



**MULTI-MODAL TERMINALS**

*Guelph Central Station*

# Multi-Modal Terminals

Multi-modal terminals provide the piece of the public transportation puzzle that physically connects and integrates all the others by making passenger transfers between the modes simple, barrier-free and fast.

As well, multi-modal terminals provide for those who make use of the car for a portion of their journey by including ample parking and passenger drop-off and pick-up facilities. Ideally, they should also contain retail outlets where passengers can purchase goods that make a multi-modal public transportation journey more appealing, such as food and beverages.

When multi-modal terminals are accompanied by appropriate zoning for the surrounding land within a distance of approximately 800 metres, their high activity levels can make them generators of transit-oriented residential and commercial development. This transforms these terminals into what is defined as a mobility hub.

An example of an effective multi-modal terminal that is now emerging as a mobility hub is the municipally-owned Guelph Central Station. Serving as the timed interchange point for several Guelph Transit routes, it also accommodates VIA Rail, GO rail and bus service, and Greyhound. This \$8-million facility, which includes the city's historic railway station, is an integral part of Guelph's downtown revitalization plan.

A similar approach is being taken in the development of the new Kitchener multi-modal terminal to connect Waterloo Region's light rail transit line with other urban transit routes, VIA, GO Transit and privately-operated bus services.

Elsewhere in Southwestern Ontario, few attempts have been made by any of the service providers to develop multi-modal terminals that could eventually blossom into mobility hubs. While there are many locations where the various public modes come in close contact with each other,



*Amtrak*

they do not share facilities and there is no service integration. Such impediments discourage public transportation usage.

The successful rail-based corridor development projects in many regions of the U.S. are examples of how multi-modal terminal planning and development can be a catalyst for intermodal and inter-governmental cooperation. By acquiring and refitting existing railway stations as multi-modal terminals, municipalities and state agencies have been able to encourage service providers to consolidate operations to eliminate the cost of providing their own stand-alone facilities. The

benefits have flowed to passengers, the operators and the public agencies that have initiated these projects.

An integrated, multi-modal public transportation strategy for Southwestern Ontario will only realize its full potential if multi-modal terminal development is a major and early component of it.