

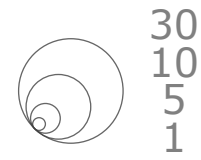
Subsample: 129 intermodal journeys

Legend

Optimization Strategies

- Detour 1
Transfers
- Detour 2
Service Quality
- Detour 3
Time on Board

Spatial distance gap between actual (eff) and alternative (alt) trips



Calculation of the Spatial Ratio

$$R_{km} = \frac{km_{alt}}{km_{eff}}$$
$$km = km_R + km_{TC} + km_D$$

Calculation of the Perceived Temporal Ratio

$$R_{tO} = \frac{t_{alt}}{t_{eff}}$$
$$tP = 1,8*(t_R + t_D) + 2,8*t_A + 1*t_{TC}$$

Reading Guide

This bubble chart represents the visual relationship between four variables: (i) the **spatial optimization coefficient** (R_{km}), (ii) the **perceived temporal optimization coefficient** (R_{tp}), (iii) **the difference between the spatial distance** of actual trips (km_{eff}) and alternative trips (km_{alt}), and (iv) **the type of spatiotemporal optimization strategy** involved in the intermodal trip.

Four detour profiles are apparent: profile **A** characterized by distance-time gains, profile **B** by spatial distance savings, profile **C** leveraging the characteristics of the other two profiles, and profile **D**, where the distribution of points reflects neither a form of spatial nor temporal optimization.