

Introduction

The *Journal of Transport and Land Use* Enters Year Four

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The *Journal of Transport and Land Use* enters its fourth year with this issue. We, the editors, are pleased to see how far it has come. As an open access journal, we are doing something that remains in some ways experimental, but in others quite proven. The evidence of higher citations for open access journals abounds (Eysenbach 2006).

All of our articles are licensed under a Creative Commons license, allowing anybody to share and adapt *JTLU* articles for non-commercial use so long as the authors and the journal receive proper attribution. This latter point has stymied some old-model, for-profit organizations seeking to electronically republish and thereby profit from content that has been given freely by the authors, carefully reviewed freely by our 291 hard-working reviewers, and edited by both regular and guest editors. We anticipate that the academic journal publishing industry (like the music, travel, film, and news publishing industries, among others) will be radically restructured as forces arising from new information technologies obviate old business models in a process described by economist Joseph Schumpeter (1942) as “gales of creative destruction.” We must recognize that there are some costs in the operation (e.g. copy editing), despite the volunteer efforts of many and the much lowered costs of electronic distribution. We thank the University of Minnesota’s Center for Transportation Studies for continuing to enable us to publish without the author charges that some other free journals rely on.

Our readership is large and growing; in one year (December 1, 2009 to December 1, 2010) we had 11,759 visits from 7,714 visitors in 119 countries. While a plurality of readers are from the United States, they are not a majority. Other large readerships come from the United Kingdom, Canada, India, the Netherlands, Italy, Australia, China, Indonesia, and Japan.

In three years (through Fall 2010) we received 231 submissions and published 37 articles (excluding 15 book reviews, issue introductions, discussions, etc.). At that time

there were 16 additional articles accepted and in press and 28 under review or revision. Our acceptance rate is therefore $(37+16)/(231-15-28) = 28$ percent. While we don’t seek a low acceptance rate, it is an indicator of the quality of the review process. The high quality of the papers that do make it through to publication is the better indicator—papers that people want to read and academics choose to cite.

The *Journal of Transport and Land Use* is indexed by Google Scholar and Research Papers in Economics (RePEc), and we have applied to other online indexing services, though approval takes time. According to Google Scholar, *JTLU* articles have been cited over 184 times, or 3.53 citations per item, with an H-index of 6 (six articles cited six or more times). Our most cited article is the first general article we published: “Cities as organisms: Allometric scaling of urban road networks” (Samaniego and Moses 2008).

Over the history of the journal, the top ten most downloaded articles are:

1. “Land use-transportation modeling with UrbanSim: Experiences and progress.” Daniel Felsenstein, Kay Axhausen, and Paul Waddell (vol. 3 no. 2, 2010)
2. “Seven American TODs: Good practices for urban design in transit-oriented development projects.” Justin Jacobson and Ann Forsyth (vol. 1 no. 2, 2008)
3. “China motorization trends: New directions for crowded cities.” Wei-Shiuen Ng, Lee Schipper, and Yang Chen (vol. 3 no. 3, 2010)
4. “Transport and land use in China [Introduction to the Special Issue].” Chris Zengras (vol. 3 no. 3, 2010)
5. “Residential location, travel, and energy use in the Hangzhou metropolitan area” by Petter Næss (vol. 3 no. 3, 2010)

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6. "Perceptions of public transport travel time and their effect on choice-sets among car drivers." Nicolaas Jacob Arnold van Exel and Piet Rietveld (vol. 2 no. 3, 2010)
7. "Mode choice of older people before and after shopping: A study with London data." Fengming Su, Jan-Dirk Schmöcker, and Michael G.H. Bell (vol. 2 no. 1, 2009)
8. "Microsimulating parcel-level land use and activity-based travel: Development of a prototype application in San Francisco." Paul Waddell, Liming Wang, Billy Charlton, and Aksel Olsen (vol. 3 no. 2, 2010)
9. "Compulsory convenience? How large arterials and land use affect midblock crossing in Fushun, China." Wendy Tao, Shomik Mehndiratta, and Elizabeth Deakin (vol. 3 no. 3, 2010)
10. "Modelling hedonic residential rents for land use and transport simulation while considering spatial effects." Michael Löchl and Kay W. Axhausen (vol. 3 no. 2, 2010)

New members of the Editorial Advisory Board include Becky Loo and Michael Wegener, who have already helped with many reviews. We thank them for agreeing to join our project. In addition, Peter Stopher has retired, after performing valuable service for the journal as a member of the EAB.

This issue features articles on a range of topics relevant to transportation and land use planning:

- Michiel de Bok and Frank van Oort examine "Agglomeration economies, accessibility and the spatial choice behavior of relocating firms"
- Petter Næss compares the influences of urban form characteristics at different scales in his discussion of "New urbanism' or metropolitan-level centralization?"
- Paul Chorus describes "An application of the node place model to explore the spatial development dynamics of station areas in Tokyo"
- Hamid Iravani, Arash Mirhoseini, and Maziar Rasoolzadeh describe their approach to "Defining land use intensity based on roadway level-of-service targets"
- Subhro Mitra, Alan Dybing, and Denver Tolliver analyze "Impacts of ethanol plants on highway networks"

We are working with the upcoming World Symposium on Transport and Land Use Research, to be held in Whistler, British Columbia, to publish the best papers from that symposium in future issues. All the papers at the conference have been submitted to *JTLU* for possible publication. Selected papers will be published beginning in 2012. This year we have two special issues forthcoming, one on the co-evolution of transportation and land use, and a second on the use of value capture for transportation finance.

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