

Design Manual Bicycle Traffic Crow

Cycling and walking are both essential components in sustainable transport strategy and are becoming an ever more important part of urban planning. There is now a wealth of international experience of how well sustainable planning works in practice and how it can be improved. With a wide range of contributions from America, Australia, Europe as well as the UK, Sustainable transport sums up many of the lessons learnt and how they can be applied in improved planning. Non-motorised transport planning depends on combining improvements to infrastructure with education. There are chapters examining both national strategies and local initiatives in cities around the world, including such topics as changes to existing road infrastructure and the integration of cycling and walking with public transport. Since education is a critical element in sustainable transport planning, contributors also consider such topics as developing healthier travel habits and ways of promoting cycling and walking as alternatives to the car. With its blend of practical experience and suggestions for improvement, Sustainable transport is essential reading for urban planners, environmental groups and those researching transport issues. Comprehensive handbook covering sustainable transport initiatives world wide Focuses on walking and cycling as alternatives to motorised transport systems Presents practical advice on how to encourage sustainable transport schemes

Cycling studies is a rapidly growing area of investigation across the social sciences, reflecting and engaged with rapid transformations of urban mobility and concerns for sustainability. This volume brings together a range of studies of cycling and cyclists, examining some of the diversity of practices and their representation. Its international contributors cross the boundaries of academia and professional engagement, linking theory and practice, to shed light on the very real processes of change that are reshaping our mobility.

TRB's National Cooperative Highway Research Program (NCHRP) Report 672: Roundabouts: An Informational Guide - Second Edition explores the planning, design, construction, maintenance, and operation of roundabouts. The report also addresses issues that may be useful in helping to explain the trade-offs associated with roundabouts. This report updates the U.S. Federal Highway Administration's Roundabouts: An Informational Guide, based on experience gained in the United States since that guide was published in 2000.

Explores the reasons for difficulties in making cycling mainstream in many cultures, despite its claims for being one of the most sustainable forms of transport. This title examines the cultural development of cycling in countries with high use and the differences in use between different sub-groups of the population.

Encouraging more people to cycle is increasingly being seen as a vital part of any local authority plan to tackle congestion, improve air quality, promote physical activity and improve accessibility. This design guide brings together and updates guidance previously available in a number of draft Local Transport Notes and other documents. Although the focus is the design of cycle infrastructure, parts of its advice are equally appropriate to improving conditions for pedestrians. Individual chapters cover: general design parameters; signing issues; network management; reducing vehicle speeds on cycle routes; bus and tram routes; cycle lanes; off-road cycle routes; junctions; cycle track crossings; cycle parking; public transport integration. A list of references and an appendix of related publications complete the book. It is hoped that, by bringing together relevant advice in a single document, this guide will make it easier for local authorities to decide what provision, if any, is required to encourage more people to cycle.

This report is a comparative analysis of bicycle lanes (BLs) versus wide curb lanes (WCLs). The primary analysis was based on videotapes of almost 4,600 bicyclists (2,700 riding in BLs and 1,900 in WCLs) in the cities of Santa Barbara, California, Gainesville, Florida, and Austin, Texas, as the bicyclists approached and road through eight BL and eight WCL intersections with varying speed and traffic conditions. The intent was to videotape bicyclists who regularly ride in traffic. The videotapes were coded to learn about operational characteristics (e.g., intersection approach position and subsequent maneuvers) and conflicts with motor vehicles, other bicycles, or pedestrians.

NACTO's Urban Bikeway Design Guide quickly emerged as the preeminent resource for designing safe, protected bikeways in cities across the United States. It has been completely re-designed with an even more accessible layout. The Guide offers updated graphic profiles for all of its bicycle facilities, a subsection on bicycle boulevard planning and design, and a survey of materials used for green color in bikeways. The Guide continues to build upon the fast-changing state of the practice at the local level. It responds to and accelerates innovative street design and practice around the nation.

Urban Transport XX contains the proceedings of the 20th International Conference on Urban Transport and the Environment. Transportation in urban areas, with its related environmental and social impacts, is a topic of significant concern for policymakers in both municipal and central government and for the urban citizens who need effective and efficient transport systems. Urban transport systems require considerable studies to devise and then safeguard their operational use, maintenance and operational safety. Transportation systems produce significant environmental impacts and can enhance or degrade the quality of life in urban centres. Clearly the challenge of providing effective and efficient transport systems in urban settings remains an acute challenge with financial, political and environmental constraints limiting the ability of transport system planners and operators to deliver the high quality outcomes expected by the public. Topics covered include: Transport Strategies; Public Transport Systems; Environmentally Friendly Transport Modes; Pedestrians and Traffic; Environmental Impact; Intelligent Transport Systems; Transport Safety and Security; Infrastructure; Experiences from Emerging Countries; Land use and Transport Integration.

As the world becomes more urbanised, solutions are required to solve current challenges for three arenas of sustainability: social sustainability, environmental sustainability and urban economic sustainability. This edited volume interrogates innovative solutions for sustainability in cities around the world. The book draws on a group of 12 international case studies, including Vancouver and Calgary in Canada, San Francisco and Los Angeles in the US (North America), Yogyakarta in Indonesia, Seoul in Korea (South-East Asia), Medellin in Colombia (South America), Helsinki in Finland, Freiburg in Germany and Seville in Spain (Europe). Each case study provides key facts about the city, presents the particular urban sustainability challenge and the planning innovation process and examines what trade-offs were made between social, environmental and economic sustainability. Importantly, the book analyses to what extent these planning innovations can be translated from one context to another. This book will be essential reading to students, academics and practitioners of urban planning, urban sustainability, urban geography, architecture, urban design, environmental sciences, urban studies and politics.

Shared use routes are designed to accommodate the movement of pedestrians and cyclists. This Local Transport Note (LTN) 1/12 focuses on routes within built-up areas where the predominant function of the route is for utility transport, and where use by pedestrians and cyclists is likely to be frequent. Shared use schemes require careful consideration. It provides advice on their planning, design and provision; suggests a scheme development process to help in deciding whether shared use is appropriate for any given situation; stresses the importance of high-quality inclusive design that addresses the needs of all users; places particular emphasis on involving users, residents and other stakeholders in the design process. This LTN 1/12 supersedes LTN 2/86 Shared Use by Cyclists and Pedestrians (ISBN 9780115507830). It should be read in conjunction with LTN 2/08 Cycle Infrastructure Design (DfT, 2008) and Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT, 2002).

Die Texte dieses Bandes beschäftigen sich mit verschiedenen Aspekten des innerstädtischen Radverkehrs. Es handelt sich um Texte, die im Rahmen von Arbeiten innerhalb der TU Berlin am Verkehrsweseneminar entstanden sind. Die Themen reichen vom (regelwidrigen) Verhalten der Radfahrenden über ihre allgemeinen Anforderungen bis hin zu detaillierteren Betrachtungen zu Fahrradverleihsystemen, Abstellanlagen in Geschäftsstraßen und Koordinierung von Lichtsignalanlagen. Darüber hinaus werden die Fahrradkultur sowie die Radverkehrsförderung in europäischen Städten und ihre Übertragbarkeit näher betrachtet. The papers in this volume deal with various aspects of urban cycling. These papers originate from research and course work at the Technische Universität Berlin, chair Verkehrsweseneminar (Transportation Seminar). The topics of this volume range from cyclists' (transgressive) behavior and their general requirements to detailed views on bicycle rental systems, bicycle parking facilities in shopping streets and coordination of traffic signals. Furthermore, topics like cycling culture and cycling promotion in European cities and its transferability are covered in detail. Pointing the way to the future of research and development in relation to cycling as a mode of transport, this book investigates some of the significant recent developments in the technology, provision for, and take up of cycling in various parts of the world. Tensions at the heart of the nature of cycling remain: on the one hand cycling is frequently viewed as being a risky activity, while on the other hand it is seen as being a way of allowing populations to live healthier lives. Reviewing this dichotomy, the authors in this book consider the ways that cycling is planned and promoted. This is done partly in relation to these issues of risk and health, but also from the broader perspective of behavioural response to the changing nature of cycling. A section on methodologies is also included which outlines the current state-of-the art and points a way to future research.

The structuring of Urban Space is as topical as ever in this era of climate change, hyper-urbanisation, post-digital labour markets, and geo-political power shifts. Scholarship of the contemporary urban condition is dominated by studies and examples drawn from the global north. Yet, cities of the global south are distinctive from those of the global north. Socio-political conditions structure patterns and practices of urban reproduction and, in turn, Urban Space reflects conditions in the Global South. The result is different space related outcomes. This is the central topic of this collection. In this book, a unique collection of case study-based accounts posits both English and Spanish academic literature to interpret and reinterpret the appropriation, negotiation and reconfiguration of Urban Space in cities, from Colombia to Namibia. This collection will be of particular interest to urban scholars and others interested in contemporary urban change, especially those with an interest in the Global South. Readers will encounter new perspectives on the State's enduring influence in urban land and territory reconfiguration and the contrasting wider rhetoric that affords and legitimises a key role for the private sector. The case studies also illuminate opportunities and possibilities for grassroots organising to challenge prevailing city actor hierarchies. They also highlight the political-economic consequences of particular cases of bus rapid transport projects for spatial and social segregation. Across these and other topics, recurring themes of inequality, governance, and environment are investigated in contested urban terrains. The result is a unique collection of viewpoints, with a common, critical narrative on the present and future challenges facing cities of the Global South.

A guide to today's urban cycling renaissance, with information on cycling's health benefits, safety, bikes and bike equipment, bike lanes, bike sharing, and other topics. Bicycling in cities is booming, for many reasons: health and environmental benefits, time and cost savings, more and better bike lanes and paths, innovative bike sharing programs, and the sheer fun of riding. City Cycling offers a guide to this urban cycling renaissance, with the goal of promoting cycling as sustainable urban transportation available to everyone. It reports on cycling trends and policies in cities in North America, Europe, and Australia, and offers information on such topics as cycling safety, cycling infrastructure provisions including bikeways and bike parking, the wide range of bike designs and bike equipment, integration of cycling with public transportation, and promoting cycling for women and children. City Cycling emphasizes that bicycling should not be limited to those who are highly trained, extremely fit, and daring enough to battle traffic on busy roads. The chapters describe ways to make city cycling feasible, convenient, and safe for commutes to work and school, shopping trips, visits, and other daily transportation needs. The book also offers detailed examinations and illustrations of cycling conditions in different urban environments: small cities (including Davis, California, and Delft, the Netherlands), large cities (including Sydney, Chicago, Toronto and Berlin), and "megacities" (London, New York, Paris, and Tokyo). These chapters offer a closer look at how cities both with and without historical cycling cultures have developed cycling programs over time. The book makes clear that successful promotion of city cycling depends on coordinating infrastructure, programs, and government policies.

Information and Communication Technologies (ICT) are rapidly evolving and taking centre stage in everyday life in the 21st century alongside the increasing importance and value of information. This is particularly evident in the transport sector where

World Bank Discussion Paper No. 352. Presents the proceedings of the China Urban Transport Symposium, held in Beijing, November 9-11, 1995, jointly sponsored by China's Ministry of Construction and Ministry of Finance, the People's Bank of China, the World Bank, and the Asian Development Bank. The symposium addressed a wide range of topics, including motor vehicle pollution, urban transport management and planning, bicycles in cities, mass rapid transit, public transit reform, and the role of the private sector.

How to make city cycling--the most sustainable form of urban transportation--safe, practical, and convenient for all cyclists. Cycling is the most sustainable mode of urban transportation, practical for most short- and medium-distance trips--commuting to and from work or school, shopping, visiting friends, going to the doctor's office. It's good for your health, spares the environment a trip's worth of auto emissions, and is economical for both public and personal budgets. Cycling, with all its benefits, should not be reserved for the fit, the spandex-clad, and the daring. Cycling for Sustainable Cities shows how to make city cycling safe, practical, and convenient for all cyclists.

Millions of breasting and mooring dolphins have been installed in inland waterways adjacent to jetties and waiting facilities for ship-to-ship transshipment or as crash barriers in commercial port areas throughout the world. A dolphin is a marine structure that is frequently installed in ports, waterways and other places related to marine traffic. Dolphins are typically located adjacent to waterfront structures such as quay walls, jetties, locks and bridge piers. The purpose of a dolphin is threefold: Allow ships to berth and moor safely and efficiently Protect waterfront structures by acting as a crash barrier and sacrificial structure Direct and guide marine traffic by acting as a lead-in dolphin and navigation aid The main objective of this handbook is to provide engineers, asset managers, suppliers, tender teams, contractors and principals with such guidance on the design and construction of flexible dolphins by collecting and describing knowledge of and experience with these flexible marine structures. This handbook is intended to prevent extensive discussions during the design and construction stages of projects involving flexible dolphins. It is part of a series of Dutch port infrastructure design recommendations that include the Quay Walls handbook and Jetties and Wharfs handbook.

Revised edition of Transportation planning handbook, 2009.

Travel is an essential part of everyday life and today most journeys are multimodal. It is the total travel experience that counts and integrated transport must reduce the inconvenience of transfers between modes. Most research and many publications on transport policy advocate sustainable transport, but the priority given to integration has been negligible. Yet integration is one of the most important means to advance sustainable transport and sustainability more generally. While integrated transport systems are seen to be an ideal, there is a failure to make the transition from policy to practice. The authors argue that the achievement of sustainable transport is still a dream, as an integrated transport policy is a prerequisite for a sustainable transport system. It is only when the two concepts of sustainability and integration operate in the same direction and in a positive way that real progress can be made. In this book, transportation experts from across the world have addressed the questions about what is integration, why is it so important and why is it so hard to achieve? The book provides an in-depth analysis of these issues and it aims to provide a better understanding of the subject, about what should be strived for, about what is realistic to expect, and about how to move forward towards a more integrated provision of transport infrastructure, services and management.

O Livro de Atas das I Jornadas Lusófonas de Ciências e Tecnologias de Informação Geográfica (I JL-CTIG2014) constitui um documento de compilação dos trabalhos apresentados durante o congresso que decorreu na Universidade de Coimbra, entre 11 e 13 de setembro de 2014. Tratando-se do primeiro evento desta natureza realizado no Espaço Lusófono, no qual foram debatidas questões relativas às Geotecnologias, incluindo resultados de trabalhos de investigação e aplicações em diversos contextos, este congresso internacional representa, por essa razão, a pedra basilar da construção de um edifício que terá continuidade na realização de futuras edições em outras instituições lusófonas de ensino superior.

"The Great American Dream of cruising down the parkway, zipping from here to there at any time has given way to a true nightmare that is destroying the environment, costing billions and deeply impacting our personal well-being. Getting from A to B has never been more difficult, expensive or miserable. It doesn't have to be this way. Jeffrey Tumlin's book Sustainable Transportation Planning offers easy-to-understand, clearly explained tips and techniques that will allow us to quite literally take back our roads. Essential reading for anyone who wants to drive our transportation system out of the gridlock." -Marianne Cusato, home designer and author of Get Your House Right: Architectural Elements to Use and Avoid ?The book is full of useful ideas on nearly every page.? ? Bill DiBenedetto of Triple Pundit As transportations-related disciplines of urban planning, architecture, landscape architecture, urban economics, and social policy have undergone major internal reform efforts in recent decades Written in clear, easy-to-follow language, this book provides planning practitioners with the tools they need to achieve their cities? economic development, social equity and ecological sustainability goals. Starting with detailed advice for improving each mode of transportation, the book offers guidance on balancing the needs of each mode against each other, whether on a downtown street, or a small town neighborhood, or a regional network.

Bus Rapid Transit (BRT) is commonly discussed as an affordable way for cities to build sustainable rapid transport infrastructure. This book is the first to offer an in-depth analysis of BRT, examining the opportunities it presents along with the significant challenges cities face in its implementation. A wide range of contributors from both developed and developing countries bring expertise in fields ranging from engineering, planning and public policy to economics and urban design to provide a big picture assessment of BRT as part of a process for restructuring transit systems. Academically rigorous, based on five years of research conducted by the BRT Centre of Excellence in Chile, the book is written in an accessible style making it a valuable resource for academic researchers and postgraduate students as well as policy makers and practitioners.

Just as our transport systems become more and more important to our economic and social well-being, so they become more and more crowded and more at risk from congestion, disruption, and collapse. Technology and engineering can provide part of the solution, but the complete solution will need to take account of the behaviour of the users of the transport networks. The role of psychologists in this is to understand how people make decisions about the alternative modes of transport and about the alternative routes to their destinations, to understand how novice and other vulnerable users can develop safe and effective behaviours, how competent users can operate within the transport system optimally and within their perceptual and cognitive limitations. The contributions to this volume address these issues of how the use of our transport systems can be improved by taking into account knowledge of the behaviour of the people who use the systems. Topics discussed include driver training and licensing, driver impairment, road user attitudes and behaviour, enforcement and behaviour change, driver support systems, and the psychology of mobility and transport mode choice. This work will be of value not only to psychologists but to all transport professionals interested in the application of psychology to traffic.

The Open Access version of this book, available at <http://www.tandfebooks.com/doi/view/10.1201/9781315146638>, has been made available under a Creative Commons Attribution-Non Commercial-No Derivatives 3.0 license. GIS is used today to better understand and solve urban problems. GIS in Sustainable Urban Planning and Management: A Global Perspective, explores and illustrates the capacity that geo-information and GIS have to inform practitioners and other participants in the processes of the planning and management of urban regions. The first part of the book addresses the concept of sustainable urban development, its different frameworks, the many ways of measuring sustainability, and its value in the urban policy arena. The second part discusses how urban planning can shape our cities, examines various spatial configurations of cities, the

spread of activities, and the demands placed on different functions to achieve strategic objective. It further focuses on the recognition that urban dwellers are increasingly under threat from natural hazards and climate change. Written by authors with expertise on the applications of geo-information in urban management, this book showcases the importance of GIS in better understanding current urban challenges and provides new insights on how to apply GIS in urban planning. It illustrates through real world cases the use of GIS in analyzing and evaluating the position of disadvantaged groups and areas in cities and provides clear examples of applied GIS in urban sustainability and urban resilience. The idea of sustainable development is still very much central in the new development agenda of the United Nations, and in that sense, it is of particular importance for students from both the Global South and Global North. Professionals, researchers, and students alike will find this book to be an invaluable resource for understanding and solving problems relating to sustainable urban planning and management.

Viewing transportation through the lens of current social, economic, and policy aspects, this four-volume reference work explores the topic of transportation across multiple disciplines within the social sciences and related areas, including geography, public policy, business, and economics. The book's articles, all written by experts in the field, seek to answer such questions as: What has been the legacy, not just economically but politically and socially as well, of President Eisenhower's modern interstate highway system in America? With that system and the infrastructure that supports it now in a state of decline and decay, what's the best path for the future at a time of enormous fiscal constraints? Should California politicians plunge ahead with plans for a high-speed rail that every expert says—despite the allure—will go largely unused and will never pay back the massive investment while at this very moment potholes go unfilled all across the state? What path is best for emerging countries to keep pace with dramatic economic growth for their part? What are the social and financial costs of gridlock in our cities? Features: Approximately 675 signed articles authored by prominent scholars are arranged in A-to-Z fashion and conclude with Further Readings and cross references. A Chronology helps readers put individual events into historical context; a Reader's Guide organizes entries by broad topical or thematic areas; a detailed index helps users quickly locate entries of most immediate interest; and a Resource Guide provides a list of journals, books, and associations and their websites. While articles were written to avoid jargon as much as possible, a Glossary provides quick definitions of technical terms. To ensure full, well-rounded coverage of the field, the General Editor with expertise in urban planning, public policy, and the environment worked alongside a Consulting Editor with a background in Civil Engineering. The index, Reader's Guide, and cross references combine for thorough search-and-browse capabilities in the electronic edition. Available in both print and electronic formats, Encyclopedia of Transportation is an ideal reference for libraries and those who want to explore the issues that surround transportation in the United States and around the world.

This book analyses the reasons why cycling is returning to cities around the world as an essential element in solving and overcoming the crisis of the dominant car-centric model of urban mobility, with its known adverse consequences of congestion, pollution and urban space consumption. It argues that it is not possible to solve this crisis without giving a central role to the bicycle, both as a mode of transport in itself and as an integrating and cohesive element of other forms of transport. The bicycle, due to its special characteristics of autonomy, simplicity and energy efficiency, must be a key part of any sustainable urban mobility project. It not only returns human scale to the city, but is also essential for the effective design of any intermodal system of sustainable metropolitan public transport.

This volume casts a critical gaze on current practices and on the wider relationship of bicycling to other forms of urban mobility, especially within the context of sustainable and livable cities. The book's international contributors provide an interdisciplinary critical analysis of policy and practice.

The past decade has been one of the most volatile periods in global petroleum markets in living memory, and future oil supply security and price levels remain highly uncertain. This poses many questions for the professional activities of planners and urbanists because contemporary cities are highly dependent on petroleum as a transport fuel. How will oil dependent cities respond, and adapt to, the changing pattern of petroleum supplies? What key strategies should planners and policy makers implement in petroleum vulnerable cities to address the challenges of moving beyond oil? How might a shift away from petroleum provide opportunities to improve or remake cities for the economic, social and environmental imperatives of twenty-first-century sustainability? Such questions are the focus of contributors to this book with perspectives ranging across the planning challenge: overarching petroleum futures, governance, transition and climate change questions, the role of various urban transport nodes and household responses, ways of measuring oil vulnerability, and the effects on telecommunications, ports and other urban infrastructure. This comprehensive volume – with contributions from and focusing on cities in Australia, the UK, the US, France, Germany, the Netherlands and South Korea – provides key insights to enable cities to plan for the age beyond petroleum.

Successful cycling planning depends on combining improvements to infrastructure with education. There are chapters examining both national strategies and local initiatives in cities around the world, including such topics as changes to existing road infrastructure and the integration of cycling with public transport. Since education is a critical element in cycling planning, contributors also consider such topics as developing healthy travel habits in the young and ways of promoting cycling. A number of chapters look at the complex relationship between cars and cycling, discussing how roads can be successfully shared between these two modes of transport. With its blend of practical experience and suggestions for improvement, Planning for cycling is essential reading for urban planners, environmental groups and those researching in this area. Describes how creating an effective policy for cycling involves combining improvements to infrastructure with education Chapters examine both national strategies and local initiatives in cities around the world Examines the complex relationship between cars and cycling and discusses how roads can be successfully shared between these two modes of transport

Containing the proceedings of the 9th International Conference on Urban Regeneration and Sustainability this book addresses the multi-disciplinary aspects of urban planning; a result of the increasing size of cities; the amount of resources and services required and the complexity of modern society. Most of earth's population now lives in cities and the process of urbanisation still continues generating many problems deriving from the drift of the population towards them. These problems can be resolved by cities becoming efficient habitats, saving resources in a way that improves the quality and standard of living. The process however, faces a number of major challenges, related to reducing pollution, improving main transportation and infrastructure systems. New urban solutions are required to optimise the use of space and energy resources leading to improvements in the environment, i.e. reduction in air, water and soil pollution as well as efficient ways to deal with waste generation. These challenges contribute to the development of social and economic imbalances and require the development of new solutions. Large cities are probably the most complex mechanisms to manage. However, despite such complexity they represent a fertile ground for architects, engineers, city planners, social and political scientists, and other professionals able to conceive new ideas and time them according to technological advances and human requirements. The challenge of planning sustainable cities lies in considering their dynamics, the exchange of energy and matter, and the function and maintenance of ordered structures directly or indirectly, supplied and maintained by natural systems. Topics covered include: Urban strategies; Planning, development and management; Urban conservation and regeneration; The community and the city; Eco-town planning; Landscape planning and design; Environmental management; Sustainable energy and the city; Transportation; Quality of life; Waterfront development; Case studies; Architectural issues; Cultural heritage issues; Intelligent environment and emerging technologies; Planning for risk; Disaster and emergency response; Safety and security; Waste management; Infrastructure and society; Urban metabolism.

Academic interest in cycling has burgeoned in recent years with significant literature relating to the health and environmental benefits of cycling, the necessity for cycle-specific infrastructure, and the embodied experiences of cycling. Based upon primary research in a variety of contexts such as London, Shanghai and Taipei, this book demonstrates that recent developments in urban cycling policy and practice are closely linked to broader processes of capital accumulation. It argues that cycling is increasingly caught up in discourses around Smart cities that emphasise technological solutions to environmental problems and neoliberal ideas on individual responsibility and biopolitical conduct, which only results in solutions that prioritise those who are already mobile. The central argument of the book is not that the popularisation of cycling is inherently bad, but that the manner in which cycling is being popularised gives cause for social and environmental concern. Ultimately the book argues that cycling has now become a vehicle for sustaining pro-growth agendas rather than subverting them or shifting to sustainable no-growth/de-growth and less technologically driven visions of modernity. This book makes an innovative contribution to the fields of Cycling Studies, Mobilities and Transport and will be of interest to students and academics working in Human Geography, Transport Studies, Urban Studies, Urban Planning, Public Policy, Sociology and Sustainability.

The Routledge Handbook of Transportation offers a current and comprehensive survey of transportation planning and engineering research. It provides a step-by-step introduction to research related to traffic engineering and control, transportation planning, and performance measurement and evaluation of transportation alternatives. The Handbook of Transportation demonstrates models and methods for predicting travel and freight demand, planning future transportation networks, and developing traffic control systems. Readers will learn how to use various engineering concepts and approaches to make future transportation safer, more efficient, and more sustainable. Edited by Dušan Teodorović and featuring 29 chapters from more than 50 leading global experts, with more than 200 illustrations, the Routledge Handbook of Transportation is designed as an invaluable resource for professionals and students in transportation planning and engineering.

The world is rediscovering the bicycle as a multi-pronged solution to acute, 21st-century problems, including affordability, obesity, congestion, climate change, inequity, and social isolation. The Netherlands has built an accessible cycling culture that cities around the world can learn from. Chris and Melissa Bruntlett share the incredible success of the Netherlands through engaging interviews with local experts and stories of their own delightful experiences riding in five Dutch cities. *Building the Cycling City* examines the triumphs and challenges of the Dutch while also presenting stories of North American cities already implementing lessons from across the Atlantic. Discover how Dutch cities inspired Atlanta to look at its transit-bike connection in a new way and showed Seattle how to teach its residents to realize the freedom of biking, along with other encouraging examples.

In *Curbing Traffic: The Human Case for Fewer Cars in Our Lives*, mobility experts Melissa and Chris Bruntlett chronicle their experience living in the Netherlands and the benefits that result from treating cars as visitors rather than owners of the road. They weave their personal story with research and interviews with experts and Delft locals to help readers share the experience of living in a city designed for people. Their insights will help decision makers and advocates to better understand and communicate the human impacts of low-car cities: lower anxiety and stress, increased independence, social autonomy, inclusion, and improved mental and physical wellbeing. *Curbing Traffic* provides relatable, emotional, and personal reasons why it matters and inspiration for exporting the low-car city.

This book presents a thorough discussion of utility cycling, cycling in the urban environment, and everyday mobility. It is based on large survey answered by 14,000 participants in the bike to work action in Switzerland, and quantifies the various dimensions of utility cycling. It proposes an innovative theoretical framework to analyse and understand the various dimensions of the uses of bikes and their diversity. It addresses the factors that motivate commuters to get on their bike, and highlights the barriers to this practice between deficient infrastructures and lack of legitimacy. This research makes a diagnosis and discusses the way to develop this sustainable mode of transportation. By combining quantitative results in the form of tables, figures, and maps, and including qualitative results in the form of quotations from survey participants, this book provides a thorough and enjoyable read. It will be of interest to researchers, policy makers,

advanced students in the field of urban planning, social sciences, and transportation.

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