

# Why WSTLUR/ Whistler

International  
Transport and Land  
Use Research  
Conference

ITLURC

International  
Symposium on  
Transport and Land  
Use Research

ISTLUR

Worldwide  
International  
Symposium on  
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**WISTLUR**

# World Symposium on Transport and Land Use Research



**WSTLUR**



**JTLU**

**JOURNAL OF TRANSPORT AND LAND USE**

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# Journal of Transport and Land Use

Presented at WSTLUR July 28, 2011

David Levinson

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## Journal of Transport and Land Use

The Journal of Transport and Land Use publishes original inter-disciplinary papers on the interaction of transport and land use. Domains include: engineering, planning, modeling, behavior, economics, geography, regional science, sociology, architecture and design, network science, and complex systems.

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### ■ Announcements

#### ■ Call for Papers: World Symposium on Transport and Land Use

We are pleased to announce the inaugural meeting of the World Symposium on Transport and Land Use Research (WSTLUR) to be held in Whistler, British Columbia, July 28-30, 2011.

The Call for Papers is open for submission until December 31, 2010

Posted: 2010-08-05

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Modelling hedonic residential rents for land use and transport simulation while considering spatial effects

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We want JTLU to be both

free to submit and

free to read,

but the latter is more important. If the publishing culture moves toward submission or publication charges, we can go in that direction, but presently other journals in our field are free to submit, so no incentive to pay for submission.

Presently rely on sponsorship from University of Minnesota Center for Transportation Studies

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# Acceptance

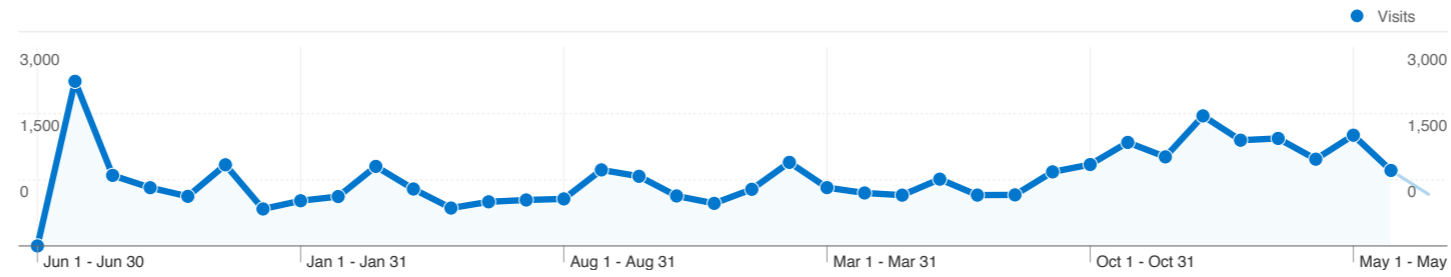
In 3 years (Fall 2007-Fall 2010) (prior to WSTLUR)

231 Submissions

47 published, 18 in press, 28 under review or revision

Acceptance Rate  $(47+18)/(231-28) = 32\%$

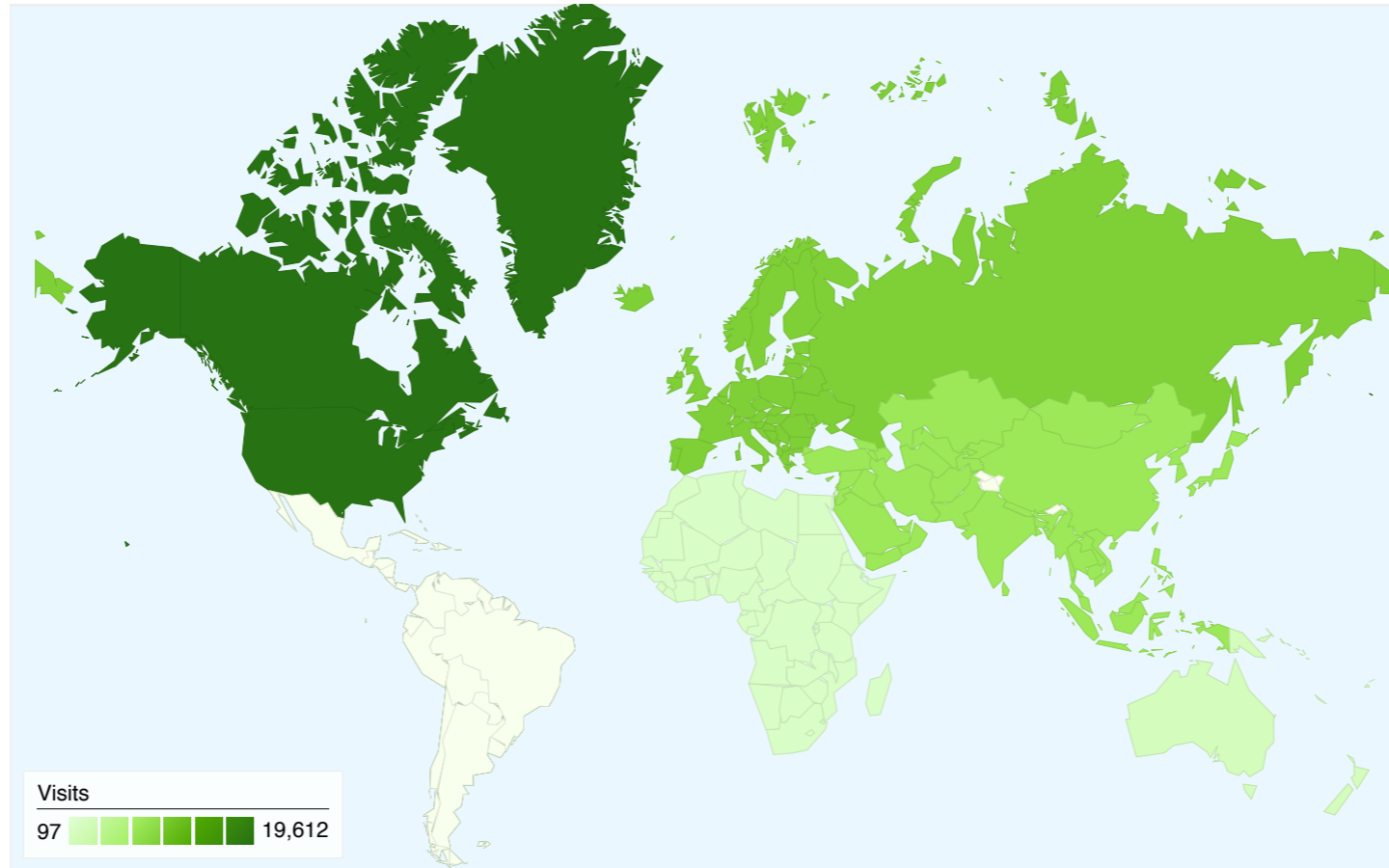
This includes things like editorials and book reviews, article rate is lower.



**39,205** Visits

**34.06** Visits / Day

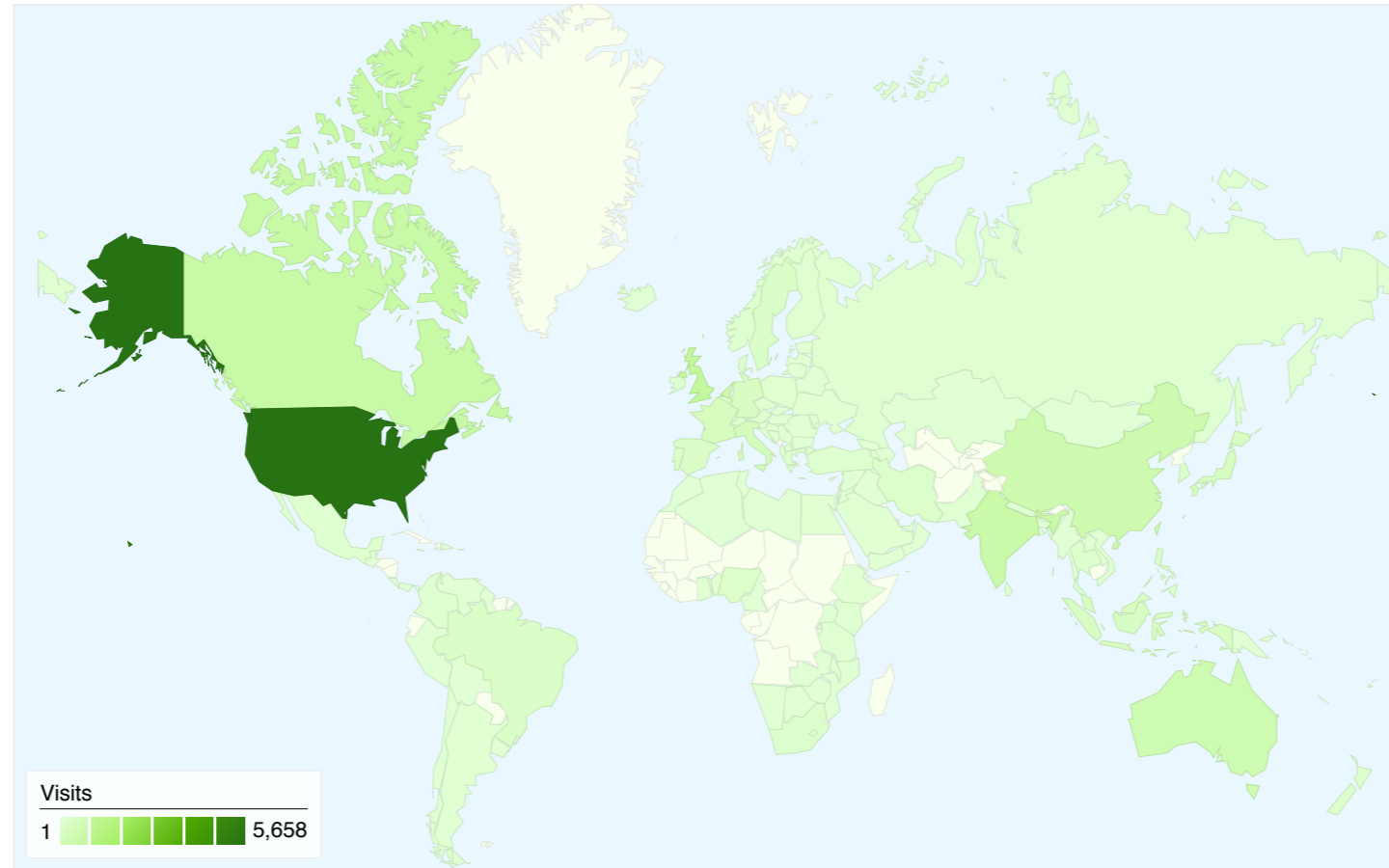
Jun 1, 2008 - Jun 30, 2008	0.00% (0)
Jul 1, 2008 - Jul 31, 2008	6.35% (2,490)
Aug 1, 2008 - Aug 31, 2008	2.72% (1,067)
Sep 1, 2008 - Sep 30, 2008	2.25% (881)
Oct 1, 2008 - Oct 31, 2008	1.91% (750)
Nov 1, 2008 - Nov 30, 2008	3.13% (1,227)
Dec 1, 2008 - Dec 31, 2008	1.43% (559)
Jan 1, 2009 - Jan 31, 2009	1.74% (683)
Feb 1, 2009 - Feb 28, 2009	1.91% (747)
Mar 1, 2009 - Mar 31, 2009	3.07% (1,203)
Apr 1, 2009 - Apr 30, 2009	2.20% (861)
May 1, 2009 - May 31, 2009	1.46% (573)
Jun 1, 2009 - Jun 30, 2009	1.70% (667)
Jul 1, 2009 - Jul 31, 2009	1.77% (695)
Aug 1, 2009 - Aug 31, 2009	1.81% (711)
Sep 1, 2009 - Sep 30, 2009	2.93% (1,150)
Oct 1, 2009 - Oct 31, 2009	2.69% (1,053)
Nov 1, 2009 - Nov 30, 2009	1.93% (756)
Dec 1, 2009 - Dec 31, 2009	1.64% (644)
Jan 1, 2010 - Jan 31, 2010	2.19% (857)
Feb 1, 2010 - Feb 28, 2010	3.22% (1,264)
Mar 1, 2010 - Mar 31, 2010	2.25% (882)
Apr 1, 2010 - Apr 30, 2010	2.04% (801)
May 1, 2010 - May 31, 2010	1.96% (768)
Jun 1, 2010 - Jun 30, 2010	2.58% (1,010)
Jul 1, 2010 - Jul 31, 2010	1.96% (769)



**39,205 visits came from 6 continents**

Site Usage						
Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate		
<b>39,205</b> % of Site Total: 100.00%	<b>4.36</b> Site Avg: 4.36 (0.00%)	<b>00:03:17</b> Site Avg: 00:03:17 (0.00%)	<b>65.22%</b> Site Avg: 65.16% (0.09%)	<b>51.18%</b> Site Avg: 51.18% (0.00%)		
Continent	Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate	
Americas	<b>19,612</b>	4.91	00:03:20	62.57%	50.65%	
Europe	<b>9,621</b>	3.96	00:02:59	64.75%	49.37%	
Asia	<b>7,387</b>	3.82	00:03:32	70.73%	53.66%	
Oceania	<b>1,527</b>	3.55	00:03:00	63.26%	51.60%	
Africa	<b>961</b>	3.02	00:04:03	82.62%	57.96%	
(not set)	<b>97</b>	1.63	00:01:22	86.60%	73.20%	

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**16,269 visits came from 134 countries/territories**

Site Usage						
Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate		
<b>16,269</b> % of Site Total: 100.00%	<b>4.74</b> Site Avg: 4.74 (0.00%)	<b>00:03:31</b> Site Avg: 00:03:31 (0.00%)	<b>65.32%</b> Site Avg: 65.27% (0.08%)	<b>48.87%</b> Site Avg: 48.87% (0.00%)		
Country/Territory	Visits	Pages/Visit	Avg. Time on Site	% New Visits	Bounce Rate	
United States	<b>5,658</b>	6.30	00:04:15	59.76%	43.20%	
United Kingdom	<b>916</b>	3.89	00:02:55	73.69%	46.72%	
Canada	<b>781</b>	4.34	00:03:02	69.14%	43.92%	
India	<b>718</b>	3.76	00:03:22	74.37%	55.01%	
Netherlands	<b>654</b>	4.31	00:02:48	44.34%	53.82%	
China	<b>623</b>	2.73	00:02:26	40.13%	70.47%	
Australia	<b>579</b>	3.92	00:02:58	64.25%	49.91%	
Italy	<b>363</b>	3.86	00:02:40	59.78%	55.92%	
France	<b>352</b>	2.82	00:02:21	65.34%	51.42%	



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general article we  
published:

“Cities as organisms:  
Allometric scaling of  
urban road  
networks”  
(Samaniego and  
Moses 2008)

*Journal of Transport and Land Use* 1:1 (Summer 2008) pp. 21–39  
Available at <http://jtlu.org>

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## Cities as organisms: Allometric scaling of urban road networks

Horacio Samaniego

Instituto de Silvicultura, Universidad Austral de Chile <sup>a</sup>

Melanie E. Moses

University of New Mexico <sup>b</sup>

**Abstract:** Just as the cardiovascular network distributes energy and materials to cells in an organism, urban road networks distribute energy, materials and people to locations in cities. Understanding the topology of urban networks that connect people and places leads to insights into how cities are organized. This paper proposes a statistical approach to determine features of urban road networks that affect accessibility. Statistics of road networks and traffic patterns across 425 U.S. cities show that urban road networks are much less centralized than biological vascular networks. As a result, per capita road capacity is independent of the spatial extent of cities. In contrast, driving distances depend on city area, although not as much as is predicted by a completely centralized model. This intermediate pattern between centralized and decentralized extremes may reflect a mixture of different travel behaviors. The approach presented here offers a novel macroscopic perspective on the differences between small and large cities and on how road infrastructure and traffic might change as cities grow.

**Keywords:** Allometric scaling, urban form, Metabolic Scaling Theory, network growth

### 1 Introduction

Access to destinations (i.e. opportunities such as jobs, stores, recreational locations, etc.) is largely determined by how efficiently the underlying road network facilitates the flow of people to their destinations. Access is highly constrained by the topology of the network and to some extent by the form of transportation employed to traverse it. A variety of definitions of accessibility have been proposed (e.g. Hansen 1959; Horner 2004; Krizek 2005; Kwan *et al.* 2003), but all of these estimates of accessibility consider how destinations and residents are distributed within the city. Therefore, it

<sup>a</sup>horacio.samaniego@gmail.com

<sup>b</sup>melaniem@cs.unm.edu

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