

1. Record Nr.	UNINA990005283430403321
Autore	Campanini, Giorgio
Titolo	Cristianesimo e democrazia : studi sul pensiero politico cattolico del '900 / Giorgio Campanini
Pubbl/distr/stampa	Brescia : Morcelliana, 1980
Descrizione fisica	245 p. ; 23 cm
Disciplina	324.245082 261.7
Locazione	DDCIC FLFBC
Collocazione	XXVII 364 324.245 CAM 2
Lingua di pubblicazione	Italiano
Formato	Materiale a stampa
Livello bibliografico	Monografia

2. Record Nr.	UNINA9910130523803321
Autore	Barbero Alessandro <1959->
Titolo	Terre d'acqua : i vercellesi all'epoca delle crociate // Alessandro Barbero
Pubbl/distr/stampa	Roma [etc.], : GLF editori Laterza, 2007
ISBN	88-581-1413-2
Edizione	[1. ed.]
Descrizione fisica	vii, 143 p. ; ; 21 cm
Collana	Percorsi ; ; 102
Disciplina	945 333 909 320 282
Soggetti	Vercelli (Italy : Province) History Vercelli (Italy) History
Lingua di pubblicazione	Italiano
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Vercelli (Piedmont). A. Barbero teaches at the Università del Piemonte Orientale.
Nota di bibliografia	Includes bibliographical references.

3. Record Nr.	UNINA9910790455403321
Autore	Walker Jarrett
Titolo	Human Transit : How Clearer Thinking about Public Transit Can Enrich Our Communities and Our Lives
Pubbl/distr/stampa	Washington : , : Birkhauser Boston, , 2014 ©2012
ISBN	1-59726-972-7
Edizione	[1st ed.]
Descrizione fisica	1 online resource
Disciplina	388.4
Soggetti	Local transit City planning Community development
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Nota di contenuto	HUMAN TRANSIT -- CONTENTS -- ACKNOWLEDGMENTS -- INTRODUCTION -- WHO IS THE PUBLIC? WHO IS AN EXPERT? -- LISTEN TO YOUR PLUMBER: VALUES VERSUS EXPERTISE -- TECHNOLOGY: TOOL OR GOAL? -- TRANSIT AND URBAN FORM -- WHO AM I? WHO ARE YOU? -- WHERE ARE YOU? -- WHO ARE "WE"? WHO DECIDES? -- RESPECT FOR TRANSIT -- Chapter 1: WHAT TRANSIT IS AND DOES -- TRANSIT'S ROLE IN A COLLABORATION OF MODES -- FIXED OR FLEXIBLE? -- PERSONAL MOBILITY: THE FREEDOM TO MOVE -- Chapter 2: WHAT MAKES TRANSIT USEFUL?SEVEN DEMANDS AND HOWTRANSIT SERVES THEM -- OUR SEVEN DEMANDS -- Side Issues and Side Effects -- THE ELEMENTS OF USEFUL SERVICE -- Demand 1: "It Takes Me Where I Want to Go" -- Demand 2: "It Takes Me When I Want To Go" -- Demand 3: "It Is a Good Use of My Time" -- Demand 4: "It Is a Good Use of My Money" -- Demand 5: "It Respects Me" -- Demand 6: "I Can Trust It" -- Demand 7: "It Gives Me Freedom (to Change My Plans)" -- THE SEVEN PHASES OF A TRIP -- How Much Does Each Phase Matter? -- Chapter 3: FIVE PATHS TO CONFUSION -- MAP-READING ERRORS -- MOTORIST'S ERRORS -- BOX ERRORS AND FALSE DICHOTOMIES -- POLARIZATION ERRORS -- UNFORTUNATE CONNOTATIONS -- Chapter 4: LINES, LOOPS, AND LONGING -- THE DIRECTNESS IMPERATIVE -- THE LINE AND THE CITY -- BARRIERS AND CHOKEPOINTS -- BASIC ROUTE SHAPES: I, U, S, AND

O -- U-shapes and the To/Via Problem -- LOOPS AND LONGING -- The Perils of One-Way Service -- Breaking Out of Loops -- LIFE AFTER LOOPS -- Chapter 5: TOUCHING THE CITY:STOPS AND STATIONS -- COVERAGE OF A STOP -- EXPRESS, RAPID, OR LOCAL? -- THE RAPID REVOLUTION -- LINE SPACING IS STOP SPACING -- Chapter 6: PEAK OR ALL DAY? -- PEAKING: HOW AND WHY IT HAPPENS -- TWO WAYS TO THINK ABOUT PEAKS -- THE COSTS OF PEAK-ONLY SERVICE -- Labor Costs -- Fleet Costs -- THE PLUMBER'S QUESTION: PEAK OR ALL DAY? PEAK COMMUTERS OR EVERYONE? -- Chapter 7: FREQUENCY IS FREEDOM. DANGERS ON THE MAP -- FREQUENT NETWORK BRANDING: SELLING WHAT MATTERS -- WHAT RIVERS TEACH: BRANCHING AND DISSIPATION -- Chapter 8: THE OBSTACLE COURSE:SPEED, DELAY, AND RELIABILITY -- THE REAL PROBLEM: DELAY -- THREE SOURCES OF ROUTINE DELAY AND THREE KINDS OF RUNNING WAY -- THE SEVEN DEADLY DELAYS -- THE CASE FOR TRANSIT LANES -- THE "EMPTY" TRANSIT LANE PROBLEM -- chapter 9: DENSITY DISTRACTIONS -- DENSITY AND EMOTION -- DENSITY'S MEASUREMENT PROBLEM -- DENSITY BY AREA OR BY POPULATION? -- IS LOW DENSITY A PROBLEM FOR TRANSIT? IT DEPENDS -- Chapter 10: RIDERSHIP OR COVERAGE? THE CHALLENGE OF SERVICE ALLOCATION -- DENSEVILLE AND SPARSEVILLE: UNAVOIDABLE CHOICES -- DENSEVILLE'S INTENSIFICATION EFFECTS -- WHAT ABOUT JOB DENSITY? -- FROM GEOMETRY TO POLICY -- The Coverage Goal -- The Equity Goal: A Compromise? -- The Ridership Goal -- FROM POLICY TO NETWORK -- ANSWERING THE PLUMBER'S QUESTION:SERVICE ALLOCATION POLICIES -- THE FEEDBACK LOOP: DENSITY, SERVICE, AND RIDERSHIP -- Chapter 11: CAN FARES BE FAIR? -- TRANSIT SUBSIDIES VERSUS CAR SUBSIDIES -- SHOULD FARES BE FREE? -- FARE STRUCTURE: THE HARD QUESTIONS -- WHAT SMARTCARDS DO -- SHOULD FARES BE FREE OR DISCOUNTED OUTSIDE THE PEAK? -- TIME-BASED OR DISTANCE-BASED FARES? -- FARES AND CONNECTIONS -- BEYOND FAIR FARES? -- Chapter 12: CONNECTIONS OR COMPLEXITY? -- THE RARE MANY-TO-ONE NETWORK -- CONNECTIONS BUY FREQUENCY -- CONNECTIONS FREE US FROM COMPLEXITY -- THE FULL PRICE OF CONNECTION AVOIDANCE -- Chapter 13: FROM CONNECTIONS TO NETWORKS TO PLACES -- FINDING YOUR PULSE -- HIGH-FREQUENCY CONNECTIONS: FROM PULSES TO GRIDS -- THE JOY OF GRIDS -- THREE REASONS FOR A CONNECTION -- FROM CONNECTIONS TO URBAN FORM -- Chapter 14: BE ON THE WAY!TRANSIT IMPLICATIONS OF LOCATION CHOICE -- RECOGNIZING TRANSIT-FRIENDLY PLACES -- A FEW ASSUMPTIONS -- The Long Residential Cul-de-Sac -- The Shopping Center Setback. The Hilltop Institution -- The New Suburb -- MOLONGLO: A CASE STUDY IN TRANSIT-FRIENDLY SUBURBAN STRUCTURE -- Chapter 15: ON THE BOULEVARD -- THE GREATEST CHALLENGE FOR BOULEVARD TRANSIT:CONGESTION -- A BOULEVARD OF THE FUTURE -- Chapter 16: TAKE THE LONG VIEW -- EPILOGUE:GEOMETRY, CHOICES, FREEDOM -- NOTES -- INDEX.

Sommario/riassunto

This book explains the fundamental geometry of transit that shapes successful systems, the process for fitting technology to a particular community, and the local choices that lead to transit-friendly development.
