Fw: Decision on submission to Transportation Research Part D

E. Desjardins <desjae@mcmaster.ca>   Sat, Aug 21, 2021 at 10:47 AM
To: paezha <paezha@gmail.com>

Elise Desjardins, MPH

PhD Student (Vanier Scholar)

School of Earth, Environment & Society

⊚ location: McMaster University BSB-333
✉ email: desjae@mcmaster.ca

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From: em.trd.295f.757377.63f5aa7e@editorialmanager.com <em.trd.295f.757377.63f5aa7e@editorialmanager.com> on behalf of Robert Noland <em@editorialmanager.com>
Sent: Friday, August 20, 2021 5:20 PM
To: E. Desjardins <desjae@mcmaster.ca>
Subject: Decision on submission to Transportation Research Part D

CC: alex.karner@utexas.edu

Manuscript Number: TRD-D-21-00529R1

Examining equity in accessibility of bikeshare: a balanced floating catchment area approach

Dear Ms. Desjardins,

Thank you for submitting your manuscript to Transportation Research Part D.

I have completed my evaluation of your manuscript. The reviewers recommend reconsideration of your manuscript following revision and modification. I invite you to resubmit your manuscript after addressing the comments below. Please resubmit your revised manuscript by Sep 19, 2021.

When revising your manuscript, please consider all issues mentioned in the reviewers' comments carefully: please outline every change made in response to their comments and provide suitable rebuttals for any comments not addressed. Please note that your revised submission may need to be re-reviewed.

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Transportation Research Part D values your contribution and I look forward to receiving your revised manuscript.

Kind regards,

Robert Noland

Editor-in-Chief

Transportation Research Part D

Editor and Reviewer comments:

Reviewer #1: I appreciate the authors' efforts to address my comments. There are some points that need further
clarification.

1. The BFCA introduces an element of congestion into accessibility calculations. You are talking about congestion at docking stations, right? If so, please specify. Also, this is a static approach without considering the time dimension. It essentially assumes that all travelers arrive at the docking stations simultaneously, and thus one bicycle can be used only by one user. This is hardly the case in any real-world settings. How would you justify this?

2. In response to my previous comment 3, the authors noted that the data are not aggregated. In the abstract, they say "we then reaggregate the estimated accessibility for further analysis using census data". I am confused. I am also confused about the geographic units of analysis. Population cell is used in Section 4.1. Then in Section 4.2 population data is interpolated to smaller polygons that are 50-by-50 in size. I guess these are the same thing. Besides, there is something named micro-zones. Please check carefully throughout the manuscript and unify the terms.

3. Regarding the distance threshold, I guess you used it to compute w_{ij} via a distance decay function. But it is not clear how the distance-decay function is defined. Further, it is counterintuitive to me that the increase in the distance threshold decreases the accessibility. With the increase in the distance threshold, more people can reach the docking stations. Isn't this indicating an increase in the accessibility? When the demand surpasses the capacity, the number of people that can be served is bounded by the capacity of the docking station. But it will not decrease. Adding an upper bound to P_j may resolve this issue. But this brings me to the problem of why considering congestion at the very beginning? For highway systems, we need to consider congestion since the higher the volume, the longer the queuing delay one needs to pass the highway in the congested regime. However, are customers going to wait in a bikeshare system? A clearer motivation for using this method would be helpful.

4. Analysis shows that accessibility increase is modest especially for population in the bottom 20% of median total household income. How do you interpret this finding? Does that mean the equity stations fail their purposes?

5. Eq. (4) and (5), I could not see the differences between the terms on the right hand side. If they are not same thing, why use two notation?

Reviewer #2: The authors have addressed my concerns

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