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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

1.1 Transit Equity and Equality

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

1.2 Related Work

1.3 Methodological Approach

1.4 Geographic Case Studies

2 Closeness or Reachability

2.1 Closeness Centrality

2.2 Isochrones as a Measure of Reach

2.3 Comparison Use Cases

2.4 Methods

2.5 Results

3 Comparisons with Non-Schedule-Based Modes

3.1 Cycling

3.1.1 Methods

3.1.2 Results

3.2 Cars

3.2.1 Methods

- added parking times

3.2.2 Results

3.3 Temporal Discrepancies with Scheduled Transit

3.4 Limitations

- limitations to car traffic estimations
- limitations to parking times

4 Distinguishing Transit Footprints

4.1 Historical Urban Blueprints

4.2 Radial and Tangential Services

4.3 Methods

4.3.1 Visual Differences

4.3.2 Inequality Measures

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

4.4 Results

4.5 Hub and Spoke Transit Planning

5 Recap of Results

6 Discussion

6.1 General Limitations

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

Bibliography

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