

# MULTIMODAL TRANSPORTATION

## Description

Multimodal transportation corridors provide the best solution for all person or freight movement in a congested corridor. This requires designers to incorporate strategies such as managed lanes, toll facilities, rail transit, and commute options into a corridor, allowing capacity for moving people and freight to be more easily expanded in the future.

Similarly, multimodal transportation centers take the corridor concept and condense it into a single facility that combines multiple modes including bus, rail, bicycles, rental cars, taxis, and other transportation services. These facilities provide high connectivity and convenience for all users.



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## Target Market

- Heavily congested corridors requiring complete redesign
- Locations near major activity centers

Planning and designing multimodal corridors or centers relies on knowing the specific needs and resources of the surrounding community.

## How Will This Help?

- Reduce the frequency of constructing new facilities by planning for more capacity to meet demand.
- Improve congestion, travel time, and reliability for all users by offering multiple commute options.
- Increase economic development along the corridor or around multimodal centers.

<b>Cost:</b>	●●●●○
<b>Time:</b>	Moderate
<b>Impact:</b>	Urban Corridor
<b>Who:</b>	City/Region
<b>Hurdles:</b>	Right-of-Way

## Success Stories

- The Houston Northwest/US 290 Corridor managed lane is highlighted in a recent national research publication as an exemplary case study of multimodal (in this case HOV/transit) applications to address highway congestion.
- Many former highway-only corridors throughout the U.S. have been converted to include other modal approaches. Examples include several corridors in Los Angeles, San Francisco, and Chicago; the T-REX/IH 25 Corridor in Denver; and the Portland MAX Airport/IH 84 Corridor.

## Implementation Issues

Implementing multimodal corridors and facilities requires collaboration among numerous local and state agencies, private organizations, and other groups throughout the entire planning and design process. In both multimodal corridors and centers, acquiring adequate right-of-way or land can be difficult and expensive. Multimodal solutions most often occur when a single mode improvement is needed, but planners consider other modal options, the public suggests it, or funding for alternative modes is available.