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Simple Open Data Measures of Public Transit Service Availability
Usecases for Closeness Centrality and Isochrones

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1 Introduction

In recent years, but for decades by now, the demand for a paradigm shift in transportation infrastructure and service has become louder and louder. While calls for a shift away from car centric mobility are nothing new and where a well established part of German Academic discourse in the 1990s already, [1] it has become part of a widespread political discourse around the so called *Verkehrswende* [2]. With increased awareness and concrete experiences of climate change this discourse has reached states of heated debate. Benefits of

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- How can an easy closenes centrality measure help asses transit service availability and equality

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- Lorenz Curves and Gini Coefficients being silly sometimes [3]

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5 Recap of Results

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6.1 General Limitations

- Lack of real world measures as Comparisons
- Lack of reliability Data
- Lack of delay data
- *inequality* being silly at times [3].

Bibliography

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[2] H. Holzapfel, *Urbanismus und Verkehr: Beitrag zu einem Paradigmenwechsel in der Mobilitätsorganisation.* Wiesbaden: Springer Fachmedien Wiesbaden, 2020. doi: 10.1007/978-3-658-29587-5.

[3] D. Graeber and D. Wengrow, *The Dawn of Everything. A New History of Humanity*. Dublin: Penguin Books, 2022.