

be difficult to estimate.

5. CONCLUSION

In conclusion, we studied the effects of multimodal transfers on the study network similar to the existing situation in Turkey. Results show that enabling multimodal transfers is likely to increase network performance because they enlarge the choice set of passengers assuming operators cooperate. It also helps to some extent to shift passengers from road to rail and HSR by improving transfer facilities which is one of the 2023 targets of Turkey for sustainable transport.

We also did priority analysis for the improvement of transit facilities which could help the decision of improvement projects with a limited budget. Analysis shows that, unlike the general view, it is not necessarily the largest city that will get more benefits from multimodal transfers but rather the central city in the network is.

We had to use hypothetical data due to the lack or inaccessibility of real data in this study. However, results above reflect the suitability of the model and we think that it is possible to do realistic analysis using optimal modal-mix planning model and real data.

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