

NARSC 2020
Call for Submissions
Special Sessions on
Transportation Accessibility, Spatial Processes, and Socioeconomic Impacts

Eleni Bardaka
North Carolina State University, USA
ebardak@ncsu.edu

V. Dimitra Pyrialakou
West Virginia University, USA
dimitra.pyrialakou@mail.wvu.edu

The importance of the effects of transportation interventions on the spatial patterns of urban development has started to become apparent. Today, urban areas are facing numerous challenges, including loss of housing affordability, fast growth, decentralization of low-income households, gentrification, and segregation. Both soft and hard transport planning and policy measures are interrelated with these challenges. For example, previous empirical studies have shown that transportation infrastructural investments and policies impact land use and the value of the personal and commercial properties in their proximity, while the magnitude of the impact depends on multiple factors. The same holds true for rural areas with their unique challenges, such as decreased accessibility, high car dependence, transport disadvantage, and related unequal access to opportunities and amenities (such as healthcare, healthy food, etc.). Given these considerations, there is a need to understand how transportation interventions impact or relate to the aforementioned urban and rural phenomena and to make policy recommendations that serve social and transportation equity goals.

The special sessions on transportation accessibility, and related social and economic impacts aim to (i) assist with understanding the relationship between transportation and the urban form, (ii) investigate the direct and indirect impacts of transportation infrastructure and policies on neighborhoods, (iii) examine affordable housing and transportation solutions, (iv) explore the role of transportation on providing access to different population groups in urban and rural areas, and (v) investigate how transportation options and choices impact health choices and outcomes. Individual sessions will be organized for each topic. Specific topics in these sessions may include but are not limited to:

- **Transit-induced gentrification, displacement, and neighborhood change:** There is a need for methods to quantify the relationship between transit investments and neighborhood change as well as case studies to assist with understanding the differences among urban areas.

- **Spatial spillover effects of transportation interventions:** It is important to investigate how given transportation investments and policies impact neighborhoods directly and indirectly.
- **Housing affordability and transportation:** Research in this topic is urgent and may focus on the loss of housing affordability in transit station areas, assessment of solutions for maintaining housing affordability close to transit, theoretical models for transportation and residential choice, and empirical analysis of travel behavior of affordable housing residents.
- **Direct and wider economic impacts of transportation interventions:** The interest is in new methods in evaluating the economic impacts of transportation and case studies related to the impacts on businesses.
- **Suburbanization of poverty and access to transportation:** As the trend of the decentralization of low-income households continues, there is a need to study the implications of this migration of transit-dependent population in terms of access to public transportation over time.
- **Access to opportunities and amenities:** Problems such as access to healthy food and access to healthcare and medication are multi-dimensional. Research is needed to both identify and quantify the individual and combined effects of various factors, including transportation, land use, and urban and rural form, and to evaluate the effectiveness and potential of policies and other interventions.
- **Health impacts of built environment and transportation:** Research exploring the health impacts of planning and policy practices that promote walkability and foster the use of alternative transportation modes (such as transit-oriented development) as well as the impacts of non-motorized or active travel is of interest.
- **Accessibility and sustainability:** Accessibility affects both individuals/households' residences and activity destinations choices and firms' locations. In turn, these choices affect the performance and impacts of transportation systems. There is a need to study this relationship between accessibility, individuals/households and firms' choices, and the performance and impacts (such as social, environmental, etc.) of transportation systems.

If you are interested in presenting your research in this special session, please submit an abstract (2,000 to 5,500 characters and spaces) through the conference portal. Information on how to do that can be found [here](#). Upon submitting your abstract, you will receive an abstract ID number (e.g. P12345). Please send your abstract ID number and a copy of your abstract (with name, email, and affiliation for all authors) to ebardak@ncsu.edu (Eleni Bardaka) no later than **June 20, 2020**.