SPACIAL ASPECTS OF URBAN LABOR MARKETS**

1. Industrial Location Theories


The authors review and criticize the various models which have been developed to analyze the interrelationship of urban transportation systems and the spatial dimensions of urban activities. Their report includes a detailed study of land-use models developed for five major metropolitan areas. They find that little progress has been made in analyzing the determinants of industrial location.


This collection of 15 reprinted readings focuses on the theories and models which have been developed to explain the determination of intrametropolitan location of jobs and households.


This book analyzes the industrial and geographic distribution of employment in metropolitan Philadelphia. The authors assess the employment impact of all firms entering, leaving or relocating within the city during a one-year period. They discuss the factors in plant location decisions, the relationship of commuting time to employment, and the occupational implications of employment changes.

* Prepared by Helen Fairbanks, Librarian, Industrial Relations Library.
** Items from this list should be ordered directly from the publisher. Addresses are given in connection with each reference.

The author develops a theoretical model of the spacial distribution of employment and residence by income class and tests the impact of these policy variables on the basis of data from the Boston metropolitan area. The final chapter suggests implications for public policy regarding housing, transportation and taxation as they affect the urban labor market.


This study develops a model of intra-metropolitan industrial location based on the premise that firms choose locations in an effort to minimize costs. The model was tested on survey data of Boston firms to determine the relative importance of labor, land, transportation, customer contact and business services.


The author describes the methodology of recent studies on intra-metropolitan industrial location and presents an overview of the findings. His conclusions discuss how these findings can be incorporated into the development of future models.


The authors examine the industrial composition of manufacturing employment in four metropolitan areas (Cleveland, Boston, Phoenix, Minneapolis-St. Paul) with emphasis on changes during 1965-1968. The pattern of net change for the central city and the metropolitan region is examined in terms of its components and of industry mix. Part II tests various hypotheses of locational behavior against the data presented in the first section.

## 2. Housing Discrimination and Jobs

This book summarizes recent economic research dealing with metropolitan decentralization and its impact on minority populations. The author examines employment and population trends, the central city labor market and skill mismatch problems. He weighs the evidence of those who oppose ghetto economic development and of those who advocate suburbanization of ghetto residents. He challenges the concept that dispersal of blacks to the suburbs improves their economic conditions and that the central city is not economically viable.


In the first paper in this section, John F. Kain defends his thesis that discrimination in suburban housing, interacting with the decentralization of jobs, does restrict job opportunities for both blacks and whites in the central city. Papers by Bennett Harrison, Duran Bell, Jr. and Peter Hutchinson present new data and findings which challenge Kain’s assertions.

3. Job Opportunities and Wage Patterns


The assumption that suburban jobs held by urban poverty-area residents are economically superior to jobs held by those who live and work in the central city is analyzed and tested by using microeconomic data from the 1970 Census Employment Survey. The author finds no empirical support for this hypothesis.


This study finds that the number of jobs in central cities has been growing and that the job growth has not been in highly-skilled, professional, white-collar jobs.

The 17 essays in this volume are divided into five sections dealing with residential location, the distribution of employment in metropolitan areas, the effects of racial discrimination, housing markets and urban transportation. In the section dealing with the location of jobs, the author analyzes data on employment trends and suggests that jobs in central cities are declining. In collaboration with John Niedercorn, he formulates an economic model to explain changes in population and employment in the metropolitan statistical areas.


The authors present the findings of a study of the St. Louis labor market area in which they evaluate the role of public transportation in providing central city workers with access to jobs in the suburbs. While they stress the need for more research in this field, they found little evidence of a strong demand for public transit.

Offner, Paul. “Labor force participation in the ghetto.” Journal of Human Resources (Journals Department, the University of Wisconsin Press, P.O. Box 1379, Madison, Wisc. 53701), Fall, 1972. pp. 460-481.

This study, based on 1960 Census tract data for New York City, finds that ghetto residence and distance from jobs do depress the participation rates of prime age males and females.


Data from the Chicago labor market is used in multivariate analysis of the sources of intra-occupational wage variations. The authors find support for conventional wage theory in the positive associations between wages and distances traveled to work, educational attainment, previous work experience and seniority.


A nationwide sample survey was conducted in January 1973 to investigate job search methods used by workers and their relative effectiveness. Among the findings was the fact that jobseekers look for jobs relatively close to home with 3 out of 4 traveling no more than 25 miles to look for work.