**CONTEXT: URBAN MOBILITY IS CHANGING**
- Growing cities and growing demand for mobility...
- Changing mobility services, including bicycle rental or carsharing...
- Increased use of ICT for trip planning and undertaking...
- Intermodal transport as the use of more than one mode of transport on a single trip.

**INTERMODAL USERS: RESEARCH QUESTIONS**
- How many persons are intermodal?
- How can intermodal persons be characterized?
- How do trip purposes of monomodal and intermodal trips differ?

**CITY SIZES** (Example: Germany)
In bigger cities more persons are intermodal.

**TRIP PURPOSES** (Example: Berlin)
A great amount of intermodal trips are trips to work or school.

**OUTLOOK**
- Various statistical analyses with survey data
- Developing a user-typology
- Extending mobility and traffic models by intermodal behavior
- Designing new mobility concepts and public transport operation services
- Explore more case cities: Tokyo, Paris, Copenhagen

- What might an intermodal mobility system for the “city of tomorrow” look like?
- How far can it contribute to user-oriented and environmentally efficient mobility in cities?
- Understanding the relation between intermodal mobility behavior, new concepts of mobility and urban spatial structures
- The project is composed of six fields of research:

**METHODS**
- Spatial statistical analyses
- Quantitative survey, qualitative interviews and focus groups
- Agent-based modeling and simulation of intermodality, including demand modeling, traffic flow, and the effects of intermodality on location choice

**AGE GROUPS** (Example: Berlin)
The share of intermodal users is higher in young age groups.

**INTERMODAL USERS TEND TO** (in comparison to monomodal users) (Example: Berlin)
- be more likely female
- have a higher education more often
- be more likely to work or be in education
- have no kids more often
- have less access to a car and more public transit passes
- be relatively young

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