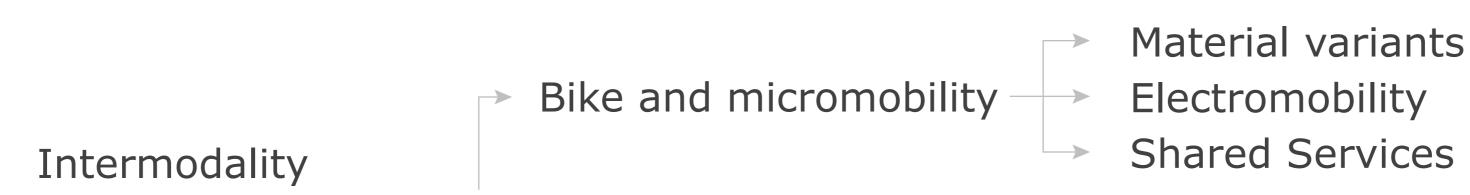
Hot topic

- Doubling of studies between 2019 et 2023
- Few studies beyond the combination of bicycle and rail in Europe
- Few studies adopting a regional perspective

Emergent Intermodal Practices

- Modal share of light individual mobility, in transfer, between 7% and 8%, driven by personal electric scooters
- Overrepresentation of highly educated active workers and senior managers
- Overrepresentation of young adult and motorized males



Public Transport

Light Individual Mobility

Urban Development

Oriented

Micromobility-friendly Transit-Oriented Development

Bicycle-based Transit-Oriented Development

Hybrid Transit Metropolises

→ Adaptive Cities & Adaptive Transit

Network

Territory

Intermodal Accessibility

Patterns

- Primary modal combination with train, then metro
- 75% of commutes
- 70% replace individual car travel
- Heterogeneous intermodal experience
- Dual use in access and egress segments

Key Factors

- Micromobility-based: Shared mobility, bikeability, cycling networks, and parking
- *Transit* : Frequency
- *Oriented*: Urban network and 'bicycle system'
- *Development*: Land value of activity locations and 'superior' points of interest

Proximity-centered Accessibility

- '15-min' Station areas: 1 kilometer walking and 4 kilometers by bike
- Modal choice dependent on range and flexibility search
- Double extension of station areas in both access and egress: Local access multiplied by 32

Classes

- (M-)TODs
- (M-)TADs
- Car-centric neighborhoods

Inter-nodal Accessibility

- 3 optimization strategies via detour: 20% time savings, with an additional 2 kilometers
- Main motivation for detour: access to an attractive exchange hub
- Optimization strategies through breaks: 75% for daily purchases

Amenities Accessibility

- 65% of the regional population has access to station areas
- 70% of the region's jobs are accessible
- 60%, 70%, and 80% of 'proximity,' 'intermediate,' and 'superior' points of interest are accessible