

PROMOTION RECOMMENDATION
The University of Michigan
A. Alfred Taubman College of Architecture and Urban Planning

Joseph D. Grengs, assistant professor of urban planning, A. Alfred Taubman College of Architecture and Urban Planning, is recommended for promotion to associate professor of urban planning, with tenure, A. Alfred Taubman College of Architecture and Urban Planning.

Academic Degrees:

Ph.D.	2002	Cornell University
MURP	1997	University of Minnesota
B.C.E.	1985	University of Minnesota

Professional Record:

2002-Present	Assistant Professor of Urban Planning, A. Alfred Taubman College of Architecture and Urban Planning, University of Michigan
1998-2000	Instructor, Cornell University, Ithaca, NY
1991-1997	Planner and Project Manager, Minnesota Department of Transportation, Minneapolis, MN
1990-1991	Project Manager, LHB Engineers and Architects, Inc., Minneapolis, MN
1989-1990	Visiting Instructor, National University of Engineering, Managua, Nicaragua
1985-1989	Project Engineer, Mattson/Macdonald Engineers, Inc., Minneapolis, MN

Summary of Evaluation:

Teaching – Professor Grengs, a core faculty member in the transportation planning concentration, has made significant contributions to the Urban and Regional Planning curriculum. His public policy and transportation course serves a central function in transportation planning and provides him with a venue to bring his research into the classroom. He also teaches a course on geographic information systems, a tool that has become essential for urban planning and other social science and professional disciplines. It is attended by a majority of master's of urban planning students and is of increasing interest to students from across campus. The variety of his course offerings, the numbers of students he instructs, and the high rankings of his student evaluations all indicate that he is an exceptionally accomplished and valuable classroom instructor.

Professor Grengs has scored well above the top quartile average for instructor evaluations on every course he has taught. He has scored better than 4.50 out of 5 for 18 of the 20 courses for which evaluations are available. In his role as teacher and mentor, his students have consistently praised his ability to establish connections between theory and practice; his enthusiasm for the topics he teaches; his commitment to student learning; and his willingness to devote considerable time to student learning experiences outside the class, notably his involvement in Martin Luther King Day and other student organized events.

Research – Professor Grengs has pursued a research agenda that focuses on interrelated areas of planning research: contemporary spatial patterns of social inequality; resulting inequities in accessibility to jobs and services; and the implications of these inequities for transportation policy. He is one of a number of researchers calling for a shift in transportation planning scholarship and practice away from the predominant concept of mobility and toward that of accessibility. His scholarship has made significant contributions to theories of spatial inequality and transportation planning and to methodologies for measuring them.

Professor Grengs also demonstrates a capacity to employ innovative methodologies in his work on job accessibility for low-income, central-city residents. He is one of a small number of transportation researchers who questions the wide-spread belief about the effectiveness of public transit in addressing the accessibility needs of disadvantaged populations. What is different and important about his work is that he can readily demonstrate this spatially and thus has a better chance of affecting public policy. His work achieves a more nuanced and balanced assessment of the policy implications of his findings than previous studies. Rather than simply condemning public transit as inadequate, he clearly addresses the need to both improve public transit and find meaningful options for those who cannot use it (at least as it is currently delivered).

Professor Grengs has disseminated the results of his research in nine peer-reviewed journal articles, of which six have been accepted for publication since his arrival at Michigan. These articles appear in some of the top journals in urban and transportation planning; the *Journal of the American Planning Association* and the *Journal of Planning Education and Research* are generally considered the top journals in urban planning, and the *Journal of Transport Geography* and *Transportation Research Record* are among the most prestigious transportation journals. Professor Grengs is sole author of seven of these publications and lead author on the remaining two. He has also published five research reports, and has delivered twenty peer-reviewed conference papers (fifteen as sole author) and eight invited lectures, while participating as a moderator, panel organizer and/or discussant in eight external conferences.

The impact of his scholarship in the field of urban planning is evident in his research grants and professional reports, as well as his refereed journal articles. In the area of research funding and professional work, Professor Grengs has acquired external research grants totaling more than one million dollars (\$520,000 as principal investigator and \$543,000 as co-principal investigator). This funding level is comparable to the best researchers in transportation planning. While most scholars receive mostly state and local funding, Professor Grengs has been extraordinarily successful in obtaining federal grants from a variety of sponsors, unusual at such an early stage in his career. These grants have resulted in five published professional reports since his arrival at the University of Michigan, four sole authored and one as lead author.

In sum, Professor Grengs has fostered significant methodological advancements for transportation planning research, and he has employed these methods to explore important issues related to urban spatial change, social equity, and transportation. The findings resulting from these studies have had a significant impact on urban planning theory and practice. Professor Grengs has made a real contribution to understanding the role of accessibility in employment and related outcomes in a way that may positively affect public policy.

Recent and Significant Works:

- 2009 "Job Accessibility and the Modal Mismatch in Detroit," *Journal of Transport Geography*, published on line at <http://dx.doi.org/10.1016/j.trangeo.2009.01/012>).
- 2008 "Using GPS Data to Understand Driving Behavior," Grengs, Joe, Xiaoguang Wang and Lidia Kostyniuk, *Journal of Urban Technology*, 15(2), 33-53.
- 2007 "Reevaluating Poverty concentration with Spatial Analysis: Detroit in the 1990s," *Urban Geography*, 28(4), 340-360.
- 2005 "The Abandoned Social Goals of Public Transit in the Neoliberal City of the USA," *City*, 9(1), 51-66.
- 2004 "Measuring Change in Small-Scale Transit Accessibility with Geographic Information Systems: The Cases of Buffalo and Rochester," *Transportation Research Record: Journal of the Transportation Research Board*, 1887, 10-17.
- 2002 "Community-Based Planning as a Source of Political Change: The Transit Equity Movement of Los Angeles' Bus Riders Union," *Journal of the American Planning Association*, 68(2), 165-178.

- 2001 "Does Public Transit Counteract the Segregation of Carless Households? Measuring Spatial Patterns of Accessibility with GIS," *Transportation Research Record: Journal of the Transportation Research Board*, 1753, 3-10.
- 2001 "A Nicaraguan Street Clash," *World Transport Policy & Practice*, 7(3), 49-63.

Service – Professor Grengs has made substantial contributions to the program, the college, and university as well as to the community and the profession. As the faculty advisor for the Martin Luther King Symposium Committee (2003-06), he played a central role in organizing student-led symposia that brought prominent speakers to the university for well-attended events focused on issues of social and racial justice in American cities. He also played a central role in the formation of the Spatial and Numeric Data Services Lab (SAND), which is heavily used by Taubman College students and other campus units. His community service builds on his research. His work with community groups in the Detroit region complements this research in important ways, providing both a grounding for his research and a potential for the application of its results. In service to the profession, Professor Grengs sits on the editorial advisory board of the *Journal of the American Planning Association*, the most prominent journal in the field. He has been a referee for 13 professional journals, some of them multiple times.

External Reviewers:

Reviewer A: "[Grengs is] making a valued contribution to the field ... [and] ... he will excel and become internationally known in his field as an exceptional scholar."

Reviewer B: "... [one of the] very few researchers who can cross the quantitative/qualitative boundary with such capability in both."

Reviewer C: "[The Environmental Protection Agency (EPA) project titled 'Metropolitan Accessibility and Transportation Sustainability: Comparative Indicators for Policy Reform'] has the potential to fundamentally change the way transportation planning is done and is particularly timely given current debates over the next federal transportation authorization bill."

Reviewer D: "As a result of Grengs' research, I changed two of my graduate courses ... to include a module on social equity issues in transportation. I believe Grengs' research along with that of other scholars may be beginning to re-shape the teaching and practice of traditional urban planning in the direction of greater social equity and justice."

Reviewer E: "[Grengs] has made a real contribution to our understanding of the role of accessibility in employment and related outcomes in a way that may positively affect public policy."

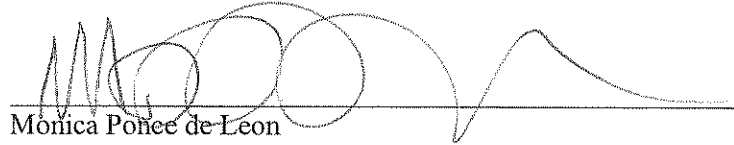
Reviewer F: "... the University of Michigan is fortunate to have Dr. Grengs on the faculty. ... [He has a] solid record of publications and research grants that make a contribution to the University of Michigan and the residents of Michigan and the nation."

Reviewer G: "[He is among] a small cadre of scholars doing exceedingly important work at the intersection of economic development, transportation planning, and spatial analysis."

Summary of Recommendation:

Professor Grengs has pursued a focused and coherent research agenda that has resulted in significant theoretical, methodological and empirical contributions to the field of urban planning in the areas of urban spatial change, social equity, and transportation access in American cities. He has a strong record of acquiring research funding from diverse sources, and has made contributions to the profession both in his written reports and service activities. He is a highly regarded instructor who teaches in critical areas of

the Urban and Regional Planning curriculum. Professor Grengs has proven to be a particularly valuable member of the Urban and Regional Planning Program faculty. These factors merit his promotion. The Promotion and Tenure Committee, the Executive Committee, and I are unanimous in recommending his promotion to associate professor of urban planning, with tenure, A. Alfred Taubman College of Architecture and Urban Planning.

A handwritten signature in black ink, appearing to read 'Monica Ponce de León', written over a horizontal line.

Monica Ponce de León
Dean and Eliel Saarinen Collegiate Professor of Architecture and Urban Planning
A. Alfred Taubman College of Architecture and Urban Planning

May 2010