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Editor's Note

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## Editor's Note

Welcome to Volume 19 of the Berkeley Planning Journal. As we embark on our third decade of publication, we are very pleased to present a themed issue entitled *Sustainable Transport in the United States: From Rhetoric to Reality?*

The primary purpose of this theme is to bring together, in a single volume, many strands of current planning research on the linkages between transportation and sustainability. The papers address a wide variety of topics and methods, all exploring the central theme from distinct and critical perspectives. Karel Martens proffers a social justice basis for sustainable transportation planning that challenges traditional approaches to transportation modeling and cost benefit analysis. Todd Litman delineates distortions in transportation markets that foster less sustainable behaviors. Eran Leck and Jennifer Dill each examine the interactions of urban form and travel behavior. Leck applies meta-analysis to clarify contradictory findings of the previous studies in the field. Dill examines a newly built New Urbanist community in Portland, Oregon, to assess whether the touted benefits of such land use are being fulfilled in reality. Lawrence Frank, Karen Glanz, Meg McCarron, James Sallis, Brian Saelens, and James Chapman innovatively expand the idea of sustainability to address access to nutrition for school children in Atlanta, Georgia. John Pucher and Ralph Bueler make a detailed and critical examination of Canadian cycling policies and trends. Alex Bond and Ruth L. Steiner explore the potential for universities to foster sustainable transportation on their campuses and in their communities through a case study from the University of Florida. Lynn Scholl reviews the existing research on contracting bus services in the US. Finally, Tristan Chevroulet explores the implications of "virtual elevator" programs that meld shopper reward schemes with smartcard transit use.

The secondary purpose of this theme is to re-emphasize concern for sustainable transportation planning in highly industrialized regions, particularly the United States. While this objective is addressed in different dimensions in the papers noted above, Melvin M. Webber, Jonathan Mason, and Richard Gilbert directly probe assumptions regarding sustainability policy in their respective essays.

During the course of preparing this special volume, two very significant events occurred in the transportation planning community at Berkeley. In January 2006, Martin Wachs retired from the University of California, where he had been inspiring students and researchers for 35 years. His colleagues, Elizabeth Deakin, Robert Cervero, and Lewison Lem offer short tributes in this volume, which together illuminate portions of

Professor Wachs' great impact on the field. In November 2006, shortly before publication, Melvin M. Webber, professor emeritus in the Department of City and Regional Planning where he had been a member of the faculty for over a half century, passed away. Professor Webber's heartfelt concern for planning education, for students, and for intellectual rigor was without peer. We are honored to publish a posthumous essay that he wrote expressly for this volume and to dedicate this special issue on transportation to his memory.

I would like to specifically acknowledge the critical contribution made to the production of this journal by Jennifer Yeaman and Chris Amado. Without their committed and consistent efforts, this issue would not exist in print. I would also like to thank Elena R. Aronson for providing a stunning photograph of a tram in Lisbon, Portugal, for our cover. As we look out from the campanile, we are always searching for creative and elegant planning solutions to realize a more sustainable future.

Thank you and enjoy,

Gregory L. Newmark, Editor  
December 2006