Transport Development Pathways

- **Walking and cycling cities** (e.g. Shanghai, Beijing)
  - pre 1970s
  - rapid motorisation, low road and public transit investment

- **Motorcycle cities** (e.g. Hanoi)
  - increased motorisation

- **Traffic saturated motorcycle cities** (e.g. Ho Chi Minh City)
  - unrestrained motorisation

- **Traffic saturated bus cities** (e.g. Bangkok, Jakarta)
  - continued motorisation

- **Bus and paratransit cities** (e.g. Seoul, Nairobi)
  - moderate road building and investment in cycling facilities

- **Modern cycling cities** (e.g. Amsterdam, Copenhagen)
  - restrained private cars, investment in TOD

- **Transit cities** (e.g. Singapore, London)
  - HSR connecting major cities

- **BRT cities** (e.g. Bogotá, Lagos)
  - Entrenched traffic saturation (e.g. Manila)

- **Car cities in decline** (e.g. Detroit)
  - early 2010s