

Introduction: The Journal of Transport and Land use enters year six

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The Journal of Transport and Land Use enters its sixth volume continuing to publish selected peer-reviewed papers from the most recent World Symposium on Transport and Land Use Research. The 2014 Symposium will be held in Delft, Netherlands, and we hope to see a large turnout. Look for invitations and announcements.

1 Metrics

In the past year, the JTLU website has had almost 17,000 visits. According to Google Scholar, we have an h-index of 16, 16 articles cited 16 or more times, and a citation rate of 14.2 citations per article (this is up from 8.3 last year, and 3.6 the year before). This is not the equivalent of the (in)famous ISI 2-year impact factor, which has not been computed yet, and awaits inclusion in their database, but may be analogous to a 5-year impact factor. The articles that are published survive a rigorous review process. The Journal's acceptance rate is just above 30 percent. We are also pleased that we are now indexed by Scopus, an important international abstract and citation database that catalogs qualified peer reviewed journals.

There are number of special issues (and tracks within WSTLUR) being organized now on topics including taxis, trip generation, parking, self-selection, active transport, and network connectivity. Contact the editors and organizers if you are interested in submitting.

Below we list the most popular papers in the past two years, which complements the list we published in JTLU 4(1).

1.1 Most Popular papers (2012):

1. "Rail integrated communities in Tokyo." John Calimente (vol. 5 no. 1, 2012)
2. "Introduction to the Special Issue on Value Capture for Transportation Finance." David M Levinson and Jerry Zhao (vol. 5 no. 1, 2012)

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3. "The impact of residential growth patterns on vehicle travel and pollutant emissions." Deb Niemeier, Song Bai, and Susan L. Handy (vol. 4 no. 3, 2011)
4. "Introducing the World Society for Transport and Land Use Research." Kevin J. Krizek and Kelly J. Clifton (vol. 4 no. 3, 2011)
5. "Financing transportation with land value taxes: Effects on development intensity." Jason R. Junge and David Levinson (vol. 5 no. 1, 2012a)
6. "The attributes of residence/workplace areas and transit commuting." Bumsoo Lee, Peter Gordon, James E. Moore and Harry W. Richardson (vol. 4 no. 3, 2011)
7. "Joint Development as a Value Capture Strategy in Transportation Finance." Zhirong Jerry Zhao, Kirti Vardhan Das, and Kerstin Larson (vol. 5 no. 1, 2012)
8. "Prospects for transportation utility fees." Jason R. Junge and David Levinson (vol. 5 no. 1, 2012b)
9. "Seven American TODs: Good Practices for Urban Design in Transit-Oriented Development Projects." Justin Jacobson and Ann Forsyth (vol. 5 no. 1, 2008)
10. "Sprawl and Accessibility." Robert Bruegmann (vol. 1 no. 1, 2008)

1.2 Most Popular papers (2011):

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 Zegras (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)
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)

2 Review Policies: Accept/ Not Accept

Going forward, JTLU is adopting clearer review criteria.

All articles (including manuscripts, letters, literature reviews, and methods) will be accepted or not on the first round. We are eliminating "revise and resubmit" and "resubmit for review" as categories.

"Accepted" papers may still have comments from reviewers and editors to strengthen the paper, which we strongly encourage the authors to consider and incorporate, but the paper is of "acceptable" quality as submitted.

"Not accepted" papers which are on-topic may of course be significantly revised and resubmitted to JTLU. The editors will determine if a resubmitted paper is substantially improved compared with previous versions, and if so, re-send for review to previous or new reviewers. It will be considered a new submission.

The intent of this is several.

We hope this increases the quality of initial submission. Authors in our field have learned to accept "revise and resubmit"

as the default first review outcome. A famous professor told me he submits papers which are 80 percent complete, and lets the reviewers tell him what to do for the final 20 percent, since they will say something anyway. We want good papers; we see no reason why they should not be 100 percent complete on the initial submission. While we do not doubt that every paper could be improved, we cannot let the perfect be the enemy of the good. What we generally find for good papers is that papers are different, or longer, and perhaps modestly improved, but also significantly delayed.

We also hope this shortens the review process and increases the number of first round "accepts," an infrequent occurrence to date.

For poor-quality papers, the journal will use the term "not accept" rather than "reject." "Reject" comes from the Latin meaning to "throw back," while "accept" means "to take what is offered." Not taking what is offered does not require throwing it back (which is a bit rude).

The authors can take the reviewer comments and revise or not, that is their decision. They can submit a revised version to JTLU or elsewhere, that is also their decision. We do not want to string papers along trying to satisfy a single reviewer with whom there may be a fundamental disagreement.

3 Review Policies: Significance

We are eliminating "significance" as a review criterion. Articles should be original, scientifically correct and technically sound, transparent, reproducible and adhere to data sharing standards, and clearly written to be understood. They must also be on the topic of Transport and Land Use (the "and" in our title is a Boolean "and," denoting intersection, not an "or," indicating union, we often get submissions which we desk-reject on either Transport or Land Use, but not considering the interaction).

Significance is highly subjective: what I think is important, you may not. History may judge differently than contemporaries. We don't want to discourage scientific studies that may corroborate (though not duplicate) existing research, especially research that has not previously been corroborated or refuted, just because they are not "significant" new contributions.

We also don't want to discourage papers that have statistically insignificant results. There is too much positive results bias in the literature now, and a test that shows no results for something on which there is a plausible hypotheses as to why there might be positive results is meaningful research.

4 Paper length heterogeneity

The “minimum publishable unit” is often derided in the academic literature as a paper in which the authors spread results in too many places, pursuing number of publications over quality of paper.

On the other hand, sometimes papers are too long, reciting things that are well known.

Imagine for instance, a published paper presented empirical results from the year 2000. New data from 2010 becomes available. It would be useful to test the same hypothesis on the updated data to corroborate or refute the results previously published, or identify trends in effects. This, however, need not require a long paper. Reference to the previous paper, a brief summary of the key findings from the previous result, reference to any new publications or findings in the area since the previous publication, and a new table presenting the new and old results side-by-side with a short discussion may be sufficient. Running the same statistical analysis, with the same variables, and new data may be more valuable than doing something slightly different (even if “better” or more statistically sophisticated), as it maintains comparability and aids in understanding of trend effects with a minimum of confounds. We believe there should be more of this.

The following has always been the JTLU policy:

JTLU accepts multiple types and styles of papers. However, for the benefit of readers, JTLU also follows the philosophy of Strunk and White: “omit needless words” and therefore encourages short, to-the-point, pieces. JTLU considers the following for publication:

Manuscripts: include original data analysis and advance both theory and methods, and incorporate a more extensive review of the literature, and may examine multiple related questions (and may exceed 10,000 words).

Letters (Correspondence): briefly document original data analysis (generally using established methods and testing previously proposed theories), usually about 1,500 words.

Articles: report original data analysis and advance theory or methods (including applying methods in novel ways or to new questions), respond to one or two questions and typically are about 4,000 words.

Methods: present a new experimental or statistical method, test or procedure (e.g., GIS protocols), generally using established datasets. The method described may either be completely new, or may improve existing techniques. These are typically about 1,500 words.

Debates: present an argument that is not essentially based on practical research. Debate articles can report on all aspects

of the subject including theoretical, sociological and ethical aspects.

Commentaries (Viewpoints): focus and opine on specific issues within the journal’s scope and are about 1,000 words.

Discussions (provide opinions, reactions, judgments of importance, and links/connections to other ideas and subfields): comment on previously published papers, which may be accompanied by a response from the original author.

Literature Reviews: comprehensively and authoritatively describe any subject within the journal’s scope. They have an educational aim and are typically on the order of 5,000 words.

Book Reviews: summarize and comment on recently published books, generally 1000 to 1500 words.

However, like most journals in the transportation and planning fields, the vast majority of submissions are Articles. Reviewing all 17 issues from Volume 1, Issue 1 through the end of Volume 6, which is currently slated, gives us these totals:

Introductions	12
Manuscripts	0
Letters/Correspondence	1
Articles	87
Methods	0
Debates	0
Commentaries/Viewpoints	6
Literature Reviews	1
Book Reviews	8
TOTAL	117

We reiterate that we welcome more diversity in article type and heterogeneity in article length.

5 Editorial Advisory Board

After five full years, we are making some significant changes to the Editorial Advisory Board (EAB). We welcome the following to the Editorial Advisory Board:

1. Carey Curtis, Curtin University of Technology
2. Karst Geurs, University of Twente
3. Dan Hess, University of Buffalo
4. David King, Columbia University
5. Kees Maat, Technical University of Delft
6. Francisco Martinez, Universidad de Chile
7. Corinne Mulley, University of Sydney

8. Haixiao Pan, Tongji University.

We are rotating off some of the original members of the EAB (Michael Batty, David Boyce, Andre de Palma, Tomas de la Barra, Robert Dunphy, David Hensher, Larry Frank, John Kim, Ajay Kumar, and Jean Paul Rodrigue), whom we thank for their service.

Ahmed El-Geneidy of McGill University also joins as an Editor, replacing founding editor Kevin Krizek. Jan-Dirk Schmocker joined as Book Review Editor, replacing original editor Jessica Guo.

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