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Simple Open Data Measures of Public Transit Service Availability

Temporal Variability

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1 Abstracts

1.1 Abstract En

1.2 Abstract De

2 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 were 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

2.1 Transit Accessibility Equity and Equality

2.1.1 Terminology

2.1.2 Motivation

- Traditional transport planning centering on men?
 - German Transport Planning post world war 2?
- Transit planning and identifying demand in public transit networks is a complicated process, that takes into account a plethora of data that's hard to access or acquire [3].
 - statistical routing data based on conveyal engine [4]

2.1.3 Research Question

- How temporal variability in transit accessibility maps on to spatial usage patterns?

2.2 Related Work

- Network Centrality Measures
 - road networks
 - public transit networks
 - bipartite networks
- Transit Equity Studies
 - US
 - Network Planning [3]
- Traveltime Datasets such as [5] and [6]

2.3 Methodological Approach

2.3.1 Data Acquisition

- explorative data analysis

2.3.2 origins

- hexgrids from h3pandas [7] based on uber's implementation of them

2.3.2.1 Transport Data

- osm files from geofabrik [8]
- gtfs files from various transit companies [9]–[12].

2.3.2.2 Population Data

2.3.3 Destinations

- Usage of openly available data, preferably from osm .. extracted with pyrosm [13]

- specific data if necessary, eg secondary school data not mapped in osm [14]

2.3.4 Data Processing

- Isochrones
 - available from openrouteservice [15], as used in [16], not used because:
- travel time matrices
 - enough for basic reach analyses, isochrone itself not important
 - calculated with r5py [17] as used in [5], based on the conveyal engine [4], [18]

2.3.5 Case Studies

- Selected based on data availability, personal familiarity.

2.3.5.1 secondary schools

- see [6]
- data from [14]

2.3.5.2 sports clubs

- osm data

2.3.5.3 hexgrid cells

- h3 pandas [7]

3 Transit Reach

3.1 Measures of Reach

3.1.1 Isochrones as a Measure of Reach

- ors [15]
- cumulative or individual accessibility measures from [6]

3.1.2 Mean Travel Time

3.2 Temporal Variability

- conveyal approach [18]
 - also used in [6] for metrics spanning the UK, but identified gap in temporal variability of transport choices
- automatic clustering using u-map, pca and k-means

3.3 Processing

3.4 Results

4 Transit Access and Planning

4.1 Conveyal Percentiles

- see [6]

4.2 Processing

4.3 Results

5 Results

6 Discussion

6.1 General Limitations

- Lack of real world measures as Comparisons
- Focuses solely on door to door travel times and neglects
 - reliability Data
 - delay data both for cars and public transit
 - public transit fare structures [19]
- *inequality* being silly at times [20].

7 Final Remarks

7.1 Conclusion

7.2 Outlook

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