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The Economics of
Neighborhood
integrates
neighborhood into
contemporary
notions of the

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urban economy. Neighborhood is viewed as a good with demand, supply, and equilibrium aspects. Topics covered range from demand for neighborhood and interneighborhood mobility to

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neighborhood
choice and
transportation
services. The role
of governments as
suppliers of
neighborhoods is
also considered.
Comprised of 12
chapters, this book
begins with an
introduction to

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some of the efforts
to measure
neighborhood
effects and the
approaches used
in analyzing the
role of
neighborhood in
the urban
economy. The
next section deals
with the

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determinants of neighborhood demand in different eastern and midwestern cities in the United States in the mid-to late 1960s. The location choice of a sample of Pittsburgh households is

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examined, along with the role that neighborhood transition at the origin played in governing the decision to move or stay put.

Subsequent chapters focus on the neighborhood choice of

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households
already living in
Washington, D.C.,
in 1968 as a joint
prior choice of
residential
location, housing
type, automobile
ownership, and
mode of travel to
work; how the
supply of certain

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kinds of neighborhoods can be determined by the interaction of residential demand and housing supply in the private sector; and optimum neighborhood supply by local governments. The

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concluding section
analyzes

neighborhood in
an equilibrium
setting, with
emphasis on price
outcomes and the
quantity aspects of
neighborhood.

This monograph
will be of value to
economists as well

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as to researchers
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and students

interested in urban
economics.

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Urban Water
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the Committee on
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The increasing power of computer technologies, the evolution of software engineering and the advent of the intelligent transport systems has prompted traf c simulation to become one of the most used

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**approaches for
traf c analysis in s-
port of the design
and evaluation of
traf c systems. The
ability of traf c
simulation to
emulate the time
variability of traf c
phenomena makes
it a unique tool for
capturing the
complexity of traf**

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c systems. In
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recent years, traf c
simulation – and
namely
microscopic traf c
simulation – has
moved from the
academic to the
professional
world. A wide
variety of traf- c
simulation
software is

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**currently available
on the market and
it is utilized by
thousands of
users, consultants,
researchers and
public agencies.
Microscopic traf c
simulation based
on the emulation
of traf c ows from
the dynamics of
individual vehicles**

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**is becoming one
the most attractive
approaches.
However, traf c
simulation still
lacks a uni ed
treatment. Dozens
of papers on
theory and
applications are
published in
scienti c journals
every year. A**

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**search of
simulation-related
papers and
workshops
through the
proceedings of the
last annual TRB
meetings would
support this
assertion, as
would a review of
the minutes from
speci cally**

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**dedicated
meetings such as
the International
Symposiums on
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the International
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**Barcelona, 2003;
Sedona, 2005;
Graz 2008). Yet,
the only
comprehensive
treatment of the
subject to be
found so far is in
the user's manuals
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This book is

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thematically positioned at the intersections of Urban Design, Architecture, Civil Engineering and Computer Science, and it has the goal to provide specialists coming from respective fields a

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of-the-art work
currently being
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