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Fw: Decision on submission to Transportation Research Part D

E. Desjardins <desjae@mcmaster.ca>
To: paezha <paezha@gmail.com>

Wed, Oct 13, 2021 at 3:58 PM

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From: em.trd.295f.769b6f.17d31a96@editorialmanager.com <em.trd.295f.769b6f.17d31a96@editorialmanager.com> on behalf of Robert Noland <em@editorialmanager.com>

Sent: Tuesday, October 12, 2021 8:09 AM

To: E. Desjardins <desjae@mcmaster.ca>

Subject: Decision on submission to Transportation Research Part D

CC: alex.karner@utexas.edu

Manuscript Number: TRD-D-21-00529R2

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 Nov 11, 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: This paper is ready for publication. I don't have any more comments.

Reviewer #3: Thank you for revising in response to my prior comments. Due to an editorial error, I missed a round of feedback so will keep my comments brief and mainly reiterate some prior points.

Because travel is derived from a demand for activity participation, I still do not believe that you are quantifying accessibility in this paper. No one gets to a bike share station consumes the service of bike share and ends their trip. The bike share is a means to an end. You overstate your position on p. 6, l. 20 when you claim that the docking stations are an amenity because they offer a transportation service. Again – people consume travel to reach destinations where they can undertake activities. This fact must be noted in the study limitations.

Many of the maps are still very difficult to interpret. I previously suggested plotting the difference in accessibility (for example for Figures 4-6) to make the differences easy to discern. Currently it's very difficult to detect any changes in the maps at all. I also suggested experimenting with a discrete scale. This might also help to make the differences easier to discern without needing an explicit map of difference. All units in the map legends need to be spelled out (e.g., "accessibility (racks/person)") and use plain English with any acronyms defined (e.g., for `los_inflation` and `accessibility_inflation`). The discordance between the label for Figure 7 "deflation" and legend "inflation" should be resolved. Scale bar and north arrow only need to be shown once on the small multiples maps.

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