**Multimodal spatial availability: a research proposal**

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**RESUMEN**

An increasing number of studies within the domain of transportation planning are concerned with the inequities in accessibility to opportunities. A dimension of these inequities arises from differences in access by mode type (e.g., commuting using a car as opposed to transit). However, methods implemented in current accessibility literature are lacking within the context of multi-modal analysis. This paper presents an extension of spatial availability, a singly-constrained competitive accessibility measure, for the context of multi-modal accessibility analysis. We first illustrate the features of spatial availability that lend itself to multi-modal analysis. We then demonstrate its use on the case study of Low Emission Zones in Madrid (Spain) and highlight how this policy intervention changes the accessibility of populations using different modes. In summary, spatial availability can be used to create and interpret multi-modal policy intervention scenarios unlike previous methods: this creation and interpretation can help regions envision a more sustainable and equitable access-to-opportunity landscape.