

Copenhagenize The Definitive Guide To Global Bicycle Urbanism

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Building the Cycling City

"The need for effective public transport is greater than ever in the 21st century. With countries like China and India moving towards mass-automobility, we face the prospects of an environmental and urban health disaster unless alternatives are found. It is time to move beyond the automobile age. But while public transport has worked well in the dense cores of some big cities, the problem is that most residents of developed countries now live in dispersed suburbs and smaller cities and towns. These places usually have little or no public transport, and most transport commentators have given up on the task of changing this: it all seems too hard. This book argues that the secret of 'European-style' public transport lies in a generalizable model of network planning that has worked in places as diverse as rural Switzerland, the Brazilian city of Curitiba and the Canadian cities of Toronto and Vancouver. It shows how this model can be adapted to suburban, exurban and even rural areas to provide a genuine alternative to the car, and outlines the governance, funding and service planning policies that underpin the success of the world's best public transport systems."--Back cover.

Designed for the Future

In *Soft City* David Sim, partner and creative director at Gehl, shows how cities with well-designed density can result in a higher quality of life. He presents ideas and graphic examples from around the globe. He draws from his vast design experience to make a case for a dense and diverse built environment at a human scale, which he presents through a series of observations of older and newer places, and a range of simple built phenomena, some traditional and some totally new inventions. *Soft City* offers inspiration, ideas, and guidance in a highly visual package, for anyone interested in city building. Sim shows how to make any city more efficient, more livable, and better connected to the environment.

Hotel Chelsea

In *Designed for the Future*, author Jared Green asks eighty of today's most

innovative architects, urban planners, landscape architects, journalists, artists, and environmental leaders the same question: what gives you the hope that a sustainable future is possible? Their imaginative answers—covering everything from the cooling strategies employed at Cambodia's ancient temple city of Angkor Wat to the use of cutting-edge eco-friendly mushroom board as a replacement for Styrofoam—show the way to our future success on earth and begin a much-needed dialogue about what we can realistically accomplish in the decades ahead.

Featuring an international roster of leading design thinkers including: • Biomimicry pioneer Janine Benyus • Curator Barry Bergdoll • Educator and author Alan Berger • Environmentalist and author Lester Brown • Architect Rick Cook • Urban Planner Paul Farmer • Critic Christopher Hume • Architect Bjarke Ingels • Landscape designer Mia Lehrer • Architect Rob Rogers • Critic Inga Saffron • Artist Janet Echelman

Copenhagenize

Peri-urban landscapes are some of the world's most vulnerable areas. Although they are often thought of simply as land awaiting development, these landscapes retain important natural resources and make valuable contributions to agriculture, water use, biodiversity conservation, landscape preservation and human well-being. Billions of people use them and enjoy their natural values. Their continuing loss threatens to alter our relationships with nature and have a negative impact on the environment. "The Future of the Fringe" first explores the history of peri-urban areas, international peri-urban policy and practice, and related concepts. It analyses internationally relevant issues such as green belts and urban growth boundaries, regional policy, land supply and price, and the concepts of liveability, attractiveness, wellbeing and rural amenity. It then examines a range of Australian peri-urban issues, as an extended case study. The book argues for a precautionary approach so that we retain the greatest number of options to adapt during rapid and unprecedented change.

Soft City

An immersive photographic tour of the legendary Hotel Chelsea, whose residents share their spaces, their stories, and a delirious collective history of this landmark. Jackson Pollock, Robert Mapplethorpe, Patti Smith, Dylan Thomas, Arthur Miller, Bob Dylan, Arthur C. Clarke, Andy Warhol, William S. Burroughs, Janis Joplin, Eugene O'Neill, Rufus Wainwright, Betsey Johnson, R. Crumb, Thomas Wolfe, Jasper Johns--these are just a few of the figures who at one time occupied one of the most alluring and storied residences ever: the Chelsea Hotel. Born during the Gilded Age and once the tallest building in New York, the twelve-story landmark has long been a magnet for artists, writers, musicians, and cultural provocateurs of all stripes. In this book, photographer Colin Miller and writer Ray Mock intimately portray the enduring bohemian spirit of the Chelsea Hotel through interviews with nearly two dozen current residents and richly detailed photographs of their unique spaces. As documented in Miller's abundant photographs, these apartments project the quirky decorating sensibilities of urban aesthetes who largely work in film, theater, and the visual arts, resulting in deliriously ornamental spaces with a kitschy edge. Weathering the overall homogenization of New York and the rapid transformation of the hotel itself--amid recent ownership changeovers and tenant

lawsuits--residents remain in about seventy apartments while the rest of the units are converted to rentals (and revert to a hotel-stay basis, which had ceased in 2011). For the community of artists and intellectuals who remain, the uncertain status of the hotel is just another stage in a roller-coaster history. A fascinating portrait of a strand of resilient bohemian New Yorkers and their creative, deeply idiosyncratic homes, Hotel Chelsea is a rich visual and narrative document of a cultural destination as complicated as it is mythical.

Street Fights in Copenhagen

Cyclists were written out of highway history in the 1920s and 1930s by the all-powerful motor lobby: Roads Were Not Built For Cars tells the real story, putting cyclists center stage again. Not that the book is only about cyclists. It will also contain lots of automotive history because many automobile pioneers were cyclists before becoming motorists. A surprising number of the first car manufacturers were also cyclists, including Henry Ford. Some carried on cycling right through until the 1940s. One famous motor manufacturing pioneer was a racing tricycle rider to his dying day.

Bike Boom

The fight for the future of the city street between pedestrians, street railways, and promoters of the automobile between 1915 and 1930. Before the advent of the automobile, users of city streets were diverse and included children at play and pedestrians at large. By 1930, most streets were primarily a motor thoroughfare where children did not belong and where pedestrians were condemned as "jaywalkers." In *Fighting Traffic*, Peter Norton argues that to accommodate automobiles, the American city required not only a physical change but also a social one: before the city could be reconstructed for the sake of motorists, its streets had to be socially reconstructed as places where motorists belonged. It was not an evolution, he writes, but a bloody and sometimes violent revolution. Norton describes how street users struggled to define and redefine what streets were for. He examines developments in the crucial transitional years from the 1910s to the 1930s, uncovering a broad anti-automobile campaign that reviled motorists as "road hogs" or "speed demons" and cars as "juggernauts" or "death cars." He considers the perspectives of all users—pedestrians, police (who had to become "traffic cops"), street railways, downtown businesses, traffic engineers (who often saw cars as the problem, not the solution), and automobile promoters. He finds that pedestrians and parents campaigned in moral terms, fighting for "justice." Cities and downtown businesses tried to regulate traffic in the name of "efficiency." Automotive interest groups, meanwhile, legitimized their claim to the streets by invoking "freedom"—a rhetorical stance of particular power in the United States. *Fighting Traffic* offers a new look at both the origins of the automotive city in America and how social groups shape technological change.

Design as Democracy

In *Warriors for a Living*, Idan Sherer explores the experience of the Spanish infantry during the long and bloody conflict between Spain and France during the Italian

Wars.

Bicycle Justice and Urban Transformation

Bicycling advocates envision a future in which bikes are a widespread daily form of transportation. While many global cities are seeing the number of bike commuters increase, this future is still far away; at times, urban cycling seems to be fighting for its very survival. Will we ever witness a true "bike boom" in cities? What can we learn from past successes and failures to make cycling safer, easier, and more accessible? Use of bicycles in America and Britain fell off a cliff in the 1950s and 1960s thanks to the rapid rise in car ownership. Urban planners and politicians predicted that cycling would wither to nothing, and they did their level best to bring about this extinction by catering to only motorists. But in the 1970s, something strange happened—bicycling bounced back, first in America and then in Britain. In *Bike Boom*, journalist Carlton Reid uses history to shine a spotlight on the present and demonstrates how bicycling has the potential to grow even further, if the right measures are put in place by the politicians and planners of today and tomorrow. He explores the benefits and challenges of cycling, the roles of infrastructure and advocacy, and what we can learn from cities that have successfully supported and encouraged bike booms, including London; Davis, California; Montreal; Stevenage; Amsterdam; New York; and Copenhagen. Given that today's global bicycling "boom" has its roots in the early 1970s, Reid draws lessons from that period. At that time, the Dutch were investing in bike infrastructure and advocacy—the US and the UK had the choice to follow the Dutch example, but didn't. Reid sets out to discover what we can learn from the history of bike "booms" in this entertaining and thought-provoking book.

Neoliberal Housing Policy

The world is rediscovering the bicycle as a multi-pronged solution to acute, 21st-century problems, including affordability, obesity, congestion, climate change, inequity, and social isolation. The Netherlands has built an accessible cycling culture that cities around the world can learn from. Chris and Melissa Bruntlett share the incredible success of the Netherlands through engaging interviews with local experts and stories of their own delightful experiences riding in five Dutch cities. *Building the Cycling City* examines the triumphs and challenges of the Dutch while also presenting stories of North American cities already implementing lessons from across the Atlantic. Discover how Dutch cities inspired Atlanta to look at its transit-bike connection in a new way and showed Seattle how to teach its residents to realize the freedom of biking, along with other encouraging examples.

Bike Share

The noted outdoorsman shares meditation exercises used by students of his Tracker classes, and discusses techniques for finding inner peace and harmony with nature

The Colours of History

Social Innovation: Comparative Perspectives investigates socio-economic impact. Since it is hard to establish causality and to measure social properties when investigating impact, especially at the level of society, the book narrows down impact to one priority aspect: social innovation – understood as organizations' capacity to generate novel ideas, ways and means of doing things, of addressing public and social problems of many kinds. This volume's primary assertion is that the Third Sector, specifically through stimulating civic involvement, is best placed to produce social innovation, outperforming business firms and state agencies in this regard. By investigating actor contributions to social innovation across seven fields of activity, *Social Innovation: Comparative Perspectives* develops our understanding of why and how the Third Sector is central to functioning, cohesive and viable societies. This volume is based on contributions of the project "ITSSOIN – Impact of the Third Sector as Social Innovation" funded by the European Commission under the 7th framework programme. It will be of insight across disciplines, in particular to the growing social innovation community, innovation researchers more generally and to non-profit scholars. The practical relevance of the book will be of interest to European and national policy makers and practitioners across different sectors.

Research Design in Urban Planning

The bicycle enjoyed a starring role in urban history over a century ago, but now it is back, stronger than ever. It is the single most important tool for improving our cities. Designing around it is the most efficient way to make our cities life-sized—to scale cities for humans. It is time to cement the bicycle firmly in the urban narrative in US and global cities. Enter urban designer Mikael Colville-Andersen. He has worked for dozens of global cities on bicycle planning, strategy, infrastructure design, and communication. He is known around the world for his colorful personality and enthusiasm for the role of bike in urban design. In *Copenhagenize*, he shows cities how to effectively and profitably re-establish the bicycle as a respected, accepted, and feasible form of transportation. Building on his popular blog of the same name, *Copenhagenize* offers vivid project descriptions, engaging stories, and best practices, alongside beautiful and informative visuals to show how to make the bicycle an easy, preferred part of everyday urban life. *Copenhagenize* will serve as inspiration for everyone working to get the bicycle back into our cities. It will give planners and designers the ammunition to push back against the Automobile Age and convince the skeptics of the value of the life-sized city. This is not a guide on how to become Copenhagen, but how to learn from the successes and failures (yes, failures) of Copenhagen and other cities around the world that are striving to become more livable. We need to act in order to save our cities—and us—from ourselves. *Copenhagenize* shows the path forward.

Lands of Lost Borders

With 29 percent of all trips made by bicycle, Copenhagen is considered a model of green transport. This book considers the underlying political conditions that enabled cycling to appeal to such a wide range of citizens in Copenhagen and asks how this can be replicated elsewhere. Despite Copenhagen's global reputation, its success has been a result of a long political struggle and is far from completely

secure. Car use in Denmark is increasing, including in Copenhagen's suburbs, and new developments in Copenhagen include more parking for cars. There is a political tension in Copenhagen over the spaces for cycling, the car, and public transit. In considering examples of backlashes and conflicts over street space in Copenhagen, this book argues that the kinds of debates happening in Copenhagen are very similar to the debates regularly occurring in cities throughout the world. This makes Copenhagen more, not less, comparable to many cities around the world, including cities in the United States. This book will appeal to upper-level undergraduates and graduates in urban geography, city planning, transportation, environmental studies, as well as transportation advocates, urban policy-makers, and anyone concerned about climate change and looking to identify paths forward in their own cities and localities.

Better Buses, Better Cities

Urban designer Mikael Colville-Andersen draws from his experience working for dozens of cities around the world on bicycle planning, strategy, infrastructure design, and communication. In *Copenhagenize* he shows cities how to effectively and profitably re-establish the bicycle as a respected, accepted, and feasible form of transportation. Building on his popular blog of the same name, *Copenhagenize* offers entertaining stories, vivid project descriptions, and best practices, alongside beautiful and informative visuals to show how to make the bicycle an easy, preferred part of everyday urban life.

Urban Humanities

Peter Walker--reporter at the Guardian and curator of its popular bike blog--shows how the future of humanity depends on the bicycle. Car culture has ensnared much of the world--and it's no wonder. Convenience and comfort (as well as some clever lobbying) have made the car the transportation method of choice for generations. But as the world evolves, the high cost of the automobile is made clearer--with its dramatic effects on pollution, the way it cuts people off from their communities, and the alarming rate at which people are injured and killed in crashes. Walker argues that the simplest way to tackle many of these problems at once is with one of humankind's most perfect inventions--the bicycle. In *How Cycling Can Save the World*, Walker takes readers on a tour of cities like Copenhagen and Utrecht, where everyday cycling has taken root, demonstrating cycling's proven effect on reducing smog and obesity, and improving quality of life and mental health. Interviews with public figures--such as Janette Sadik-Khan, who led the charge to create more pedestrian- and cyclist- friendly infrastructure in New York City--provide case studies on how it can be done, and prove that you can make a big change with just a few cycling lanes and a paradigm shift. Meticulously researched and incredibly inspiring, *How Cycling Can Save the World* delivers on its lofty promise and leads readers to the realization that cycling could not only save the world, but have a lasting and positive impact on their own lives.

The Future of the Fringe

Since 70% of city infrastructure in 2050 already exists today, *Boomtown 2050*

opens up an essential debate as to how we transform rather than rebuild our cities to meet the twin pressures of population growth and climate change. The case studies and base data provided in Boomtown 2050 needs to be replicated in all cities so as to allow us to have an intelligent debate as to the future form of our cities. Business as usual is not an option!

Tactical Urbanism

As bicycle commuting grows in the United States, the profile of the white, middle-class cyclist has emerged. This stereotype evolves just as investments in cycling play an increasingly important role in neighborhood transformations. However, despite stereotypes, the cycling public is actually quite diverse, with the greatest share falling into the lowest income categories. Bicycle Justice and Urban Transformation demonstrates that for those with privilege, bicycling can be liberatory, a lifestyle choice, whereas for those surviving at the margins, cycling is not a choice, but an often oppressive necessity. Ignoring these "invisible" cyclists skews bicycle improvements towards those with choices. This book argues that it is vital to contextualize bicycling within a broader social justice framework if investments are to serve all street users equitably. "Bicycle justice" is an inclusionary social movement based on furthering material equity and the recognition that qualitative differences matter. This book illustrates equitable bicycle advocacy, policy and planning. In synthesizing the projects of critical cultural studies, transportation justice and planning, the book reveals the relevance of social justice to public and community-driven investments in cycling. This book will interest professionals, advocates, academics and students in the fields of transportation planning, urban planning, community development, urban geography, sociology and policy.

Climax City

How can we design places that fulfill urneeds of the community, achieve environmental justice, and inspire long-term stewardship? By bringing community members to the table, we open up the possibility of exchanging ideas meaningfully and transforming places powerfully. Collaboration like this is hands-on democracy in action. It's up close. It's personal. For decades, participatory design practices have helped enliven neighborhoods and promote cultural understanding. Yet, many designers still rely on the same techniques that were developed in the 1950s and 60s. These approaches offer predictability, but hold waning promise for addressing currand future design challenges. Design as Democracy: Techniques for Collective Creativity is written to reinvigorate democratic design, providing inspiration, techniques, and case stories for a wide range of contexts. Edited by six leading practitioners and academics in the field of participatory design, with nearly 50 contributors from around the world, Design as Democracy shows how to design with communities in empowering and effective ways. The flow of the book's nine chapters reflects the general progression of community design process, while also encouraging readers to search for ways that best serve their distinct needs and the culture and geography of diverse places. Each chapter presents a series of techniques around a theme, from approaching the initial stages of a project, to getting to know a community, to provoking political change through strategic thinking. Readers may approach the book as they would a cookbook, with recipes

open to improvisation, adaptation, and being created anew. Design as Democracy offers fresh insights for creating meaningful dialogue between designers and communities and for transforming places with justice and democracy in mind.

A New Theory of Urban Design

This is a book about how cities occupy space. We are not interested in architectural masterpieces, but the tools for reinventing city life. We try to provide a framework for the architecture and design of public space without aesthetic considerations. We identify several defining factors. First of all, history as the city today very much depends on how it was yesterday. The geographical location and the technology available at a point of time both play a constraining role in what can be done as well. Culture, in the form of social norms, laws and regulations, also restricts what is possible to do. On the other hand, culture is also important in guiding the ideas and aspirations that together inform what society wants the city to be. The city needs government intervention, or regulation, to ameliorate the problem posed by a tangle of externalities and public goods. We focus on two comparative case studies: the evolution of urban form in the US and how it stands in a sharp contrast with the evolution of urban form in Japan. We emphasise the difference in regulations between both jurisdictions. We study how differences in technological choices driven by culture (i.e. racial segregation), geography (i.e. the availability of land) and history (i.e. the mobility restrictions of the Tokugawa period) result in vast differences in mobility regarding the share of public transport, walking and cycling versus motorised private transport. American cities are constrained by rules that are much further from the neoliberal economic idea of free and competitive markets than the Japanese ones. Japanese planning promotes competition and through a granular, walkable city dotted with small shops, fosters variety in the availability of goods and services. We hypothesise how changing regulations could change the urban form to generate a greater variety of goods and to foster the access to those goods through a more equitable distribution of wealth. Critically, we point out that a desirably denser city must rely on public transport, and we also study how a less-dense city can be made to work with public transport. We conclude by claiming that changes in regulations are very unlikely to happen in the US, as it would require deep cultural changes to move from local to a more universal and less excluding public good provision, but they are both possible and desirable in other jurisdictions.

Streetfight

Get ready to get inspired In short and engaging entries, this deceptively simple volume presents examples of creative thinkers from the worlds of writing, music, architecture, painting, technology, and more, shedding light on their process, and showing how each of us can learn from them to improve our lives and our work. Subjects range from the grueling practice schedule of the Beatles and the relentless revisions of Tolkien, Sondheim, and Picasso to the surprisingly slapdash creation of The Simpsons. You'll learn about the most successful class in history (in which every student won a Nobel Prize), how frozen peas were invented, why J.K. Rowling likes to write in cafes, and how 95 percent of Apocalypse Now ended up on the cutting-room floor. Takeaways include: - Doubt everything all the time. - Plan to have more accidents. - Be mature enough to be childish. - Contradict yourself

more often. - Be practically useless. - If it ain't broke, break it. - Surprise yourself. - Look forward to disappointment. - Be as incompetent as possible. From the Trade Paperback edition.

Transport for Suburbia

A Maine Literary Awards Finalist, *A Good Man with a Dog* follows a game warden's adventures from the woods of Maine to the swamps of New Orleans. Follow along as he and his canine companions investigate murder, search for missing persons, and rescue survivors from natural disasters. This is a memoir that reads like a true crime novel. Roger Guay takes readers into the patient, watchful world of a warden catching poachers and protecting pristine wilderness, and the sometimes CSI-like reconstruction of deer- and moose-poaching scenes. When Guay's father died in a tragic fishing accident, a kind game warden helped him through the loss. Inspired by this experience, as well as his love of the outdoors, he became a game warden. Guay searches for lost hunters and hikers. He estimates that over the years, he has pulled more than two hundred bodies out of Maine's north woods! His frequent companion is a little brown Labrador retriever named Reba, who can find discarded weapons, ejected shells, hidden fish, and missing people. *A Good Man with a Dog* explores Guay's life as he and his canine partners are exposed to terrible events, from tracking down hostile poachers to searching for victims of violent crimes, including a year-long search for the hidden graves of two babies buried by a Massachusetts cult. He witnessed firsthand FEMA's mismanagement of the post-Katrina cleanup efforts in New Orleans, an experience that left him scarred and disheartened. But he found hope with the support of family and friends, and eventually returned to the woods he knew and loved from the days of his youth.

A Good Man with a Dog

'Ten Best Fashion Bloggers' The Guardian 'The Sartorialist on Two Wheels' The Guardian 'Top 100 Blogs Worldwide' The Times. Against the background of rising mass-transit fares and an unhealthy planet, the liberation and efficiency of getting around by bike has made city cycling one of the most popular pursuits in urban life. From gritty messengers to tweed-sporting bankers, from Pashley princesses to high-tech roadies, cycle chic is everywhere you look. No one is more attuned to the explosion of these new trends than Mikael Colville-Andersen, who launched the first cycling fashion blog, Copenhagen Cycle Chic, more than five years ago. The blog went viral, and there are now cycle chic blogs from São Paulo to Mexico City, from Tokyo to Vancouver, and from New York to Budapest. Published in a compact format targeted at the style-conscious and urban tribes of all stripes, hundreds of images in this ingenious collection curated by Colville-Andersen present the most charismatic combinations of individual style and practical function and demonstrate how far cycle attire has moved beyond lycra.

Social Innovation [Open Access]

There are now over 2,000 cities with a bike share program. *Bike Share* examines all the major developments in the 50-year history of bike share. The book provides a detailed focus on contemporary bike share programs, including many of the most

prominent systems, such as those in Paris, London, and New York, as well as the rapidly emerging dockless bike share sector. This book also addresses how rapid technological innovation, particularly in terms of mobile internet devices and electric assist bicycles may change the face of not just cycling, but urban mobility more generally. By the end of 2018 it was estimated that there are more than 20 million bicycles in the global bike share fleet, with most of these dockless, coming online only in the last three years. Consequently, research examining bike share has not kept pace with the rapid deployment of this new form of urban mobility. Bike Share addresses a number of key themes such as: The urban age, contextualising bike share within a wider urbanism movement and how it sits within the growing sharing economy. The impact of bike share, looking at systems in China, Europe, North America and Australia to see how these programs have changed travel patterns and consequent impact on car use, emissions, congestion, public health and safety. The bike share business model, including how ride sourcing services like Uber and Lyft are beginning to integrate their business with bike share service providers. Public reaction to bike share. Bike share gone wrong, looking at systems that have failed to achieve their ridership estimates. And the future of bike share including public transport smart card integration, mobile payments, and electric assist bicycles. The book provides scholars, city planners, transportation practitioners and students with a resource that captures the most pertinent scientific findings and practical lessons that have been from bike share programs around the world.

The Art of Creative Thinking

Book Award Finalist for Urban Design Group Awards 2020 Human settlements are the result of a mix of self-organisation and planning. Planners are fighting a losing battle to impose order on chaotic systems. Connections between the process of urban growth and the fields of complexity theory are of increasing importance to planners and urbanists alike; the idea that cities are emergent structures created not by design but from the interplay of relatively simple rules and forces over time. From the the small Tuscan hill town to the megacities of Asia: the struggle between the planned and the unplanned is universal. Based on years of international research, Climax City is a critical exploration of the growth of cities and masterplanning. Challenging the idea that the city can be entirely planned on paper, this book implores you to work with chaos when planning cities. Beautifully illustrated with striking hand-drawn plans of global cities, this is a vital and accessible contribution to urban theory and planning. It's the perfect title for practitioners and academics across planning and urban design looking to make sense out of chaos.

Three Revolutions

Neoliberal Housing Policy considers some of the most significant housing issues facing the West today, including the increasing commodification of housing; the political economy surrounding homeownership; the role of public housing; the problem of homelessness; the ways that housing accentuates social and economic inequality; and how suburban housing has transformed city life. The empirical focus of the book draws mainly from the US, UK and Australia, with examples to illustrate some of the most important features and trajectories of late capitalism,

including the commodification of welfare provision and financialisation, while the examples from other nations serve to highlight the influence of housing policy on more regional- and place-specific processes. The book shows that developments in housing provision are being shaped by global financial markets and the circuits of capital that transcend the borders of nation states. Whilst considerable differences within nation states exist, many government interventions to improve housing often fall short. Adopting a structuralist approach, the book provides a critical account of the way housing policy accentuates social and economic inequalities and identifies some of the significant convergences in policy across nation states, ultimately offering an explanation as to why so many 'inequalities' endure. It will be useful for anyone in professional housing management/social housing programmes as well as planning, sociology (social policy), human geography, urban studies and housing studies programmes.

The Rhetoric of Immediacy

A vibrant exploration of the stories behind different colours, and the roles they've played throughout history. Each double-page spread looks at a different shade, accompanied by vivid, imaginative illustrations.

Copenhagenize

This book tells stories of women shaping the Australian city - its buildings, spaces, and social and political agendas. Jose takes a fresh look at city life, great places and the unsung urban heroines who made them. This title honours women place-makers from history, while speaking to a new generation of designers about the possibilities to come.

City Form, Economics and Culture

Imagine a bus system that is fast, frequent, and reliable—what would that change about your city? Buses can and should be the cornerstone of urban transportation. They offer affordable mobility and can connect citizens with every aspect of their lives. But in the US, they have long been an afterthought in budgeting and planning. With a compelling narrative and actionable steps, *Better Buses, Better Cities* inspires us to fix the bus. Transit expert Steven Higashide shows us what a successful bus system looks like with real-world stories of reform—such as Houston redrawing its bus network overnight, Boston making room on its streets to put buses first, and Indianapolis winning better bus service on Election Day. Higashide shows how to marshal the public in support of better buses and how new technologies can keep buses on time and make complex transit systems understandable. Higashide argues that better bus systems will create better cities for all citizens. The consequences of subpar transit service fall most heavily on vulnerable members of society. Transit systems should be planned to be inclusive and provide better service for all. These are difficult tasks that require institutional culture shifts; doing all of them requires resilient organizations and transformational leadership. Better bus service is key to making our cities better for all citizens. *Better Buses, Better Cities* describes how decision-makers, philanthropists, activists, and public agency leaders can work together to make the

bus a win in any city.

Warriors for a Living

"This excellent book fills a significant gap in the literature supporting planning education by providing clear, succinct advice on the design and implementation of small-scale student research projects." - Chris Couch, Professor of Geography and Planning, University of Liverpool "A perfect text for supervisors to give students so that they plan their research projects carefully rather than leap headlong into data collection." - Jean Hillier, Emeritus Professor of Sustainability and Urban Planning, RMIT University, Melbourne "Highly recommended Ranging across topics such as planning a research programme and data management and the handling of ethical issues, the book will be very helpful to those embarking on a thesis or dissertation in the field." - Peter Fidler, President of the University of Sunderland

Research Design in Urban Planning: A Student's Guide is a brilliantly accessible guide to designing research for that all-important dissertation. Aimed at both undergraduate and postgraduate levels, this text will:

- discuss research design, outlining the stages of the research process in clear detail and the key decisions which need to be taken at each stage
- explain to students how to re-interpret policy issues as researchable questions, appropriate for investigation
- look in detail at how researchers make their choice of methods, helping students to justify their own decisions
- reveal the ethical dimension to such decisions in the context of a growing requirement for the ethical approval of student projects
- review the issues for comparative studies – important not least because of student involvement in Erasmus programs and AESOP workshops

Packed with case studies, exercises, illustrations and summaries, *Research Design in Urban Planning* is an invaluable resource for students undertaking their first substantial, individual investigations.

Awakening Spirits

In *Three Revolutions*, transportation expert Dan Sperling and his collaborators share research-based insights on potential public benefits and impacts of the three transportation revolutions of vehicle automation, shared mobility, and vehicle electrification. They describe innovative ideas and partnerships, and explore the role government policy can play in steering the new transportation paradigm toward the public interest--toward our dream scenario of social equity, environmental sustainability, and urban livability. *Three Revolutions* offers policy recommendations and provides insight and knowledge that could lead to wiser choices by all. With this book, Sperling and his collaborators hope to steer these revolutions toward the public interest and a better quality of life for everyone.

Theology and Religion

Begins with an in-depth history of the Tactical Urbanism movement and its place among other social, political, and urban planning trends. With a detailed set of case studies that demonstrate the breadth and scalability of tactical urbanism interventions, this book provides a detailed toolkit for conceiving, planning, and carrying out projects.

Cargo Bike Nation

Graham Ward argues that the study of theology and religion, as a single academic discipline, plays a vital role in helping us to understand politics, world affairs, and the nature of humanity itself. Religion can be used to justify inhumane actions, but it also feeds dreams, inspires hopes, and shapes aspirations. By invoking a sense of wonder about the natural world, religion can promote scientific discoveries, and by focusing on shared experiences, religion helps to bind societies together. Some scientists now believe that religious feeling might be hard-wired into our DNA, a fundamental aspect of what makes us human. Because religion is rooted in the imagination itself, its study involves staring into the profundities of who we are. Religion will not go away, so it needs to be understood.

The Urban Fix

Original, action-oriented humanist practices for interpreting and intervening in the city: a new methodology at the intersection of the humanities, design, and urban studies. Urban humanities is an emerging field at the intersection of the humanities, urban planning, and design. It offers a new approach not only for understanding cities in a global context but for intervening in them, interpreting their histories, engaging with them in the present, and speculating about their futures. This book introduces both the theory and practice of urban humanities, tracing the evolution of the concept, presenting methods and practices with a wide range of research applications, describing changes in teaching and curricula, and offering case studies of urban humanities practices in the field. Urban humanities views the city through a lens of spatial justice, and its inquiries are centered on the microsettings of everyday life. The book's case studies report on real-world projects in mega-cities in the Pacific Rim—Tokyo, Shanghai, Mexico City, and Los Angeles—with several projects described in detail, including playful spaces for children in car-oriented Mexico City, a commons in a Tokyo neighborhood, and a rolling story-telling box to promote “literary justice” in Los Angeles.

Cycle Chic

Suggests a new approach to urban design in which cities grow more organically, provides a set of seven basic principles, and offers an experimental redesign of a section of San Francisco

Boomtown 2050

The ultimate cargo bike photography book featuring 725 photos of the integral role the cargo bike plays in modern, urban living. Most photos are from Copenhagen, Denmark, but there are also photos from 33 other cities on every continent. From urban family living to goods transport and municipal services, Cargo Bike Nation is a complete photography guide to how cargo bikes fit into our cities and solve transport issues. There are 40,000 cargo bikes in Copenhagen alone, but cargo bikes are a rising star on the urbanist landscape, with many more appearing in cities around the world daily. The chapters highlight the different ways cargo bikes are used in cities. Families, small goods delivery, postal services, riding around

with friends and municipal services are some of the categories. The book is a collection of street photography by Mikael Colville-Andersen - urban mobility expert and CEO of Copenhagenize Design Co. and known as Denmark's bicycle ambassador.

How Cycling Can Save the World

Exploring key concepts and metaphors, Bernard Faure guides readers to an appreciation of some of the more elusive aspects of the Chinese traditions of Chan Buddhism and Japanese Zen. Faure focuses on Chan's insistence on "immediacy"--its denial of all traditional meditations, including scripture, ritual, good works--and yet shows how these mediations have always been present in Chan.

Roads Were Not Built for Cars

"Lands of Lost Borders carried me up into a state of openness and excitement I haven't felt for years. It's a modern classic." —Pico Iyer A brilliant, fierce writer makes her debut with this enthralling travelogue and memoir of her journey by bicycle along the Silk Road—an illuminating and thought-provoking fusion of *The Places in Between*, *Lab Girl*, and *Wild* that dares us to challenge the limits we place on ourselves and the natural world. As a teenager, Kate Harris realized that the career she craved—to be an explorer, equal parts swashbuckler and metaphysician—had gone extinct. From what she could tell of the world from small-town Ontario, the likes of Marco Polo and Magellan had mapped the whole earth; there was nothing left to be discovered. Looking beyond this planet, she decided to become a scientist and go to Mars. In between studying at Oxford and MIT, Harris set off by bicycle down the fabled Silk Road with her childhood friend Mel. Pedaling mile upon mile in some of the remotest places on earth, she realized that an explorer, in any day and age, is the kind of person who refuses to live between the lines. Forget charting maps, naming peaks: what she yearned for was the feeling of soaring completely out of bounds. The farther she traveled, the closer she came to a world as wild as she felt within. *Lands of Lost Borders* is the chronicle of Harris's odyssey and an exploration of the importance of breaking the boundaries we set ourselves; an examination of the stories borders tell, and the restrictions they place on nature and humanity; and a meditation on the existential need to explore—the essential longing to discover what in the universe we are doing here. Like Rebecca Solnit and Pico Iyer, Kate Harris offers a travel account at once exuberant and reflective, wry and rapturous. *Lands of Lost Borders* explores the nature of limits and the wildness of the self that can never fully be mapped. Weaving adventure and philosophy with the history of science and exploration, *Lands of Lost Borders* celebrates our connection as humans to the natural world, and ultimately to each other—a belonging that transcends any fences or stories that may divide us.

Fighting Traffic

Cities are one of the most significant contributors to global climate change. The rapid speed at which urban centers use large amounts of resources adds to the

global crisis and can lead to extreme local heat. The Urban Fix addresses how urban design, planning and policies can counter the threats of climate change, urban heat islands and overpopulation, helping cities take full advantage of their inherent advantages and new technologies to catalyze social, cultural and physical solutions to combat the epic, unprecedented challenges humanity faces. The book fills a conspicuous void in the international dialogue on climate change and heat islands by examining both the environmental benefits in developed countries and the population benefit in developing countries. Urban heat islands can be addressed in incremental, manageable steps, such as planting trees and painting roofs white, which provide a more concrete and proactive sense of progress for policymakers and practitioners. This book is invaluable to anyone searching for a better understanding of the impact of resilient cities in the monumental and urgent fight against climate change, and provides the tools to do so.

Places Women Make

As NYC's Transportation Commissioner, Janette Sadik-Khan managed the seemingly impossible and transformed the streets of one of the world's greatest, toughest cities into dynamic spaces safe for pedestrians and bikers. Her approach was dramatic and effective: she rewrote the rule book and involved local artists in a radical approach to city planning. In *Streetfight*, Sadik-Khan writes about the struggles she faced while making her approach work, and how it is now being implemented.

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