What?
When?

By whom?
On what?

Where?
With what?

Objective 1 (O_1)

Theoretical framework of TOD and its variants

Hypothesis 1.1 ($H_{1.1}$)

Growing interest in TOD and cycles

Hypothesis 1.2 ($H_{1.2}$)

Strategic interest in combining the two study objects through the lens of intermodality

Objective 2 (O_2)

State of the art of existing knowledge on B-TOD and M-TOD

Hypothesis 2.1 ($H_{2.1}$)

Variants and manifestations mainly on B-TOD

Hypothesis 2.2 ($H_{2.2}$)

Accessibility rarely treated from the perspective of network and territory interactions

Objective 3 (O_3)

Methodological approach adapted to scientific positioning

Hypothesis 3.1 ($H_{3.1}$)

Challenges of combining survey methods

Hypothesis 3.2 ($H_{3.2}$)

Challenges of regionalizing the study and representing station districts

Who?
How many?

Where to?
Why?

How?
In relation to what?

Objective 4 (O_4)

Measure and characterize users and their practices

Hypothesis 4.1 ($H_{4.1}$)

Emergent character of intermodal practices

Hypothesis 4.2 ($H_{4.2}$)

Influence of the environment as a moderating factor of inequalities in mobility

Objective 5 (O_5)

Evaluate intermodal accessibility gains

Hypothesis 5.1 ($H_{5.1}$)

Distances to nodes and accessibility gains in the region

Hypothesis 5.2 ($H_{5.2}$)

Route choice and optimization of intermodal travel

Objective 6 (O_6)

Develop a regional NPART model with M-TOD parameters

Hypothesis 6.1 ($H_{6.1}$)

Predict the determinants of station attendance

Hypothesis 6.2 ($H_{6.2}$)

Classify stations and their surroundings based on the coordination level of indices