

Houston Metro Light Rail Sample Test

Public TransportationFederal Project Approval Process Remains a Barrier to Greater Private Sector Role and DoT Could Enhance Efforts to Assist Project SponsorsDIANE Publishing

“Gets right to the point: put [transit] where the people are...The author combines detailed knowledge and a refreshing frankness...Keep this book within easy reach.” -Planning In some US and Canadian cities, transit has quietly been expanding and improving over the last few years, despite funding and ridership challenges. How do we assess the advances and failures of our current systems to move forward strategically and wisely? The first edition of Trains, Buses, People was dubbed “a transit wonk’s bible” and guided “a smarter conversation about urban transit” in the US. This second edition is fully updated and expanded to include eight Canadian cities and two new US cities (Indianapolis and San Juan, Puerto Rico). In Trains, Buses, People, Second Edition: An Opinionated Atlas of US and Canadian Transit, transit expert and “transportation hero” Christof Spieler provides a new section on inclusivity to help agencies understand how to welcome riders regardless of race, gender, income, or disability. Select cities include new maps overlaying transit and poverty data, and systems that have started construction since the first edition in 2018 have been added. Other new sections address network typologies, guideway types, station types, and fares. 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, accessible, and visually appealing Trains, Buses, People, Second Edition: An Opinionated Atlas of US and Canadian Transit, Spieler shows how cities can build successful transit. He profiles the 49 metropolitan areas in the US and eight metropolitan areas in Canada that have rail transit or BRT, using data, photos, and maps for easy comparison. Spieler ranks the best and worst systems and he offers analysis of how geography, politics, and history complicate transit planning. He shows how the unique circumstances of every city have resulted in very different transit systems. Trains, Buses, People, Second Edition 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. It shows that it is possible, with the right tools, to build good transit.

A Marmac Guide to Houston and Galveston

Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, One Hundred Seventh Congress, First Session

Metropolitan Land Use and Transport

How to Plan, Run, and Win the Fight for Effective Transit

Power Moves

Department of Transportation and Related Agencies Appropriations for Fiscal Year 1991: Nondepartmental witnesses

Closing Data Gaps for Climate Change Policy

TEXAS POLITICS: IDEAL AND REALITY critically compares Texas government and politics to the concepts of democratic theory by raising three main themes: democratic ideals, conservatism, and conflict. Lively presentation of material encourages students to consider controversial issues and debates. In the 2015–2016 Edition, new policy coverage, updates reflecting the Texas legislative session that ended in June 2014, and new “Texas Politics and You” features that ask students to become directly involved in current and contentious issues, often through social media, keep this book cutting edge. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.

Geographical Information Systems is a computer system used to capture, store, analyze and display information related to positions on the Earth’s surface. It has the ability to show multiple types of information on multiple geographical locations in a single map, enabling users to assess patterns and relationships between different information points, a crucial component for multiple aspects of modern life and industry. This 3–volumes reference provides an up-to date account of this growing discipline through in–depth reviews authored by leading experts in the field. VOLUME EDITORS Thomas J. Cova The University of Utah, Salt Lake City, UT, United States Ming–Hsiang Tsou San Diego State University, San Diego, CA, United States Georg Bareth University of Cologne, Cologne, Germany Chunqiao Song University of California, Los Angeles, CA, United States Yan Song University of North Carolina at Chapel Hill, Chapel Hill, NC, United States Kai Cao National University of Singapore, Singapore Elisabete A. Silva University of Cambridge, Cambridge, United Kingdom Covers a rapidly expanding discipline, providing readers with a detailed overview of all aspects of geographic information systems, principles and applications Emphasizes the practical, socioeconomic applications of GIS Provides readers with a reliable, one–stop comprehensive guide, saving them time in searching for the information they need from different sources

Hearings Before a Subcommittee of the Committee on Appropriations, United States Senate, One Hundred Sixth Congress, Second Session, on H.R. 4475, 5394, and S. 2720, an Act Making Appropriations for the Department of Transportation and Related Agencies for the Fiscal Year Ending September 30, 2001, and for Other Purposes

Measures to Increase Transit Use and Carpooling : Final Report

Southeast Corridor, Houston

An Opinionated Atlas of US and Canadian Transit

Last Exit

Integrating Market Research Into Transit Management

ALI–ABA Course of Study Materials

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 budgeting and planning. Transit expert Steven Hgashide uses real-world stories of reform to show us what a successful bus system looks like. Hgashide 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.

Assesses the level of investment required to bring all of our nation’s public transportation (transit) systems into a state of good repair. While the seven agencies included in the 2009 Rail Modernization Study are responsible for a majority of the nation’s transit assets, the Study’s findings emphasize the need for a more comprehensive understanding of transit reinvestment needs. This 2010 National State of Good Repair Assessment evaluates the level of investment required to bring all U.S. transit assets to a state of good repair. The current national SGR backlog is about \$77.7 billion. An annual average of \$14.4 billion in normal replacement expenditures would be required to keep that backlog from getting larger. Charts and tables.

Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations for 2016

Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, One Hundredrth Congress, First Session

Department of Transportation and Related Agencies Appropriations for 2001: Testimony of members of Congress and public witnesses

Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, One Hundred Third Congress, Second Session

North Corridor Fixed Guideway in Houston, Harris County

Land Use Institute, Planning, Regulation, Litigation, Eminent Domain, and Compensation

Annual Report on New Starts

TRB’s Transit Cooperative Research Program (TCRP) Synthesis 90: Video Surveillance Uses by Rail Transit Agencies explores the current use of electronic video surveillance technology solely by passenger rail agencies onboard railcars, along rights-of-way, and more.

Planning for Place and Plexus provides a fresh and unique perspective on metropolitan land use and transport networks, challenging current planning strategies and offering frameworks to understand and evaluate policy. The book suggests actions for the future urban growth of metropolitan areas and includes current and cutting edge theory, findings, and recommendations which are cleverly illustrated throughout using international examples.

Trains, Buses, People

Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations for 2010, Part 4, June 4, 2009, 111–1 Hearings

Department of Transportation and Related Agencies Appropriations for Fiscal Year 1991

Texas Politics: Ideal and Reality

Another Look at the Question of Density and Rail Transit

University Corridor Fixed Guideway in Houston, Harris County

Department of Transportation and Related Agencies Appropriations for Fiscal Year 2001

Profiling the ten most populous cities in the United States during ten critical eras of political development, Cities in American Political History presents a unique singular focus on American cities, their government and politics, industry, commerce, labor, and race and ethnicity. Cities in American Political History analyzes the role that large cities from New York to Chicago played in the nation’s history. Each entry is structured for straightforward comparison across issues and eras. The city profiles include basic data and statistics for the era and are accompanied by maps of each era and the largest cities at that time.

In June 2012, the Committee on National Statistics (sponsored by the U.S. Census Bureau) convened a Workshop on the Benefits (and Burdens) of the American Community Survey (ACS)---the detailed demographic and economic survey that began full-scale data collection in 2005 and that replaced the traditional "long form" in the 2010 census. ACS data are used to move from abstraction to reality for most users in 2010, when the first ACS estimates for small areas (based on 5 years of collected data) were made available. Hence, the workshop marked the opportunity to develop a picture of the breadth of the nonfederal user base of the ACS---among them, the media, policy research and evaluation groups (that distill ACS research into business and economic development organizations, and local and regional planning authorities---and to gather information on users’ experiences with the first full releases of ACS products. In addition to covering innovative uses of the information now available on a continuous basis in the ACS, the workshop gave expression to the challenges and burdens associated with the ACS, including the challenges of explaining and interpreting estimates with increased levels of variability, and the privacy and confidentiality implications of some of the ACS content. Benefits, Burdens, and Prospects of the American Community Survey: Summary of a Workshop provides a factual summary of the workshop proceedings and hints at the contours of the ACS user constituency and the ACS program.

Department of Transportation and Related Agencies Appropriations for 2001

Planning for Place and Plexus

Intelligent Decision Technologies

Proceedings of the 5th KES International Conference on Intelligent Decision Technologies (KES-IDT 2013)

Trains, Buses, People, Second Edition

Environmental Impact Statement

Packed with up-to-date coverage of the latest issues, Newell/Prindle/Riddlesperger’s TEXAS POLITICS: IDEAL AND REALITY, 14th Edition, helps you see how state politics impact your everyday life. Timely and relevant, it explores the Texas government through the lenses of three main themes: the ideals of democratic theory, political conservatism and private influence over public policy. Thoroughly updated, it offers insightful coverage of the 2020 election results and their bizarre aftermath, voting versus abstention, immigration, climate change, the fight over mandatory child vaccinations, the ongoing debate surrounding capital punishment, the Legislature’s increasing partisan polarization, the impact of the COVID-19 pandemic on state politics and much more. Important Notice: Media content referenced within the product description or the product text may not be available in the ebook version.

TRB Special Report 294: The Role of Transit in Emergency Evacuation explores the roles that transit systems can play in accommodating the evacuation, egress, and ingress of people from and to critical locations in times of emergency. The report focuses on major incidents that could necessitate a partial to full evacuation of the central business district or other large portion of an urban area. According to the committee that produced the report, transit agencies could play a significant role in an emergency evacuation, particularly in transporting carless and special needs populations, but few urban areas have planned for a major disaster and evacuation that could involve multiple jurisdictions or multiple states in a region, or have focused on the role of transit and other public transportation providers in such an incident. The report offers recommendations for making transit a full partner in emergency evacuation plans and operations, while cautioning emergency managers, elected officials, and the general public to be realistic in their expectations, particularly in a no-notice incident that occurs during a peak service period.

Race Brokers

Comprehensive Geographic Information Systems

Increasing the Productivity of the Nation’s Urban Transportation Infrastructure

An Opinionated Atlas of US Transit

Reauthorization of the Intermodal Surface Transportation Efficiency Act

Special Report 294

Transportation, Politics, and Development in Houston

Focuses on the status of market research as practiced in transit agencies and identifies major market issues confronting them. The handbook also evaluates market research strategies appropriate for transit and provides guidance to integrate and institutionalize market research into decision-making processes of transit agencies. Finally, it examines some institutional barriers that limit the use of market research.

As demand for transit and competition for available federal funding increases, transit project sponsors are increasingly looking to alternative approaches, such as public-private partnerships, to deliver and finance new, large-scale public transit projects more quickly and at reduced costs. This report reviewed: (1) the role of the private sector in U.S. public transit projects as compared to international projects; (2) the benefits and limitations of and barriers, if any, to greater private sector involvement in transit projects and how these barriers are addressed in the Dept. of Transportation’s (DoT) pilot program; and (3) how project sponsors and DoT can protect the public interest when these approaches are used. Charts and tables.

Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, One Hundred Eleventh Congress, First Session

Hearings Before a Subcommittee of the Committee on Appropriations, United States Senate, One Hundred First Congress, Second Session on H.R. 5229 ...

Video Surveillance Uses by Rail Transit Agencies

Housing Markets and Segregation in 21st Century Urban America

Benefits, Burdens, and Prospects of the American Community Survey

Hearings Before the Subcommittee on Transportation and Infrastructure and the Committee on Environment and Public Works, United States Senate, One Hundred Fifth Congress, First Session

Summary of a Workshop

Since World War II, Houston has become a burgeoning, internationally connected metropolis—and a sprawling, car-dependent city. In 1950, it possessed only one highway, the Gulf Freeway, which ran between Houston and Galveston. Today, Houston and Harris County have more than 1,200 miles of highways, and a third major loop is under construction nearly thirty miles out from the historic core. Highways have driven every aspect of Houston’s postwar development, from the physical layout of the city to the political process that has transformed both the transportation network and the balance of power between governing elites and ordinary citizens. Power Moves examines debates around the planning, construction, and use of highway and public transportation systems in Houston. Kyle Shelton shows how Houstonians helped shape the city’s growth by attending city council meetings, writing letters to the highway commission, and protesting the destruction of homes to make way for freeways, which happened in both affluent and low-income neighborhoods. He demonstrates that these assertions of what he terms "infrastructural citizenship" opened up the transportation decision-making process to meaningful input from the public and gave many previously marginalized citizens a more powerful voice in civic affairs. Power Moves also reveals the long-lasting results of choosing highway and auto-based infrastructure over other transit options and the resulting challenges that Houstonians currently face as they grapple with how best to move forward from the consequences and opportunities created by past choices.

This report presents the mitigation methods tested and used by transit agencies to reduce collisions between light rail vehicles (LRVs) and motor vehicles where light rail transit (LRT) runs through or adjacent to highway intersections controlled by conventional traffic signals. A particular focus is placed on collisions occurring between LRVs and vehicles making left-hand turns at these intersections. This report offers success stories and specific actions to achieve positive results, as well as examples of unsuccessful actions. The issues addressed include a range of LRT operations and environments such as median-running, side-running, contra-flow, and mixed-use LRT alignments; urban and suburban setting; and a variety of U.S. geographic regions.

The Role of Transit in Emergency Evacuation

Privatization and Deregulation of the U.S. Transportation System

Department of Transportation and Related Agencies Appropriations for 2002

Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, One Hundred Sixth Congress, Second Session

Department of Transportation and Related Agencies Appropriations for 1995

National State of Good Repair Assessment

Public Transportation

How is it that America's cities remain almost as segregated as they were fifty years ago? In Race Brokers, Elizabeth Korver-Glenn examines how housing market professionals--including housing developers, real estate agents, mortgage lenders, and appraisers--construct contemporary urban housing markets in ways that contribute to neighborhood inequality and racial segregation. Drawing on extensive ethnographic and interview data collected in Houston, Texas, Korver-Glenn shows how these professionals, especially those who are White, use racist tools to build a fundamentally unequal housing market and are even encouraged to apply racist ideas to market activity and interactions. Korver-Glenn further tracks how professionals broker racism across the entirety of the housing exchange process--from the home's construction, to real estate brokerage, mortgage lending, home appraisals, and the home sale closing. Race Brokers highlights the imperative to interrupt the racism that pervades housing market professionals' work, dismantle the racialized routines that underwrite such racism, and cultivate a truly fair housing market.

In Last Exit Clifford Winston reminds us that transportation services and infrastructure in the United States were originally introduced by private firms. The case for subsequent public ownership and management of the system was weak, in his view, and here he assesses the case for privatization and deregulation to greatly improve Americans' satisfaction with their transportation systems.

Cities in American Political History

Federal Project Approval Process Remains a Barrier to Greater Private Sector Role and DoT Could Enhance Efforts to Assist Project Sponsors

Proposed Allocations of Funds for Fiscal Year ... : Report of the Secretary of Transportation to the United States Congress Pursuant to 49 U.S.C. 5309(o) (1)

Department of Transportation and Related Agencies Appropriations for 1988

Hearings Before a Subcommittee of the Committee on Appropriations, House of Representatives, One Hundred Fourteenth Congress, First Session

Light Rail Vehicle Collisions with Vehicles at Signalized Intersections

Better Buses, Better Cities

The field of intelligent decision technologies is interdisciplinary in nature, bridging computer science with its development of artificial intelligence, information systems with its development of decision support systems, and engineering with its development of systems. This book presents the 45 papers accepted for presentation at the 5th KES International Conference on Intelligent Decision Technologies (KES-IDT 2013), held in Sesimbra, Portugal, in June 2013. The conference consists of keynote talks, oral and poster presentations, invited sessions and workshops on the applications and theory of intelligent decision systems and related areas. The conference provides an opportunity for the presentation and discussion of interesting new research results, promoting knowledge transfer and the generation of new ideas. The book will be of interest to all those whose work involves the development and application of intelligent decision systems.

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, 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 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 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 possible with the right tools to build good transit.

Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations for 2010

A Handbook

Texas Politics 2015-2016

Spatially Focused Travel Survey Data Collection and Analysis