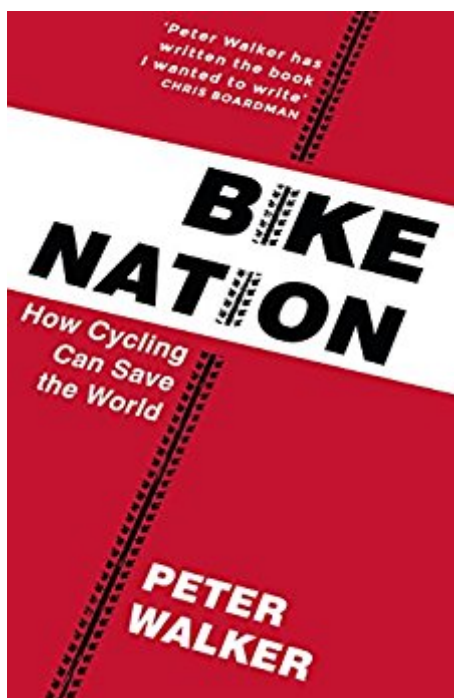


The book was found

Bike Nation: How Cycling Can Save The World



Synopsis

A revolution on the roads is approaching. Is it time for drivers to Give Way? Guardian news correspondent, Peter Walker, takes us on a journey around the world, exploring the varying attitudes to cycling on our highways. Visit the shining examples of Amsterdam and Copenhagen, where cycling culture is an intrinsic part of the approach of politicians and officials. How have these cities made provision for cyclists and what are the extraordinary benefits? And then take to the less welcoming roads of Britain, USA and Australia, where cycling can still be a terrifying experience. What are the tragic mistakes being made when planning and developing cities, and how do these mistakes lead to aggression towards the cycling community? Millions of us find ourselves frustrated by the motor mentality and fighting for our rights to ride. This brilliant, shocking investigation will prepare you with all you need to know to confidently claim your place on the road.

Book Information

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Customer Reviews

This is best of the of the books I have read regarding the merits of enabling bicycling to become a prominent aspect of everyday transportation. Although the author is a longtime cyclist, he writes

from the perspective of what keeps ordinary would-be riders from taking to the streets. This book has numerous insights that I wish more city administrators and planners knew about. Frankly, the book has many insights that I wish some of the more strident cycling activists would know about. One important premise is that for cycling to be adopted by more people, they need to feel it is safer. This contrasts with the de facto statements in many books about cycling which maintain that cycling on streets is "safe" and that riders merely need to be less risk adverse and be more assertive in the face of motor vehicles weighing 3000 pounds or more. The reality is that perhaps 10 percent of the population is willing to accept the risks that are inherent with the status quo but that another 60 percent or so would be willing to use bicycling as a form of transportation if the infrastructure was such that one did not have to rely on attentive and concerned vehicle drivers and on a level of cycling skills that many people (including children) don't have. Another strong point of the book is that the author actually has read the studies regarding cycling participation and safety, instead of resorting to anecdotes, speculation, or the rehashing of what others have written. In addition, although the author advocates for substantial changes in attitudes and infrastructure, he avoids doing so in a way that would require that mainstream citizens make radical changes in how they live. If you want to read a cycling book that is not written by an "alternative lifestyle" advocate, I recommend this one.

This beautiful book is as informative as it is fun and well-written. The counterintuitive nature of the topics covered herein are as fascinating and eye-opening as the best episode of Freakonomics. The stories are compelling, the interviews are informative, and the statistics are simple to understand and, frankly, revelatory. If the mayors of every major city in the world would read this book and digest the information herein, urban landscapes would be a lot friendlier than they are today. I cannot recommend this book enough.

Excellent compilation of reasons\stories of why utilitarian cycling can combat some of the modern world most pressing issues (global warming, sedentary life style, social equity and traffic deaths.).

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