

# *The Potential of Demand Responsive Transport as a Complement to Public Transport*

## *An Assessment Framework and an Empirical Evaluation*

*97<sup>th</sup> Annual Meeting of the Transportation Research Board 2018*

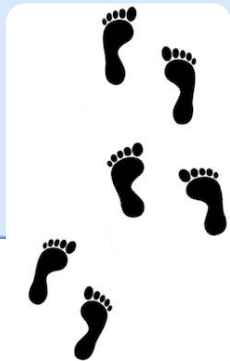


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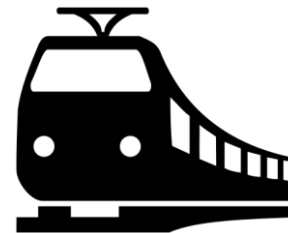


# Accessibility indicators

% of walkable and cyclable trips



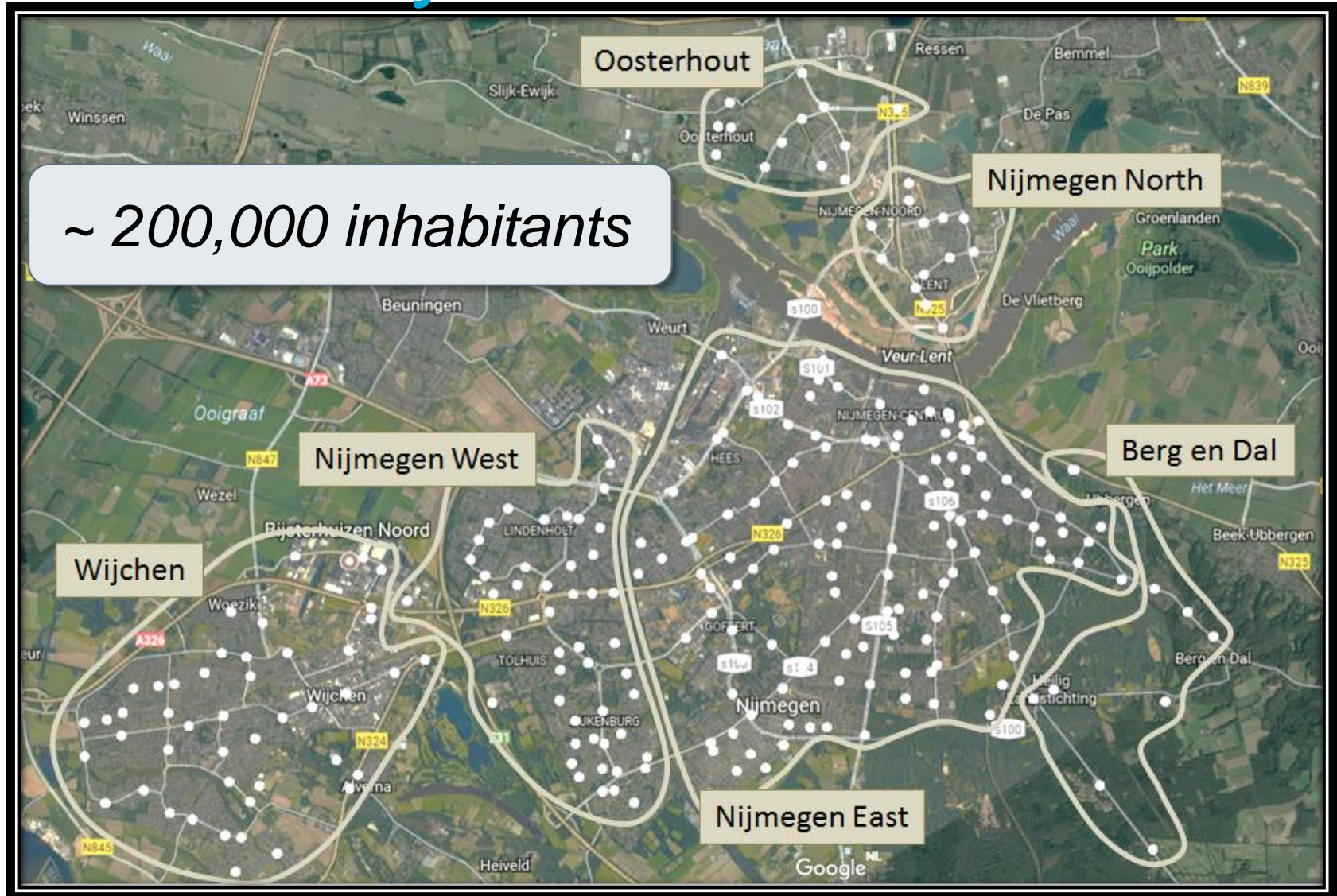
% trips with DRT as access/egress leg



# Case study



# Case study



# Case study

% of walkable and  
cyclable trips



$0.1\% < 1.2 \text{ km}$

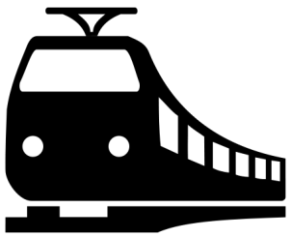


$16.5\% < 3.6 \text{ km}$



# Case study

% trips with DRT as access/egress leg



12.3 %



A



B

8.3 %

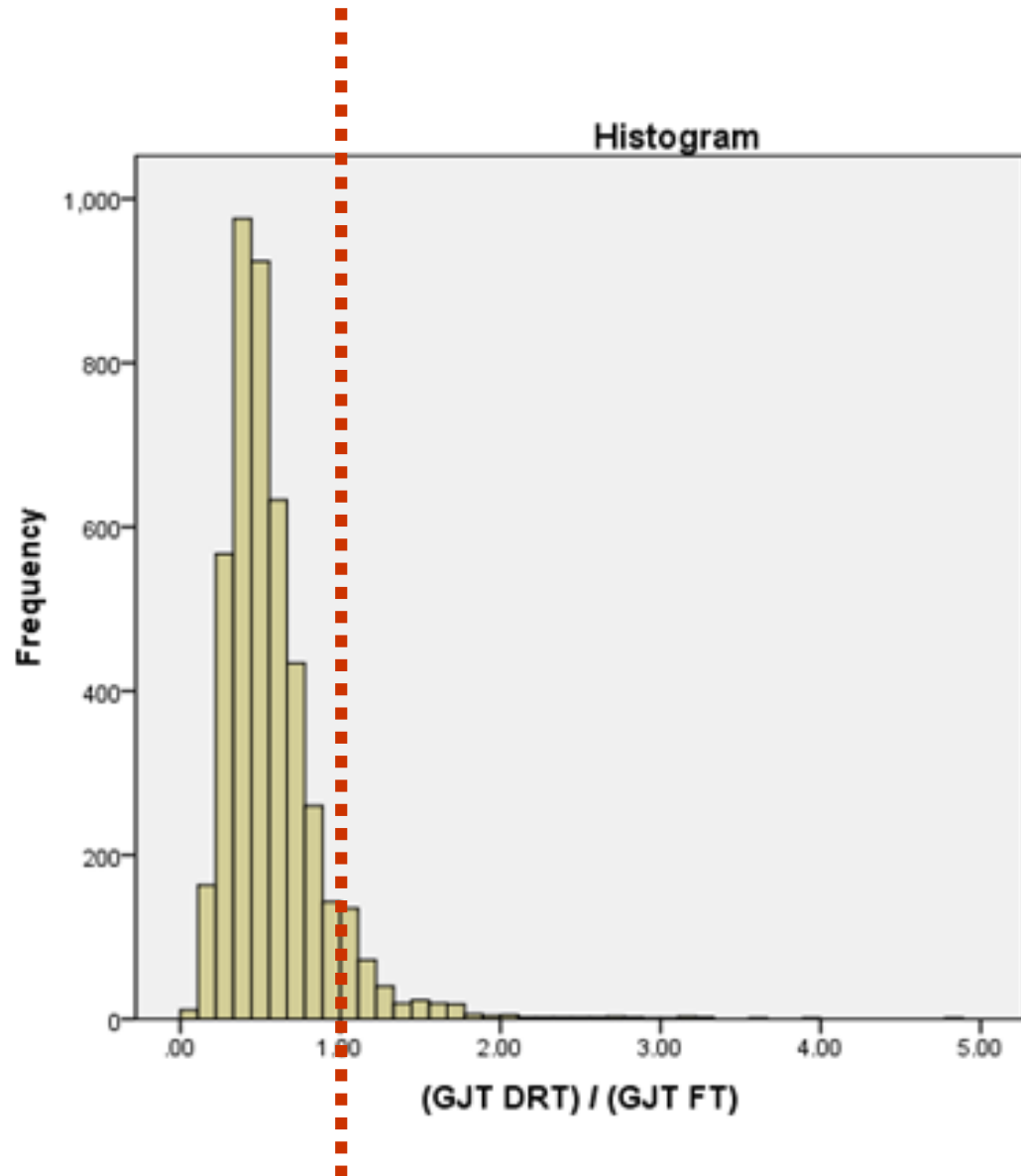
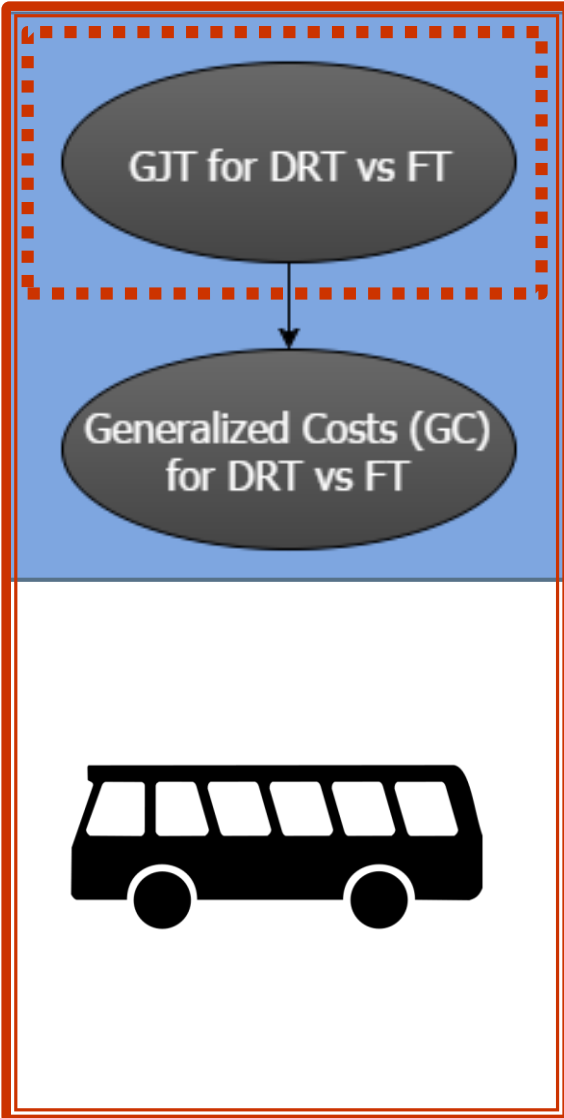


A



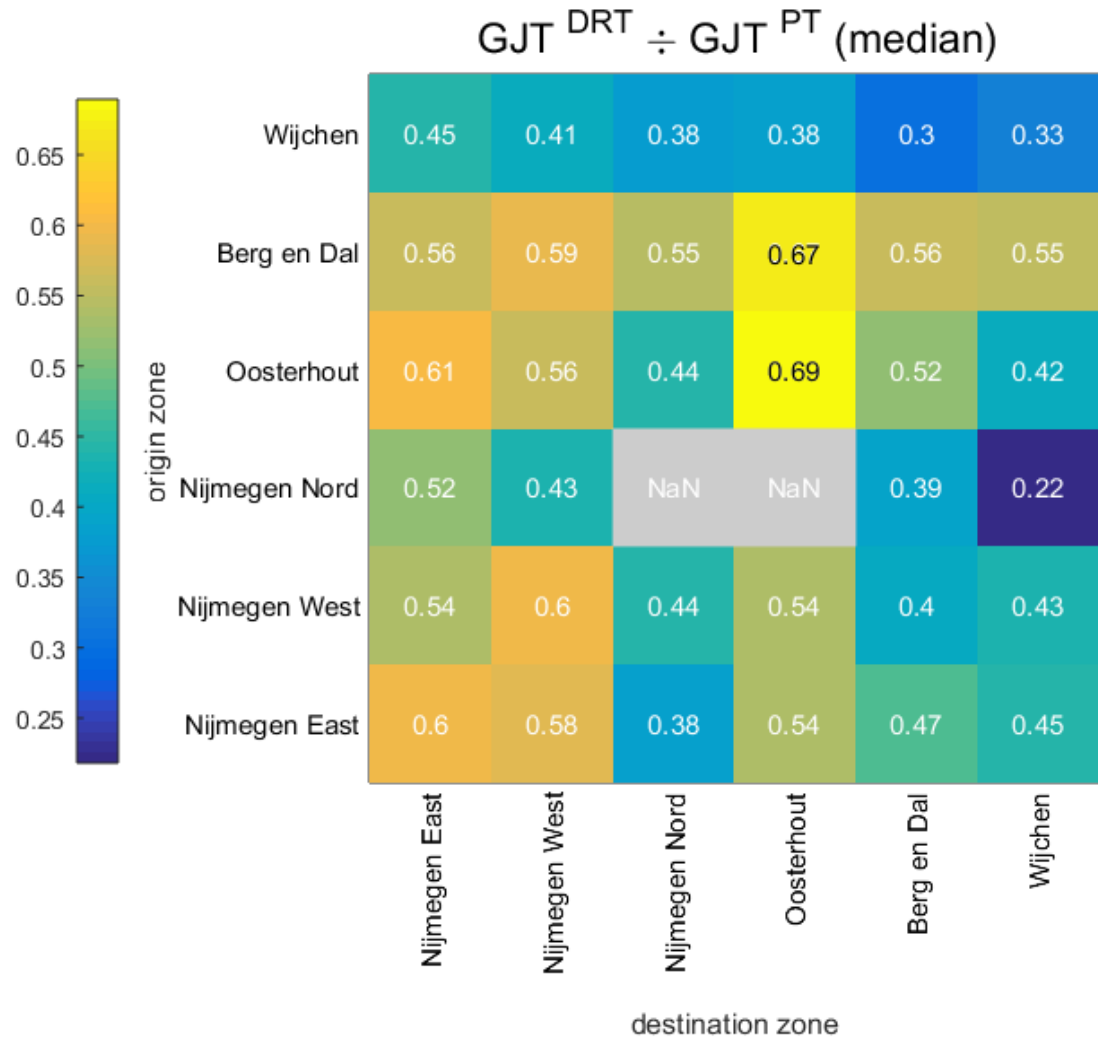
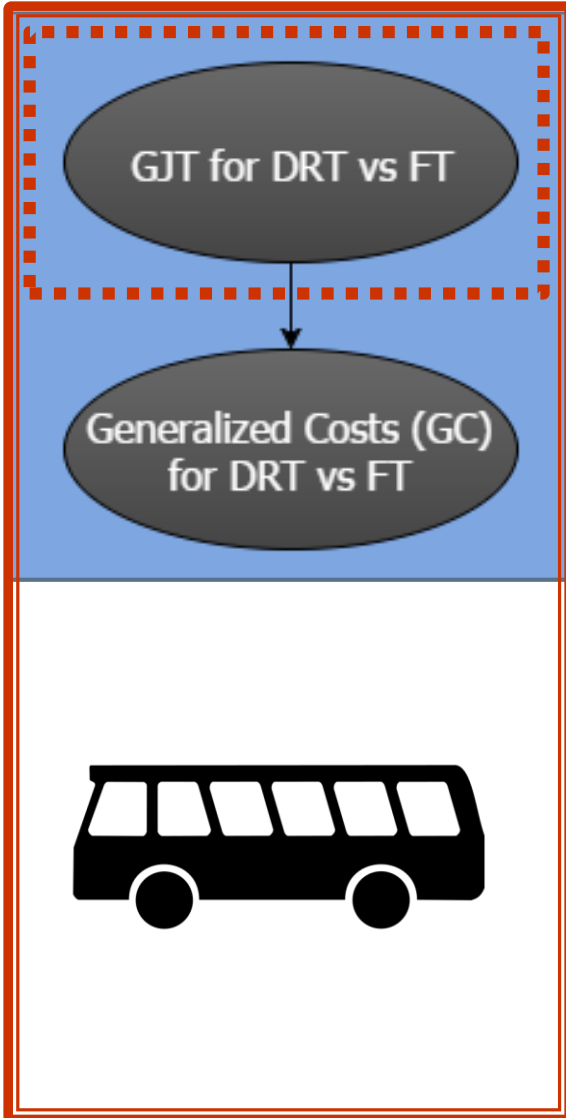
B

# Case study





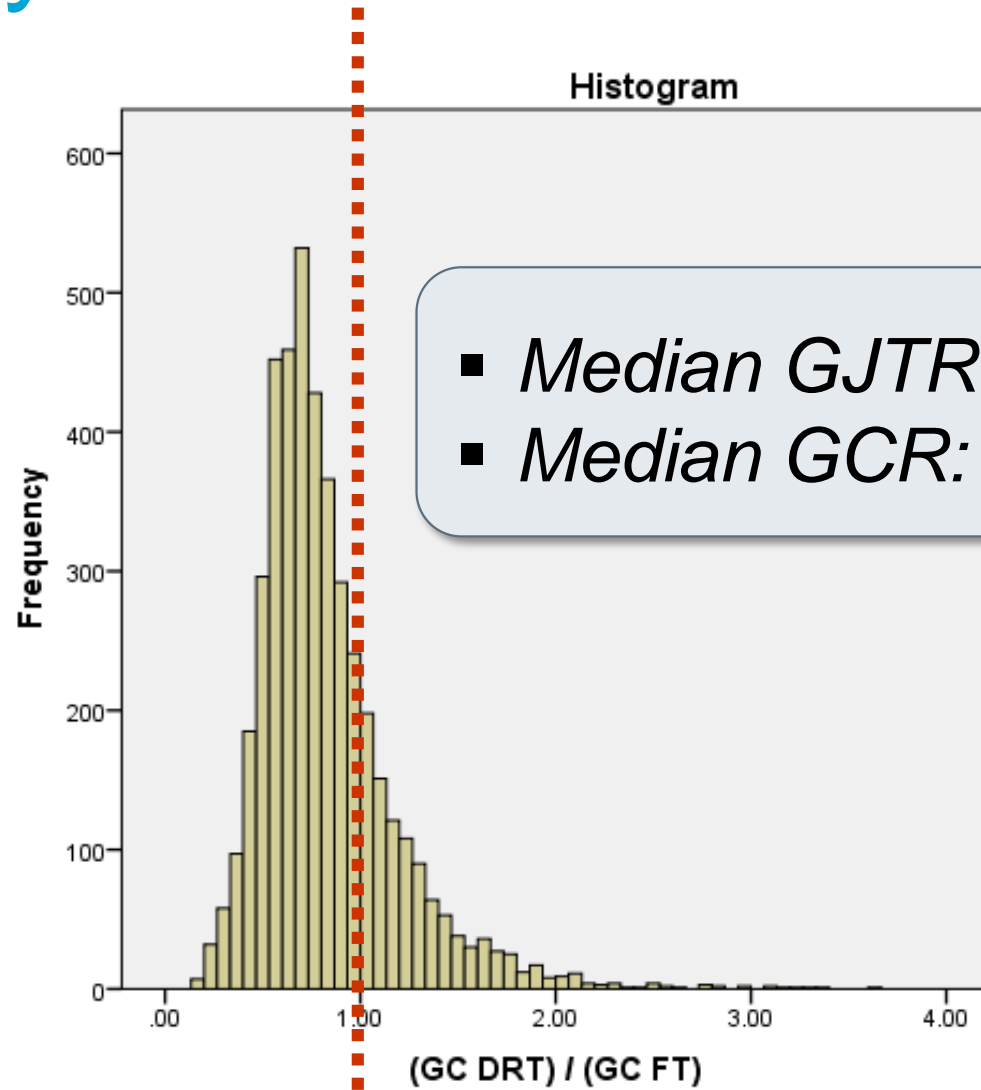
# Case study



# Case study

GJT for DRT vs FT

Generalized Costs (GC)  
for DRT vs FT

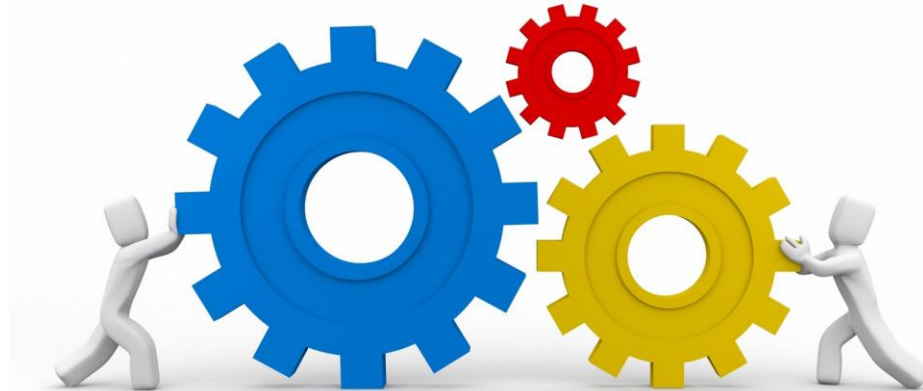


# Discussion

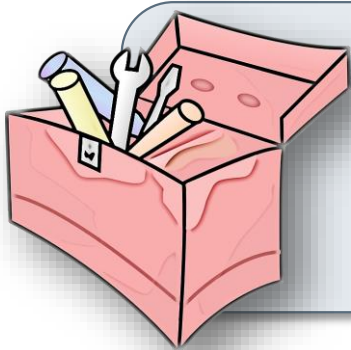


- Individual taxi service
- Modal shift from FT
- Level of service

# Discussion



- DRT price variable of:
  - FT accessibility
  - Comfort



- Evaluate **real** DRT performance
- Identify if “DRT + FT” or “DRT **vs** FT”
- Assess **accessibility** increases



- Different trips, different modes



THANK YOU  
FOR  
YOUR  
ATTENTION!  
ANY QUESTIONS?

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