

CALL FOR PAPERS

for a panel proposal to the 2023 Urban Affairs Association (UAA) Conference
Nashville, Tennessee, April 26-29, 2023

Equity in Commuting Patterns: Advancing the Study of Relative Accessibility to Jobs

Session organizers:

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Since its emergence, the literature on accessibility to jobs has been developed around modeling access to potential opportunities distributed across urban space (Cui et al., 2019; Levine, 2020; Levine et al., 2019). Under the assumption that increased spatial proximity to potential job opportunities also increases the odds of a person of procuring a job (Hernández et al., 2020), the focus has been placed on increasing access to potential job opportunities. The literature has paid special attention to the contribution of land-use policy in increasing the proximity between workers and jobs and transport policy in improving the ease of reaching potential job opportunities (Levine, 2020; Levine et al., 2019).

However, a recent strand of literature is advancing the study of the journey to work as *relative* accessibility to jobs (Bocarejo & Oviedo, 2012; Cui et al., 2019; López-García & Baker, 2022; Niedzielski & Boschmann, 2014). Relative accessibility is important considering that issues beyond positions in space may affect the practical commuting patterns of residents. For example, scholars have shown that: workers in particular locations might experience different travel times than expected for a given travel distance (Niedzielski & Boschmann, 2014); commuting inequalities are better explained by socioeconomic characteristics (López-García & Baker, 2022); modal mismatch also affects workers' access to employment opportunities (Grengs, 2010); the impacts of improved potential accessibility on commute duration are stronger for low-income workers (Cui et al., 2019); and policies that subsidize the transport fare are more successful at increasing potential accessibility to jobs than the expansion of the public transport network (Bocarejo & Oviedo, 2012). This scholarship is successfully putting into conversation the literature on potential accessibility, which is based on models, with the literature on relative accessibility, which is based on the more practical aspects of commuting patterns.

Within this context, we seek contributing papers for a panel furthering the study of the journey to work as relative accessibility to jobs and its implications for urban transportation and land-use policy. We are specifically interested in papers which put forward conceptual, analytical, or methodological approaches to the study of the journey to work that go beyond purely quantitative modelling but that also focus on better capturing the lived and practical experiences of commuters. We are open to receiving papers about cases of cities and urban regions both in the Global North and Global South.

If interested, please send a 300 word abstract with a title of no more than 22 words to Dwayne Baker (dwayne.baker@qc.cuny.edu) and David López-García (lopezgar@uic.edu) by October 15, 2022.

References

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