

FICHA DE CADASTRO

PROJETO BICICLETAS E MOTOS

AUTOR	TIPO	ANO	TÍTULO	FONTE	SITE/E-MAIL	RESUMO	COM/SEM ARQUIVO
Motocicleta	Joaquim Dinis Amorim dos Santos	2009	Procedimento para Definir Trechos em Via Pública Para Estacionamento de Motocicletas em Centros Urbanos	Dissertação de Mestrado - PET-COPPE/UFRJ			
Bicicleta	Sanghpriya H. Kamble, Tom V. Mathew, G.K. Sharma	2009	Development of real-world driving cycle: Case study of Pune, India	Artigo - Transportation Research Part D: Transport and Environment, Volume 14, Issue 2, March 2009, Pages 132-140	http://www.sciencedirect.com/science?_ob=ArticleListURL&_method=list&_ArticleListID=858385273&_sort=d&view=c&_acct=C000050221&_version=1&_urlVersion=0&_userid=10&md5=9131bde1586c6de24c5e118e1f809b24	The critical component of all emission models is a driving cycle representing the traffic behaviour. Although Indian driving cycles were developed to test the compliance of Indian vehicles to the relevant emission standards, they neglects higher speed and acceleration and assume all vehicle activities to be similar irrespective of heterogeneity in the traffic mix. Therefore, this study is an attempt to develop an urban driving cycle for estimating vehicular emissions and fuel consumption. The proposed methodology develops the driving cycle using micro-trips extracted from real-world data. The uniqueness of this methodology is that the driving cycle is constructed considering five important parameters of the time-space profile namely, the percentage acceleration, deceleration, idle, cruise, and the average speed. Therefore, this approach is expected to be a better representation of heterogeneous traffic behaviour. The driving cycle for the city of Pune in India is constructed using the proposed methodology and is compared with existing driving cycles.	com arquivo
Bicicleta	Kevin J. Krizek, ; Gary Barnes, Kristin Thompson	2009	Analyzing the Effect of Bicycle Facilities on Commute Mode Share over Time	JOURNAL OF URBAN PLANNING AND DEVELOPMENT		This study employs United States census data to analyze changes in bicycle commuting between 1990 and 2000 in the Minneapolis-St. Paul, Minn. area. A variety of perspectives are used to understand the impact of newly created facilities. The evidence suggests that bicycle facilities significantly impact levels of bicycle commuting, although the results are not totally free of uncertainty. For example, areas near new bicycle facilities showed considerably more of an increase in bicycle mode share than areas farther away. (...)	com arquivo
Motocicleta	Hsin-Li Chang, Shun-Cheng Wu	2008	Exploring the vehicle dependence behind mode choice: Evidence of motorcycle dependence in Taipei	Artigo - Transportation Research Part A 42		We have explored vehicle dependence, taking account of subjective	com arquivo

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Motocicleta	Cottrell, W. D.,	2008	Development of Motorcycle Parking Design Guidelines	Annual Meeting of the Transportation Research Board, 08-3047. Washington, D.C., Janeiro 13-17.	http://www.svmc.se/upload/SMC%20central/Dokument/rapporter/US%20Study%20OMC%20parkering.pdf		
Bicicleta	Dianhai Wang, Tianjun Feng, Chunyan Liang	2008	Research on bicycle conversion factors	Artigo - Transportation Research Part A 42		In developing countries, bicyclists have heavy occupation in all travelers	com arquivo
Bicicleta	Mark Wardman, Miles Tight, Matthew Page	2007	Factors influencing the propensity to cycle to work	Artigo - Transportation Research Part A 41		This paper describes the development of a mode choice model for the journey to work with special emphasis on the propensity to cycle.	
Bicicleta	Nebiyu Y. Tilahun, David M. Levinson, Kevin J. Krizek	2007	Trails, lanes, or traffic: Valuing bicycle facilities with an adaptive stated preference survey	Artigo - Transportation Research Part A 41		This study evaluates individual preferences for five different cycling environments by trading off a better facility with a higher travel time against a less attractive facility at a lower travel time.	com arquivo
Bicicleta	Nebiyu Y. Tilahun, David M. Levinson, Kevin J. Krizek	2007	Trails, lanes, or traffic: Valuing bicycle facilities with an adaptive stated preference survey	Artigo - Transportation Research Part A 41		This study evaluates individual preferences for five different cycling	
Bicicleta	Secretaria Nacional de Transporte e da Mobilidade	2007	Plano de Mobilidade por Bicicleta nas Cidades	Ministério das Cidades	www.cidades.gov.br	Caderno de referência para elaboração de plano de mobilidade por Bicicleta nas cidades	com arquivo
	Prefeitura Municipal de Porto Alegre	2007	Manifestação de interesse: projeto portais da cidade	Diretriz - Prefeitura Municipal de Porto Alegre. Secretaria Municipal de Transportes. Secretaria Municipal de Gestão e acompanhamento estratégico.	lproweb.procempa.com.br/.mi_anexo_iii_diretrizes_projeto_funcional_circulacao.pdf		com arquivo
Motocicleta		2007	Exploratory analysis of motorcycle holding time heterogeneity using a split-population duration model	Artigo - Transportation Research Part A 41		This study integrated the samples taken in 2000 for motorcycle usage and	com arquivo

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Bicicleta	Hannah Badland, Grant Schofield	2005	Transport, urban design, and physical activity: an evidence-based update	Artigo - Transportation Research Part D 10		The urban environment and modes of transport are increasingly being linked to physical activity participation and population health outcomes. Much of the research has been based on either health or urban design paradigms, rather than from collaborative approaches.	
Bicicleta	Piet Rietveld, Vanessa Daniel	2004	Determinants of bicycle use: do municipal policies matter?	Artigo - Transportation Research Part A 38	www.elsevier.com/locate/tra	Bicycle use varies strongly between countries, and even between municipalities within the same country substantial variations may exist.	com arquivo
Bicicleta	Karel Martens	2004	The bicycle as a feeding mode: experiences from three European countries	Artigo - Transportation Research Part D 9		Bike-and-ride, or the combined use of bicycle and public transport for one trip, is a multimodal alternative for the car.	com arquivo
Bicicleta	Janet E. Dickinson, Simon Kingham, Scott Copsey, Deborah J. Pearlman, Hougje	2003	Employer travel plans, cycling and gender: will travel plan measures improve the outlook for cycling to work in the UK?	Artigo - Transportation Research Part D 8		Cycling is a green alternative to commuting by car yet it makes up only a small percentage of journeys in the UK. Here we examine the commuter habits of three companies in Hertfordshire, UK.	com arquivo
Bicicleta	A. Bergstrom, R. Magnusson	2003	Potential of transferring car trips to bicycle during winter	Artigo - Transportation Research Part A 37		In this Swedish study, the attitudes towards cycling during winter in general, and in relation to winter maintenance of cycleways in particular, is examined.	com arquivo
Bicicleta	Sprinkle Consulting, Inc.	2002	Technical Analysis – Latent Demand for Bicycle Travel		http://www.bicyclinginfo.org/rd/planning.htm#guide		com arquivo
Bicicleta	Piet Rietveld	2000	The accessibility of railway stations: the role of the bicycle in The Netherlands	Artigo - Transportation Research Part D 5		The market potential of railway services depends on the quality of the total chain from residence to place of activity. In The Netherlands where natural conditions and infrastructure are conducive, the bicycle is a potentially attractive access mode for railways since it allows travellers to avoid waiting at bus, metro or tram stops.	
Bicicleta	Juan de Dios Ortuzar, Andres Iacobelli, Claudio Valeze	2000	Estimating demand for a cycle-way network	Artigo - Transportation Research Part A 34		We study the use of bicycles as an alternative mode of transport in Santiago. We consider the incorporation of a dense network of cycle-ways, fully segregated from motorised traffic, and the inclusion of adequate bicycle shelter facilities at Metro, suburban train and selected segregated bus-way stations	com arquivo

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Bicicleta	by Yaeko YAMASHITA **, Andre DANTAS ***, Pastor TACO **** and Koshi YAMAMOTO *****	1998	GEOGRAPHICAL INFORMATION SYSTEM & REMOTE SENSING IN BICYCLE PLANNING	Artigo - Proceedings of 21th Annual Infrastructure Planning Conference (1998); pp. 295- 298, Shiga – Japan.	http://ir.canterbury.ac.nz/bitstream/10092/251/1/46747_Main.pdf	Pollution, congestion, accidents, no parking space and increasing of public transportation fares are some of the problems usually related to urban transportation. So many efforts have been made in order to solve these kinds of problems. Bicycle solution can be a very healthy answer. Bicycle mode can be pointed as a cheap, flexible, healthy and sustainable alternative. It is a mode that does not consume extra energy except produced by cyclist (user) and consequently does not generate pollution. In addition, it can be used anytime, anywhere giving to the user possibilities to select routes, schedule and to integrate with other transportation modes. It is necessary to provide for cyclist all support to make their trips efficacious. This support is not only related to physical structure conception and construction, but also knowledge of trip pattern. Trip pattern is an important element related to the analysis of bicycle mode characteristics. Spatial geographical information is a very important issue to be considered in bicycle mode planning. (...)	com arquivo
Bicicleta	P. Hopkinson e M. Wardman	1996	Evaluating the demand for new cycle facilities	Artigo - Transport Policy, Vol. 3, No. 4		There are many studies which report attitudes to cycling and factors affecting the	com arquivo
Bicicleta	Krawczyk, Paul	1995	Creating Pedestrians and bicycle systems in conjunction with new development	Artigo - ITE Journal 5/1995 vol. 65, no. 5		In Tigard, Oregon, versus Dolan, the United States Supreme Court ruled in favor of the property owner, stating that an easement requirement must be roughly proportional to the project. Dolan was required by Tigard to provide 15 ft of pedestrian/bicycle easement along her property line in exchange for a building permit to expand her plumbing store. This article explains that project-specific information will be necessary to validate pedestrian/bicycle easements. Strategies for linking development and pedestrian/bicycle facilities include nonmotorized development impact fees, project trip generation or building credits, pro rata share method, as well as other mitigation measures. The author recommends that cities adopt areawide mobility standards that include pedestrian/bicycle needs. Ultimately, communities and private developers will identify and develop a unified pedestrian and bicycle system as part of a multimodal transportation program.	com arquivo

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	Vítor Teixeira; Manuela Rosa; Celeste Gameiro; João Guerreiro (coord.).		Plano de Mobilidade Sustentável de Loulé	Relatório - Universidade do Algarve	www.mobilidade.weblx.net/documentos/workshops/.../loulle.pdf		com arquivo
Bicicleta			The European Network for Cycling Expertise		http://www.velo.info/		com arquivo
Bicicleta			Victoria Transport Policy Institute		http://www.vtpi.org/		com arquivo
Bicicleta			Bike Week		www.bikeweek.org.uk		com arquivo
Bicicleta			Bicycle Statistics: Usage, Production, Sales, Import, Export		http://www.ibike.org/library/statistics.htm		com arquivo
Bicicleta			Transport for London		www.tfl.gov.uk		com arquivo
Bicicleta			Federal Highway Administration's Bicycle and Pedestrian Program Office		http://www.fhwa.dot.gov/environment/bikeped/		com arquivo