Why do Warehouse Decentralize More in Certain Metropolitan Areas

Warehousing and distribution centers (W&Ds) have decentralized to the urban peripheries, where land is cheaper and more available. This change in location patterns is derived from the demand to build more modernized and larger W&Ds to accommodate an ever-increasing influx of freight. Since efficient freight movement is essential for the smooth functioning of metropolitan areas, W&D decentralization should occur everywhere. However, this is not necessarily true. The extent of decentralization varies across metropolitan areas depending on the spatial distribution of land rent and involvement in foreign trade. In this study, I test the metro-level factors that might explain the heterogeneity in the patterns of W&D decentralization across major metropolitan areas in the U.S. Metropolitan areas have unique characteristics that could be either favorable or hostile to the operations. This study will contribute to theoretical understanding and empirical testing of the behavior.

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The Ecology of Walking to School Experience: Children’s And Parents’ Perceptions From City Heights

What do urban kids see as the greatest dangers when walking to school? How does this influence their travel behavior? This paper provides new insights based on the experience of fifth-graders in a San Diego neighborhood. We use a range of methods mostly centered on children, innovatively positioning them as active participants. Analysis confirms that the children are active agents of their route choice, and possess an acute awareness of the risks of the environment. Parents’ perceptions, however, do not well reflect the barriers that children actually encounter. We conclude with recommendations on policy measures.

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