

عنوان مقاله:

Modeling Impacts of Network Characteristics on Maximum Acceptable Time for Cycling, Case of Work and Study Trips

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خلاصه مقاله:

Today, excessive increase in number of cars and urban trips has caused problems such as traffic congestion and air pollution leading to lower quality of life in metropolises. In such circumstances, using traditional systems such as cycling can be of high value. Previous international studies about cycling have shown that maximum acceptable time for cycling has received little attention. Considering this research gap, this paper aims to investigate impacts of different factors such as individual characteristic, land-use and built environment, on maximum acceptable time for cycling. Based on a field survey of 473 Tehran citizens conducted in one of the twenty-two Tehran municipality districts, mixed logit models were calibrated, validated and interpreted. Results indicate that people traveling through mixed land-use tend to use bicycle for thirty minute-trips more than the other land-use types. Also access to bicycle lane causes more tendency for thirty minute-trips by bicycle. Results also indicate that access to secure parking in destination and increasing number of intersection on the origin-destination routes increase travelers' tendency for cycling about fifty-minute.

کلمات کلیدی:

cycling, maximum acceptable time, environmental impacts, mixed logit

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