

SPRING 2017 METRANS RESEARCH SEMINAR

Wednesday, April 12, 2017

12:00 PM to 1:30 PM

USC – Ralph and Goldy Lewis Hall (RGL) 100

RSVP to Nicole Guo at

haichaog@usc.edu

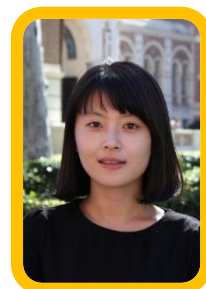
Student Transportation Research Showcase

“Disparities in Access to Opportunities across Neighborhood Types: Evidence from the Los Angeles region.”

Presented by Eun Jin Shin Ph.D. Candidate in Urban Planning and Development

Abstract: This study aims to investigate the spatial and modal disparities in access to various types of opportunities in ethnic neighborhoods, as compared to wealthy white neighborhoods (the reference neighborhoods), and to identify accessibility issues associated with different types of ethnic neighborhoods. The results indicate that low-income ethnic neighborhoods seem to have higher access to opportunities by both car and transit, regardless of the ethnic character of the neighborhood, which aligns with previous findings. However, problems are detected outside traditionally vulnerable neighborhoods: middle- to high-income racially mixed and Hispanic neighborhoods have much poorer access to most opportunities within 30 minutes by transit than other neighborhoods do. Yet, these problems are not identified because many transit users actually travel more than 30 minutes to reach most opportunities

Eun Jin Shin's research focus on urban spatial structure and transportation. She received her B.S. and M.S. degrees in Civil, Urban, and Geosystem Engineering from Seoul National University, and her Master's degree in Urban Planning from the WU, Seattle. Her advisor is Genevieve Giuliano, and her research interests lie at the intersection of transportation planning, demographic analysis, and social inequality issues.



“Warehouse Location Choice: A Case Study in Los Angeles, CA”

Presented by Sanggyun Kang Ph.D. Candidate in Urban Planning and Development

Abstract: The logistics industry has drastically altered how goods are transported, but it also has reprioritized from storage to throughput to move large volumes of goods more frequently and reliably. Concurrently, the warehousing industry has significantly expanded and has built large and automated facilities on the periphery. The decentralization is attributed to cost tradeoffs between inventory and transport costs, in which the gains of lower per-unit inventory costs from economies of scale and automation outweigh the increase in transport costs, as newer and larger warehouses are relocating farther from urban markets. As the firm location literature suggests, the characteristics of an agent (size and built year of a warehouse) and those of the chosen location (land price and access to market, labor pool and trade nodes) influence the agent's unobservable profit structure and eventually the probability that a location is selected.

Sanggyun Kang's field specialization is urban freight systems. He is interested in documenting sub-metropolitan spatial characteristics of warehousing and distribution centers and testing how changing spatial patterns may affect urban freight activities over time.

