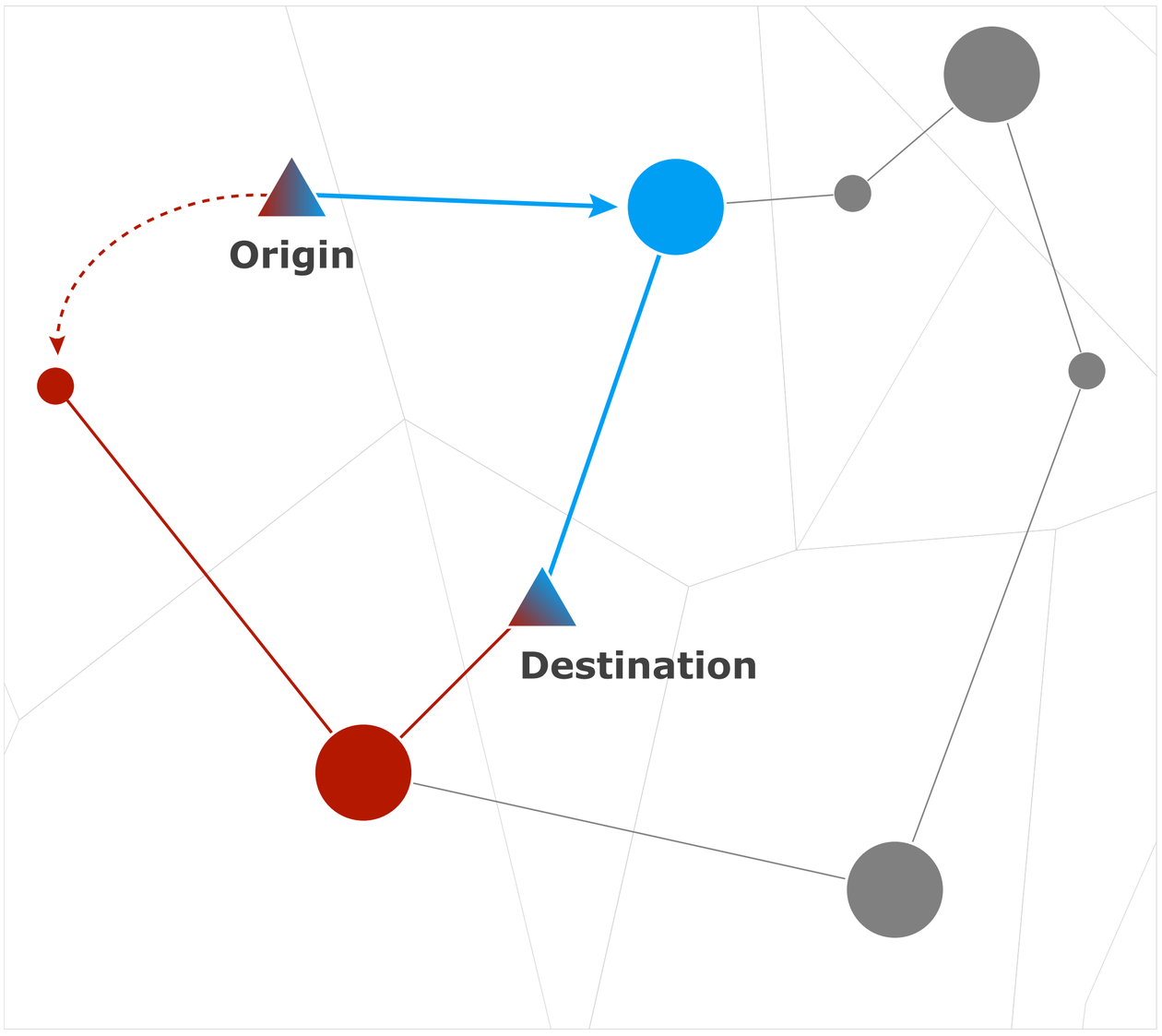
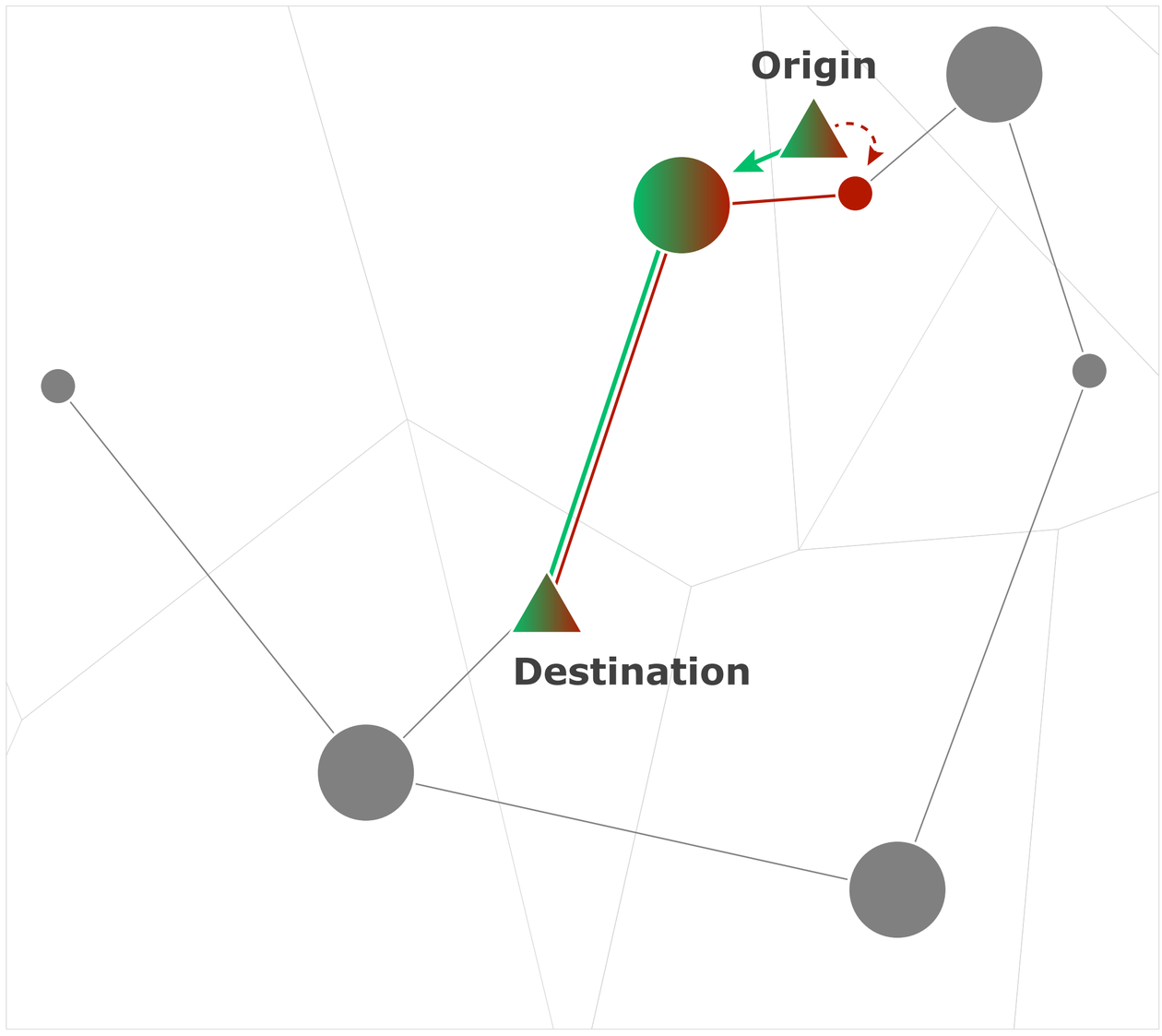
Strategy 1:
Avoidance of Transfers



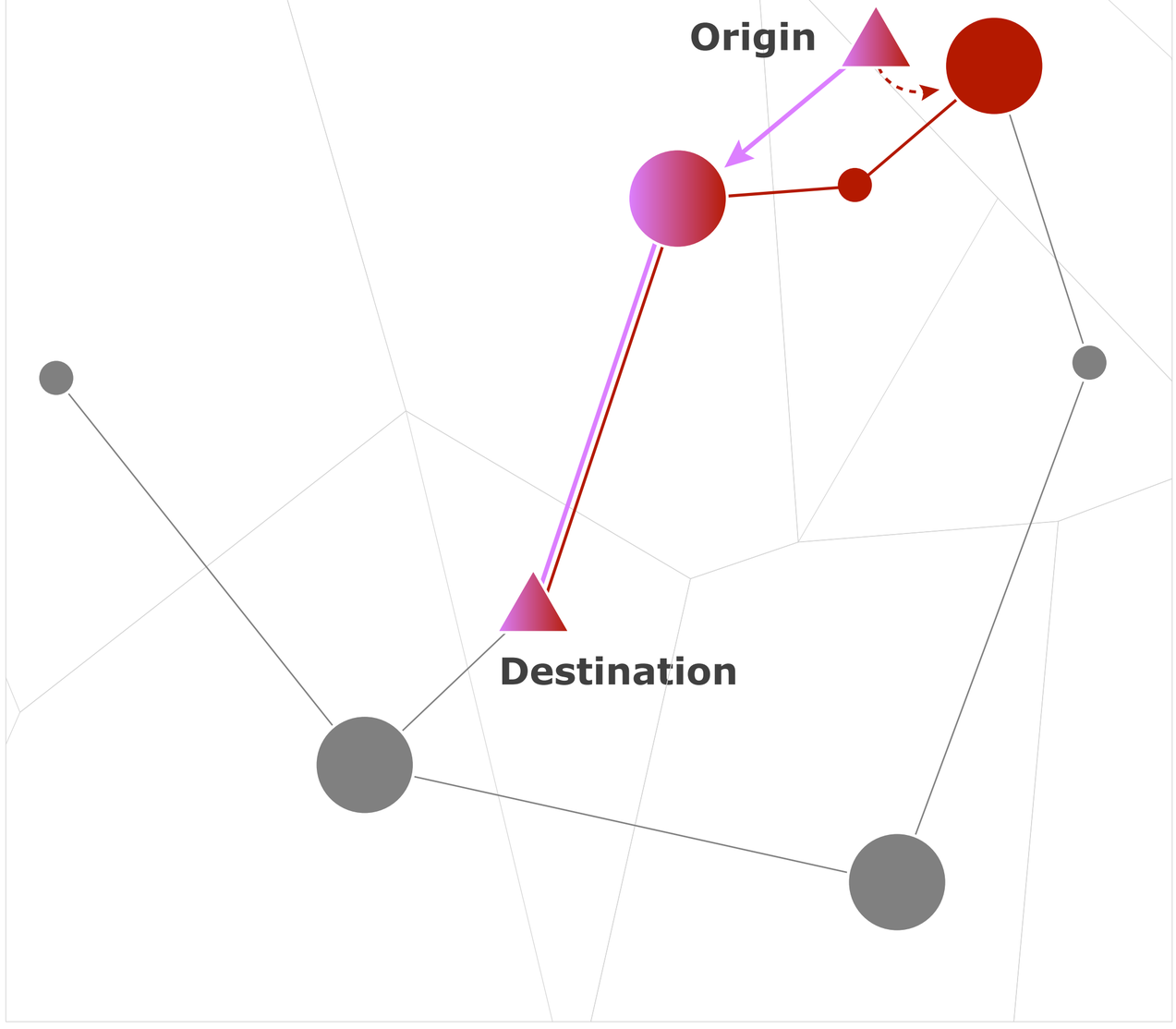
1 **Reduction of transfer disruptions**
152 segments

Strategy 2:
Most Attractive Station



2 **Attractiveness of public transport stations**
12 segments

Strategy 3:
Reduction of Onboard Time



3 **Reduction of onboard public transport time**
7 segments

Legend

- Multimodal Hub
  Frequent and express railway lines
- Intermediate Node
  Omnibus and infrequent railway lines
- Graph
  Non-crossed railway line
- Itinerary Classified as a Detour
  Access or egress trip with the transit leg
- Route Considered the Shortest
  Access or egress trip with the transit leg
- Voronoi Cell

Subsample: 171 trips including a detour
129 intermodal journeys

Reading Guide

The analysis of intermodal journeys, including at least one detour, leads to the identification of **three types of spatio-temporal optimization strategies** in the form of spatial detours. The first mobility practice, which consists of **avoiding transfers**, is characterized by a reduced number of transfer disruptions by bypassing certain public transport lines. The second strategy is based on **the frequency and commercial speed of rail services**, which make the station or terminal more attractive. Finally, the third category involves extending the distance by bicycle or micromobility **to reduce the time spent onboard** public transport.