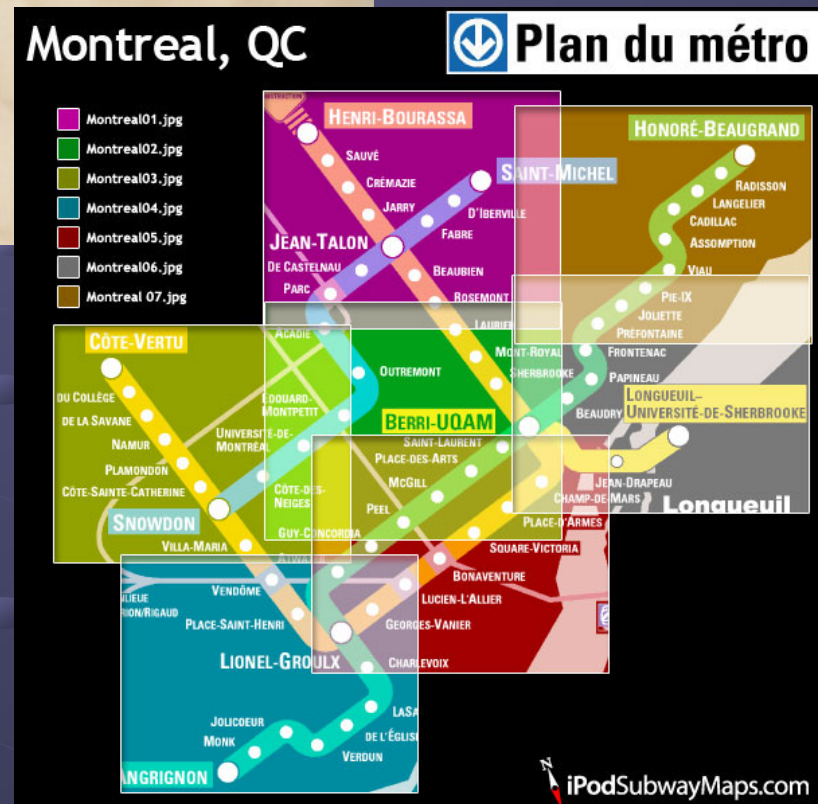




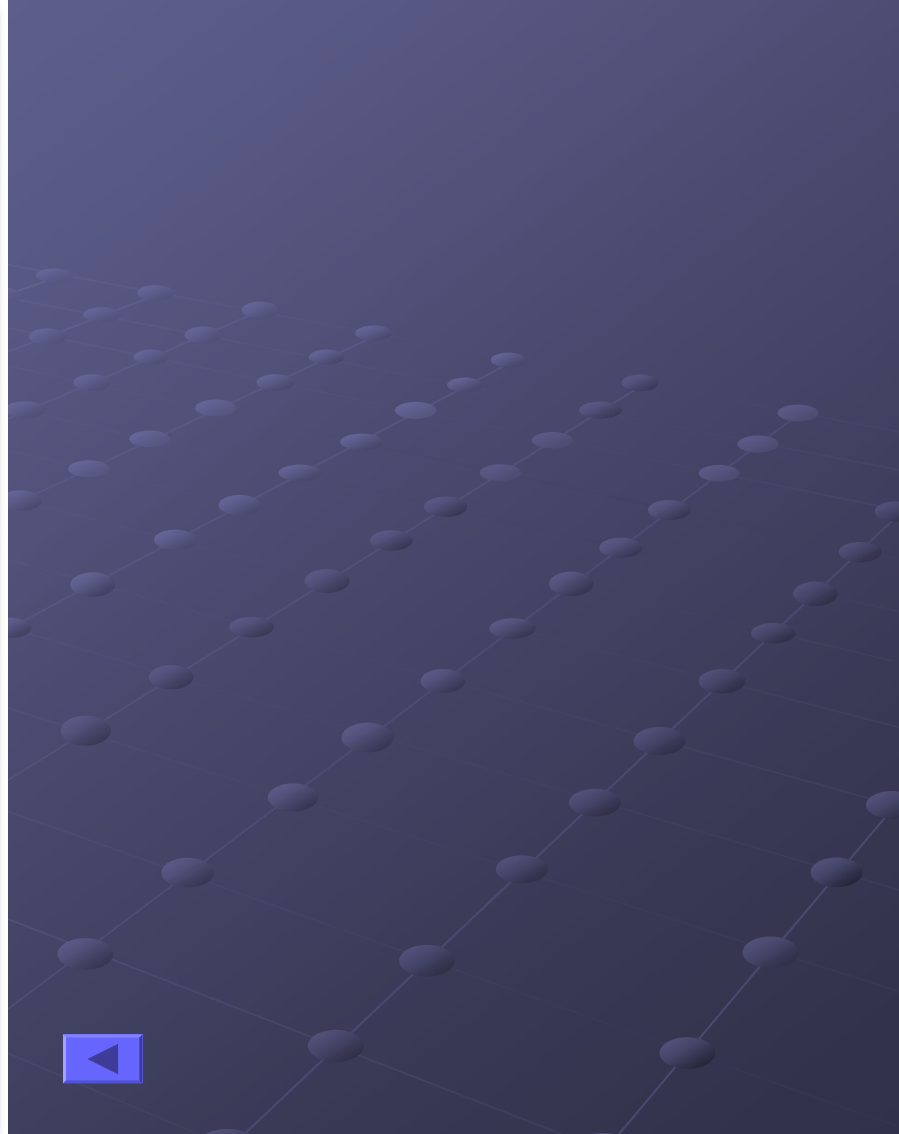
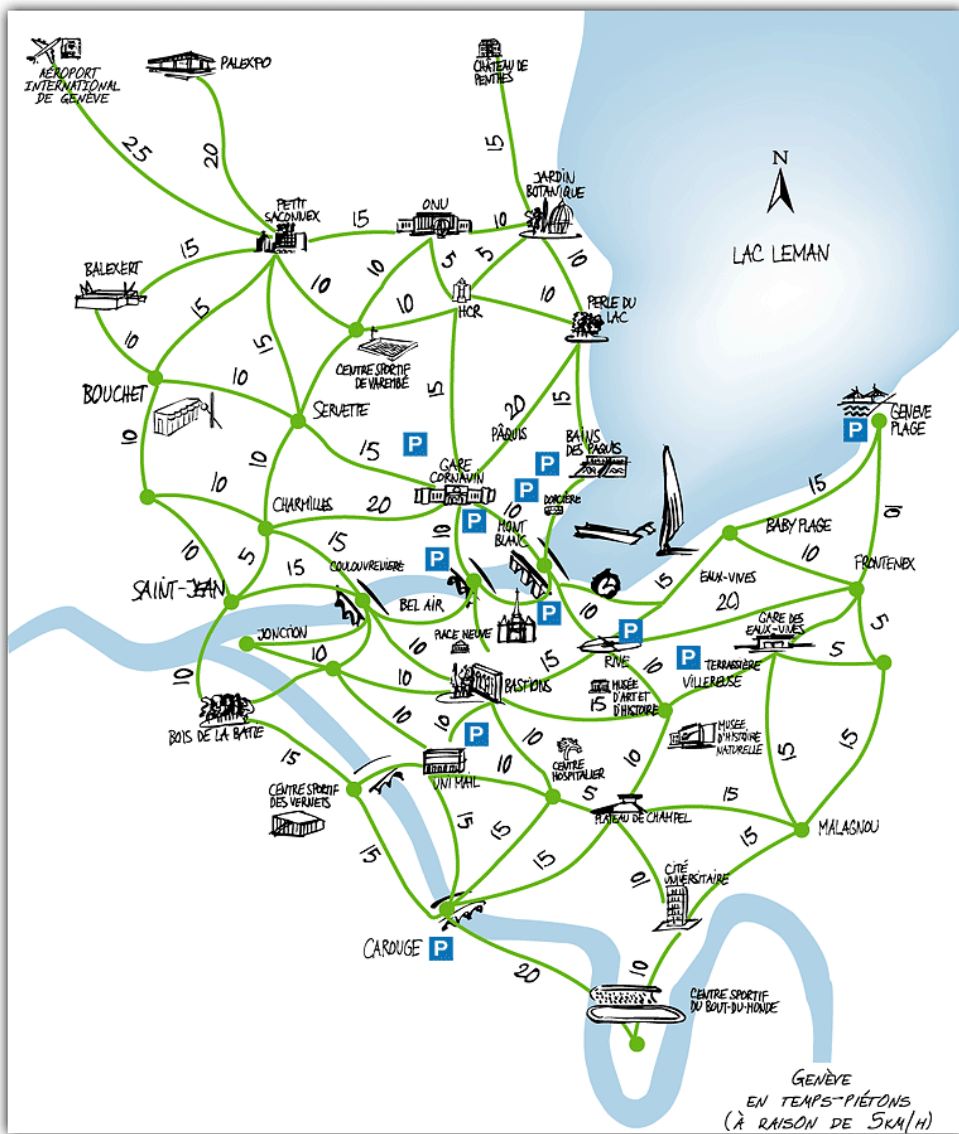
The augmented pedestrian



Take your iPod personally.



Geneva en temps-piétons walk-friendly mapping



- Supports activities well beyond modal transfer
- Modal choice is conditioned by its overall quality

Challenges

- Accessible
- Transfer-friendly
between modes, over- & underground
- Loss of time => full-fledged time

Basel Railcity Extended service hours









Zurich Sihlcity Palimpsest space

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