

# Transportation In The City

City and Transportation Planning An Integrated Approach Routledge

With the increasing worldwide trend in population migration into urban centers, we are beginning to see the emergence of the kinds of mega-cities which were once the stuff of science fiction. It is clear to most urban planners and developers that accommodating the needs of the tens of millions of inhabitants of those megalopolises in an orderly and uninterrupted manner will require the seamless integration of and real-time monitoring and response services for public utilities and transportation systems. Part speculative look into the future of the world's urban centers, part technical blueprint, this visionary book helps lay the groundwork for the communication networks and services on which tomorrow's "smart cities" will run. Written by a uniquely well-qualified author team, this book provides detailed insights into the technical requirements for the wireless sensor and actuator networks required to make smart cities a reality.

Imagine a bus system that is fast, frequent, and reliable--what would that change about your city? Buses can and should be the cornerstone of urban transportation. They offer affordable mobility and can connect citizens with every aspect of their lives. But in the US, they have long been an afterthought in

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budgeting and planning. Transit expert Steven Higashide uses real-world stories of reform to show us what a successful bus system looks like. Higashide explains how to marshal the public in support of better buses and argues that better bus systems will create better cities for all citizens. With a compelling narrative and actionable steps, *Better Buses, Better Cities* describes how decision-makers, philanthropists, activists, and public agency leaders can work together to make the bus a win in any city.

*Urban Freight Transportation Systems* offers new insights into the complexities of today's urban freight transport system. It provides a much needed multidisciplinary perspective from researchers in not only transportation, but also engineering, business management, planning and the law. The book examines numerous critical issues, such as strategies for delivery, logistics and freight transport spatial patterns, urban policy assessment, innovative transportation technologies, urban hubs, and the role factories play in the urban freight transport system. The book offers a novel conceptual approach for addressing the problems of production, logistics and traffic in an urban context. As most of the world's population now live in cities, thus significantly increasing commercial traffic, there are numerous challenges for efficiently and sustainably delivering goods into cities. This book provides solutions and tactics to those challenges.

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Includes interdisciplinary contributors from around the globe Provides never-before-published original research to help users stay current and develop a deeper understanding of the field Presents the methods and results of research that is useful for both academics and practitioners

*The Wheels That Drove New York* tells the fascinating story of how a public transportation system helped transform a small trading community on the southern tip of Manhattan island to a world financial capital that is home to more than 8,000,000 people. From the earliest days of horse-drawn conveyances to the wonders of one of the world's largest and most efficient subways, the story links the developing history of the City itself to the growth and development of its public transit system. Along the way, the key role of played by the inventors, builders, financiers, and managers of the system are highlighted. New York began as a fur trading outpost run by the Dutch West India Company, established after the discovery and exploration of New York Harbor and its great river by Henry Hudson. It was eventually taken over by the British, and the magnificent harbor provided for a growing center of trade. Trade spurred industry, initially those needed to support the shipping industry, later spreading to various products for export. When DeWitt Clinton built the Erie Canal, which linked New York Harbor to the Great Lakes, New York became the center of

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trade for all products moving into and out of the mid-west. As industry grew, New York became a magnet for immigrants seeking refuge in a new land of opportunity. The City's population continued to expand. Both water and land barriers, however, forced virtually the entire population to live south of what is now 14th Street. Densities grew dangerously, and brought both disease and conflict to the poorer quarters of the Five Towns. To expand, the City needed to conquer land and water barriers, primarily with a public transportation system. By the time of the Civil War, the City was at a breaking point. The horse-drawn public conveyances that had provided all of the public transportation services since the 1820's needed to be replaced with something more effective and efficient. First came the elevated railroads, initially powered by steam engines. With the invention of electricity and the electric traction motor, the elevated's were electrified, and a trolley system emerged. Finally, in 1904, the City opened its first subway. From there, the City's growth to northern Manhattan and to the "outer boroughs" of Brooklyn, Queens, and the Bronx exploded. *The Wheels That Drove New York* takes us through the present day, and discusses the many challenges that the transit system has had to face over the years. It also traces the conversion of the system from fully private operations (through the elevated railways) to the fully public system that exists today, and the problems that this

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transformation has created along the way.

Eco-cities and Green Transport presents a systematic, uniform, and structured way to examine different cities at different scales in order to suggest unique solutions appropriate to each scale. The book examines city infrastructure and the built environment, transport system supply and demand, and transport behavior to offer innovative policy solutions for various transport modes. With end of chapter experiences and lessons summarized, the book provides an in-depth analysis of the advantages and disadvantages for transforming cities and their transport systems to meet residents current and future needs. The increasingly rapid growth of global urbanization requires cities to be built in an ecologically sustainable, energy efficient, and livable way. A critical component in achieving these goals is an urban transportation system that uses natural resources as reasonably as possible. The outcome of a ten-year data collection research effort by the author and his team, the book sheds new insights into these challenges using a thorough investigation of traffic systems in 20 cities from 13 countries throughout Asia, Europe, and the United States. Summarizes the essential experiences of green transport projects from cities around the world Analyzes projects using a consistent structure, allowing comparison of best practices and policy approaches Overviews the latest sustainable urban transportation concepts, tools, and best practices

Many urban and transportation problems, such as traffic congestion, traffic accidents,

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and environmental burdens, result from poor integration of land use and transportation. This graduate-level textbook outlines strategies for sustainably integrating land use and transportation planning, addressing the impact on land use of advanced transport like light rail transit and autonomous cars, and the emerging focus on cyber space and the role of ICT and big data in city planning. The text also explores how we can create sustainable cities for the future. In contrast to the "compact city", which has been proposed as an environmentally friendly urban model, recent years have seen an acceleration in the introduction of ICT-based "smart city". As people's lives are drastically changed by COVID-19, a new form of city is being explored. The new concept of a "smart sharing city" is introduced as an urban model that wisely integrates physical and cyber space, and presents a way to solve future urban issues with new technologies.

"The Transit Street Design Guide sets a new vision for how cities can harness the immense potential of transit to create active and efficient streets in neighborhoods and downtowns alike. Building on the Urban Street Design Guide and Urban Bikeway Design Guide, the Transit Street Design Guide details how reliable public transportation depends on a commitment to transit at every level of design. Developed through a new peer network of NACTO members and transit agency partners, the Guide provides street transportation departments, transit operating agencies, leaders, and practitioners with the tools to actively prioritize transit on the street."--Site Web de NACTO.

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Politics of locating Boston's Inner Belt freeway, with review of urban transportation planning and decisionmaking in U.S. cities.

The twenty-first century finds civilization heavily based in cities that have grown into large metropolitan areas. Many of these focal points of human activity face problems of economic inefficiency, environmental deterioration, and an unsatisfactory quality of life—problems that go far in determining whether a city is "livable." A large share of these problems stems from the inefficiencies and other impacts of urban transportation systems. The era of projects aimed at maximizing vehicular travel is being replaced by the broader goal of achieving livable cities: economically efficient, socially sound, and environmentally friendly. This book explores the complex relationship between transportation and the character of cities and metropolitan regions. Vukan Vuchic applies his experience in urban transportation systems and policies to present a systematic review of transportation modes and their characteristics. *Transportation for Livable Cities* dispels the myths and emotional advocacies for or against freeways, rail transit, bicycles, and other modes of transportation. The author discusses the consequences of excessive automobile dependence and shows that the most livable cities worldwide have intermodal systems that balance highway and public transit modes while providing for pedestrians, bicyclists, and paratransit. Vuchic defines the policies necessary for achieving livable cities: the effective implementation of integrated intermodal transportation systems.

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Is public transportation a right? Should it be? For those reliant on public transit, the answer is invariably “yes” to both. Indeed, when city officials propose slashing service or raising fares, it is these riders who are often the first to appear at that officials’ door demanding their “right” to more service. *Rights in Transit* starts from the presumption that such riders are justified. For those who lack other means of mobility, transit is a lifeline. It offers access to many of the entitlements we take as essential: food, employment, and democratic public life itself. While accepting transit as a right, this book also suggests that there remains a desperate need to think critically, both about what is meant by a right and about the types of rights at issue when public transportation is threatened. Drawing on a detailed case study of the various struggles that have come to define public transportation in California’s East Bay, *Rights in Transit* offers a direct challenge to contemporary scholarship on transportation equity. Rather than focusing on civil rights alone, *Rights in Transit* argues for engaging the more radical notion of the right to the city.

*Tomorrow's Transportation: Changing Cities, Economies, and Lives* offers a broad, engaging look at current and emergent developments in Intelligent Transport Systems (ITS), and at how improved transportation systems can have a significant impact on lifestyles in the future. It is an excellent guide for

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transportation department officials and planners, as well as ITS technology professionals working in mobile communications, computer and software engineering, smart sensor technology, and in transportation infrastructures worldwide.

The Global Street Design Guide is a timely resource that sets a global baseline for designing streets and public spaces and redefines the role of streets in a rapidly urbanizing world. The guide will broaden how to measure the success of urban streets to include: access, safety, mobility for all users, environmental quality, economic benefit, public health, and overall quality of life. The first-ever worldwide standards for designing city streets and prioritizing safety, pedestrians, transit, and sustainable mobility are presented in the guide. Participating experts from global cities have helped to develop the principles that organize the guide. The Global Street Design Guide builds off the successful tools and tactics defined in NACTO's Urban Street Design Guide and Urban Bikeway Design Guide while addressing a variety of street typologies and design elements found in various contexts around the world.

City distribution plays a key role in supporting urban lifestyles, helping to serve and retain industrial and trading activities, and contributing to the competitiveness of regional industry. This book aims to improve knowledge in this area by

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recognizing and evaluating the problems within the urban freight transport system.

When the images of desperate, hungry, thirsty, sick, mostly black people circulated in the aftermath of Hurricane Katrina, it became apparent to the whole country that race did indeed matter when it came to government assistance. In *The Wrong Complexion for Protection*, Robert D. Bullard and Beverly Wright place the government response to natural and human-induced disasters in historical context over the past eight decades. They compare and contrast how the government responded to emergencies, including environmental and public health emergencies, toxic contamination, industrial accidents, bioterrorism threats and show that African Americans are disproportionately affected. Bullard and Wright argue that uncovering and eliminating disparate disaster response can mean the difference between life and death for those most vulnerable in disastrous times.

Mobility is a key dimension of cities. As urbanization accelerates, the demand for mobility and transportation escalates. This booming demand stresses the existing urban transportation systems and infrastructures, intensifies widespread congestion and traffic gridlock, increases road accidents, and augments CO2 emissions and air and noise pollution, which is starting to cause serious health concerns. How will our

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current transport systems cope with this rising demand for mobility in cities? How can city planners and mayors around the world come up with strategies and solutions that enhance sustainable and integrated urban transportation systems? What is the future of urban mobility? This volume is part of a book series called "IESE Cities in Motion: International urban best practices." Cities and Mobility & Transportation focuses on how to address the mobility challenge in cities. It aims to be: an insightful analysis of the main urban mobility and transportation trends and challenges a collection of international best practices on sustainable urban mobility an instrument to help city managers and policymakers solve the urban mobility challenge and improve accessibility in cities for the benefit of all."

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What are the best transit cities in the US? The best Bus Rapid Transit lines? The most useless rail transit lines? The missed opportunities? In the US, the 25 largest metropolitan areas and many smaller cities have fixed guideway transit—rail or bus rapid transit. Nearly all of them are talking about expanding. Yet discussions about transit are still remarkably unsophisticated. To build good transit, the discussion needs to focus on what matters—quality of service (not the technology that delivers it), all kinds of transit riders, the role of buildings, streets and sidewalks, and, above all, getting transit in the right places. Christof Spieler has spent over a decade advocating for transit as a writer, community leader, urban planner, transit board member, and enthusiast. He strongly believes that just about anyone—regardless of training or experience—can identify what makes good transit with the right information. In the fun and accessible *Trains, Buses, People: An Opinionated Atlas of US Transit*, Spieler shows how cities can build successful transit. He profiles the 47 metropolitan areas in the US that have rail transit or BRT, using data, photos, and maps for easy comparison. The best and worst systems are ranked and Spieler offers analysis of how geography, politics, and history complicate transit planning. He shows how the unique circumstances of every city have

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resulted in very different transit systems. Using appealing visuals, *Trains, Buses, People* is intended for non-experts—it will help any citizen, professional, or policymaker with a vested interest evaluate a transit proposal and understand what makes transit effective. While the book is built on data, it has a strong point of view. Spieler takes an honest look at what makes good and bad transit and is not afraid to look at what went wrong. He explains broad concepts, but recognizes all of the technical, geographical, and political difficulties of building transit in the real world. In the end, *Trains, Buses, People* shows that it is possible with the right tools to build good transit.

The NACTO Urban Street Design Guide shows how streets of every size can be reimagined and reoriented to prioritize safe driving and transit, biking, walking, and public activity. Unlike older, more conservative engineering manuals, this design guide emphasizes the core principle that urban streets are public places and have a larger role to play in communities than solely being conduits for traffic. The well-illustrated guide offers blueprints of street design from multiple perspectives, from the bird's eye view to granular details. Case studies from around the country clearly show how to implement best practices, as well as provide guidance for customizing design applications to a city's unique needs. Urban Street Design Guide outlines five goals and tenets of world-class street design:

- Streets are public spaces. Streets play a much larger role in the public life of cities and communities than just thoroughfares for traffic.
- Great streets are great for business. Well-designed streets generate higher

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revenues for businesses and higher values for homeowners. • Design for safety. Traffic engineers can and should design streets where people walking, parking, shopping, bicycling, working, and driving can cross paths safely. • Streets can be changed. Transportation engineers can work flexibly within the building envelope of a street. Many city streets were created in a different era and need to be reconfigured to meet new needs. • Act now! Implement projects quickly using temporary materials to help inform public decision making. Elaborating on these fundamental principles, the guide offers substantive direction for cities seeking to improve street design to create more inclusive, multi-modal urban environments. It is an exceptional resource for redesigning streets to serve the needs of 21st century cities, whose residents and visitors demand a variety of transportation options, safer streets, and vibrant community life. The contemporary urban experience is defined by flow and structured by circulating people, objects, and energy. Geographers have long provided key insights into transportation systems. But today, concerns for social justice and sustainability motivate new, critical approaches to mobilities. Reimagining the city prompts an important question: How best to rethink urban geographies of transport and mobility? This original book explores connections – in theory and practice – between transport geographies and "new mobilities" in the production of urban space. It provides a broad introduction to intersecting perspectives of urban geography, transport geography, and mobilities studies on urban "places of flows." Diverse, international, and leading-edge

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contributions reinterpret everyday intersections as nodes, urban corridors as links, cities and regions as networks, and the discourses and imaginaries that frame the politics and experiences of mobility. The chapters illuminate nearly all aspects of urban transport, from street regulation and roadway planning, intended and "subversive" practices of car and truck drivers, planning and promotion of mass transit investments, and the restructuring of freight and logistics networks. Together these offer a unique and important contribution for social scientists, planners, and others interested in the politics of the city on the move.

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Like a modern-day Jane Jacobs, Janette Sadik-Khan transformed New York City's streets to make room for pedestrians, bikers, buses, and green spaces. Describing the battles she fought to enact change, *Streetfight* imparts wisdom and practical advice that other cities can follow to make their own streets safer and more vibrant. As New York City's transportation commissioner, Janette Sadik-Khan managed the seemingly impossible and transformed the streets of one of the world's greatest, toughest cities into dynamic spaces safe for pedestrians and bikers. Her approach was dramatic and effective: Simply painting a part of the street to make it into a plaza or bus lane not only made the street safer, but it also lessened congestion and increased foot traffic, which improved the bottom line of businesses. Real-life experience confirmed that if you

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know how to read the street, you can make it function better by not totally reconstructing it but by reallocating the space that's already there. Breaking the street into its component parts, Streetfight demonstrates, with step-by-step visuals, how to rewrite the underlying "source code" of a street, with pointers on how to add protected bike paths, improve crosswalk space, and provide visual cues to reduce speeding. Achieving such a radical overhaul wasn't easy, and Streetfight pulls back the curtain on the battles Sadik-Khan won to make her approach work. She includes examples of how this new way to read the streets has already made its way around the world, from pocket parks in Mexico City and Los Angeles to more pedestrian-friendly streets in Auckland and Buenos Aires, and innovative bike-lane designs and plazas in Austin, Indianapolis, and San Francisco. Many are inspired by the changes taking place in New York City and are based on the same techniques. Streetfight deconstructs, reassembles, and reinvents the street, inviting readers to see it in ways they never imagined. 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

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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.

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