

# Breakout Session 2

Question 6



# Question 6

- What uses do you see for the kind of “thick mapping” of data for urban areas, such as detailed electrical energy and water use, remote sensing of carbon dioxide emissions, traffic patterns, income, age demographics, etc.?
  - Can this data be used for validation for pavement LCA models?
  - Can this data be considered input data for use phase models involving vehicles using predictive data for future traffic patterns?
  - Are there any other potential uses for this data?
- Is this approach maybe not so useful?

# Group 3

- Facilitator:
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- Members
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# Q6: Thick Mapping

- Limited use for pavement LCA in dense urban areas because of confounding factors, but possible in more rural areas for pre-post study
- Can contribute to development planning - for instance in consequential LCA
- Potential use in use-phase traffic flow models requires traffic forecasting to be solved before useful for pavement LCA
- Other data of this type, such as vehicle accelerations (e.g. from smartphone apps) is more useful

# Q6: Thick Mapping

- Could be useful for interpretation, through local normalization (also local health issues)
- Other uses: environmental justice, insurance company information, use phase emissions, e.g. in non-attainment areas