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*of*  
**PARKING**

LAND USE IN  
A CAR CULTURE



**JOHN A. JAKLE AND KEITH A. SCULLE**



# Lots Of Parking Land Use In A Car Culture

**Sarah Marusek**



## **Lots Of Parking Land Use In A Car Culture:**

Lots of Parking John A. Jakle, Keith A. Sculle, 2004 Examines a neglected aspect of America's infatuation with the automobile the impact on America not of cars in motion but of cars at rest Lots of Parking John A. Jakle, 2004 A Handbook of Transport Economics André de Palma, Robin Lindsey, Emile Quinet, Roger Vickerman, 2011-01-01 This Handbook is a stellar compilation of up to date knowledge about the important topics in transport economics Authors include the very best in the field and they cover the most important topics for today's research and policy applications Individual chapters contain sound readable well referenced explanations of each topic's history and current status I cannot think of a better place to start for anyone wanting to become current in the field or in any of its parts Kenneth Small University of California Irvine US Bringing together insights and perspectives from close to 70 of the world's leading experts in the field this timely Handbook provides an up to date guide to the most recent and state of the art advances in transport economics The comprehensive coverage includes topics such as the relationship between transport and the spatial economy recent advances in travel demand analysis the external costs of transport investment appraisal pricing equity issues competition and regulation the role of public private partnerships and the development of policy in local bus services rail air and maritime transport This Handbook is designed both for use on postgraduate and advanced undergraduate courses and as a reference for anyone working in the field It also complements the textbook Principles of Transport Economics **Movement** Nicole Gelinas, 2024-11-05 A gripping account of how the automobile has failed NYC and how mass transit and a revitalized streetscape are vital to its post pandemic recovery In 1969 as all students of New York City history think they have learned master builder Robert Moses lost his long battle to urbanist Jane Jacobs over his planned Lower Manhattan Expressway The ten lane elevated expressway would have sliced across SoHo and Little Italy demolishing historic buildings and displacing thousands of families and businesses Jacobs and her neighbors defeated Moses and as a result New York became the only major American city with no interstate highway running through its core Like many global cities though New York had spent fifty years during the first half of the twentieth century trying and failing to tame its heavily populated landscape to fit the private automobile New York has now spent more than fifty years trying to undo those mistakes wresting back city space for people not cars **Movement** New York's Long War to Take Back Its Streets from the Car chronicles the earlier less known battles that preceded the cancellation of the Lower Manhattan Expressway Jacobs became an example for generations of urban planners but whose example did Jacobs emulate in an earlier victory that saved Washington Square Park Moses may serve handily as New York's uber villain now but who before him was responsible for destroying a critical part of New York's transit system A well respected urban writer who has focused on New York's transportation system for more than a decade author Nicole Gelinas resumes the story where Robert Caro's landmark **The Power Broker** ended **Movement** explores how in the half century leading up to the COVID 19 pandemic New York's re embracement of its mass transit system and a livable

streetscape helped save the city Gelinas tackles the 1970s environmental movement the 1980s rebuilding of the subways and more contemporary battles from Mayor Bloomberg's push for more pedestrian plazas and bike lanes in the early 2000s to transportation advocates protests to prevent traffic deaths in the Mayor de Blasio era of the 2010s to how New York's stewardship of its streets and subways have played a critical role during the 2020 pandemic and subsequent recovery

Introducing a cast of transportation heroes to rival Jane Jacobs Shirley Hayes Hazel Henderson Richard Ravitch Nilka Martell and puncturing the myth of Moses as New York's anti-hero Movement explores how New York City has helped redefine what it means to be a global city not a place that is easy to drive through but a place where people can take transit walk and bike to work to school or just for fun

*The South Carolina State House Grounds* Lydia Mattice Brandt, 2021-05-25 The first comprehensive narrative of the South Carolina state capitol and the history enshrined in its monuments from 1787 to the present The South Carolina State House grounds are a work in progress a cultural landscape of human built and natural components connected physically conceptually and aesthetically As public property the grounds should represent and welcome everyone in the state While it is a beautiful space it is not neutral Over the past two centuries various groups have jostled for political and cultural power and the winners have used the grounds to assert their authority and broadcast political positions on the state's most visible stage These struggles have resulted in a perpetually evolving space In *The South Carolina State House Grounds* the first comprehensive narrative of this important site at the heart of the Palmetto State Lydia Mattice Brandt details the history of the state capitol and its setting including the national state and local histories enshrined in its monuments from 1787 to the present Brandt argues that generations of private citizens and elected officials who recognized the power of erecting public monuments and buildings that recall certain versions of history have consciously shaped this highly charged visible and public place to assert authority over both the past and present By recounting the intentions behind each element in the landscape this guidebook considers how South Carolinians have used this place as a site of storytelling and mythmaking *The South Carolina State House Grounds* a chronological history of the state's grandest public space includes more than sixty illustrations that track the site's transformation over more than two centuries Brandt chronicles the events that occurred in and around its buildings the stories of the people memorialized in the grounds monuments and the histories of the monuments themselves

**Paved Paradise** Henry Grabar, 2024-05-07 Shortlisted for the Zocalo Book Prize Named one of the best books of the year by *The New Yorker* and *The New Republic* Consistently entertaining and often downright funny *The New Yorker* Wry and revelatory *The New York Times* A romp packed with tales of anger violence theft lust greed political chicanery and transportation policy gone wrong highly entertaining *The Los Angeles Times* An entertaining enlightening and utterly original investigation into one of the most quietly influential forces in modern American life the humble parking spot Parking quite literally has a death grip on America each year a shocking number of Americans kill one another over parking spots and we routinely do ridiculous things for

parking contorting our professional social and financial lives to get a spot Since the advent of the car we have deformed our cities in a Sisyphean quest for car storage and as a result much of the nation's most valuable real estate is now devoted to empty vehicles Parking determines the design of new buildings and the fate of old ones traffic patterns and the viability of transit neighborhood politics and municipal finance and the overall quality of public space Is this really the best use of our finite resources Is parking really more important than everything else In a beguiling and absurdly hilarious mix of history politics and reportage Slate staff writer Henry Grabar brilliantly surveys the nation's parking crisis revealing how the compulsion for car storage has exacerbated some of our most acute problems from housing affordability to the accelerating global climate disaster and ultimately how we can free our cities from parking's cruel yoke [Trees in Paradise](#) Jared Farmer, 2013-10-21 From roots to canopy a lush verdant history of the making of California California now has more trees than at any time since the late Pleistocene This green landscape however is not the work of nature It's the work of history In the years after the Gold Rush American settlers remade the California landscape harnessing nature to their vision of the good life Horticulturists boosters and civic reformers began to improve the bare brown countryside planting millions of trees to create groves wooded suburbs and landscaped cities They imported the blue green eucalypts whose tangy fragrance was thought to cure malaria They built the lucrative Orange Empire on the sweet juice and thick skin of the Washington navel an industrial fruit They lined their streets with graceful palms to announce that they were not in the Midwest anymore To the north the majestic coastal redwoods inspired awe and invited exploitation A resource in the state the durable heartwood of these timeless giants became infrastructure transformed by the saw teeth of American enterprise By 1900 timber firms owned the entire redwood forest by 1950 they had clear cut almost all of the old growth trees In time California's new landscape proved to be no paradise the eucalypts in the Berkeley hills exploded in fire the orange groves near Riverside froze on cold nights Los Angeles's palms harbored rats and dropped heavy fronds on the streets below Disease infestation and development all spelled decline for these nonnative evergreens In the north however a new forest of second growth redwood took root nurtured by protective laws and sustainable harvesting Today there are more California redwoods than there were a century ago Rich in character and story [Trees in Paradise](#) is a dazzling narrative that offers an insightful new perspective on the history of the Golden State and the American West [The Nature of College](#) James Farrell, 2010-10-01 Stately oaks ivy covered walls the opposite sex these are the things that likely come to mind for most Americans when they think about the nature of college But the real nature of college is hidden in plain sight it's flowing out of the keg it's woven into the mascots on our T-shirts Engaging in a deep and richly entertaining study of campus ecology [The Nature of College](#) explores one day in the life of the average student questioning what natural is and what common sense is really good for and weighing the collective impacts of the everyday In the end this fascinating highly original book rediscovers and repurposes the great and timeless opportunity presented by college to study the American way of life and to develop a more sustainable better way

to live

**Dream City** Conrad Kickert,2019-06-11 Tracing two centuries of rise fall and rebirth in the heart of downtown Detroit Downtown Detroit is in the midst of an astonishing rebirth Its sidewalks have become a dreamland for an aspiring creative class filled with shoppers office workers and restaurant goers Cranes dot the skyline replacing the wrecking balls seen there only a few years ago But venture a few blocks in any direction and this liveliness gives way to urban blight a nightmare cityscape of crumbling concrete barbed wire and debris In *Dream City* urban designer Conrad Kickert examines the paradoxes of Detroit s landscape of extremes arguing that the current reinvention of downtown is the expression of two centuries of Detroiters conflicting hopes and dreams Kickert demonstrates the materialization of these dreams with a series of detailed original morphological maps that trace downtown s rise fall and rebirth Kickert writes that downtown Detroit has always been different from other neighborhoods it grew faster than other parts of the city and it declined differently forced to reinvent itself again and again Downtown has been in constant battle with its own offspring the automobile and the suburbs the automobile enabled and modernized itself though parking attrition and land consolidation *Dream City* is populated by a varied cast of downtown power players from a 1920s parking lot baron to the pizza tycoon family and mortgage billionaire who control downtown s fate today Even the most renowned planners and designers have consistently yielded to those with power land and finances to shape downtown Kickert thus finds rhyme and rhythm in downtown s contemporary cacophony Kickert argues that Detroit s case is extreme but not unique many other American cities have seen a similar decline and many others may see a similar revitalization

*A Mile of Make-Believe* Steve Penfold,2016-01-01 *A Mile of Make Believe* examines the unique history of the Santa Claus parade in Canada This volume focuses on the Eaton s sponsored parades that occurred in Toronto Montreal and Winnipeg as well as the shorter lived parades in Calgary and Edmonton There is also a discussion of small town alternatives organized by civic groups service clubs and chambers of commerce By focusing on the pioneering effort of the Eaton s department store Steve Penfold argues that the parade ultimately represented a paradoxical form of cultural power it allowed Eaton s to press its image onto public life while also reflecting the decline of the once powerful retailer Penfold s analysis reveals the corporate fantastic a visual and narrative mix of meticulous organization and whimsical style and its influence on parade traditions Steve Penfold s considerable analytical skills have produced a work that is simultaneously a cultural history history of business and commentary on consumerism Professional historians and the general public alike would be remiss if this wasn t on their holiday wish list

**Motoring** John A. Jakle,Keith A. Sculle,2008-01-01 *Motoring* unmask the forces that shape the American driving experience commercial aesthetic cultural mechanical as it takes a timely look back at our historically unconditional love of motor travel Focusing on recreational travel between 1900 and 1960 John A Jakle and Keith A Sculle cover dozens of topics related to drivers cars and highways and explain how they all converge to uphold that illusory notion of release and rejuvenation we call the open road Jakle and Sculle have collaborated on five previous books on the history culture and landscape of the American road Here with an

emphasis on the driver's perspective they discuss garages and gas stations roadside tourist attractions freeways and toll roads truck stops bus travel the rise of the convenience store and much more All the while the authors make us think about aspects of driving that are often taken for granted how for instance the many lodging and food options along our highways reinforce the connection between driving and freedom and how by enabling greater speeds highway engineers helped to stoke motorists' blessed fantasy of flight Although driving originally celebrated freedom and touted a common experience it has increasingly become a highly regulated isolated activity The motive behind America's first embrace of the automobile individual prerogative still substantially obscures this reality Americans did not have the automobile imposed on them say the authors Jakle and Sculle ask why some of the early prophetic warnings about our car culture went unheeded and why the arguments of its promoters resonated so persuasively Today the automobile is implicated in any number of environmental even social problems As the wisdom of our dependence on automobile travel has come into serious question reassessment of how we first became that way is more important than ever

Reading the Everyday Joe Moran, 2005-11-16 In an ever growing field of study this is a major contribution to one of the key areas in cultural studies and cultural theory the spaces practices and mythologies of our everyday culture Drawing on the work of such continental theorists as Henri Lefebvre Michel de Certeau Marc Augé and Siegfried Kracauer Joe Moran explores the concrete sites and routines of everyday life and how they are represented through political discourse news media material culture photography reality TV shows CCTV and much more Unique in his focus of the under explored banal aspects of everyday culture including office life commuting traffic and mass housing Moran re evaluates conventional notions of everyday life in cultural studies and shows that analysing such boring phenomena can help make sense of cultural and social change This book is interdisciplinary in its approach and covers many different areas including visual culture cultural geography material culture and cultural history as well as the key areas of cultural studies and sociology Students from all these subjects will find this clearly written and lively work an invaluable study resource

Politics of Parking Sarah Marusek, 2016-04-22 There is more to parking law than just parking penalties Considering the ways in which law works in everyday life and in familiar places of common experience where the presence of law is not obvious this book explores the various notions of the right to park which jurisprudentially is enacted between individuals in everyday parking From parking areas to the courtroom parking engenders disputes over equality speech legitimacy and entitlement that reach beyond the stated scope of policy Looking beyond the obvious this book examines the contested site of the parking space as a place of socio legal meaning where property claims and rights shape identities Adopting a constitutive approach to the study of law the book examines how regulation of parking policy is at odds with the force of localised politics producing competing notions of legality and examples of legal semiotics within the terrain of legal geography

**A Nice Place to Visit** Aaron Cowan, 2016-04-29 How did tourism gain a central role in the postwar American Rustbelt city And how did tourism development reshape the meaning and function of these cities These are the

questions at the heart of Aaron Cowan's groundbreaking book *A Nice Place to Visit*. Cowan provides an insightful comparative look at the historical development of Cincinnati, St. Louis, Pittsburgh, and Baltimore in the post-World War II period to show how urban tourism provided a potential solution to the economic woes of deindustrialization. *A Nice Place to Visit* chronicles the visions of urban leaders who planned hotels, convention centers, stadiums, and festival marketplaces to remake these cities as tourist destinations. Cowan also addresses the ever-present tensions between tourist development and the needs and demands of residents in urban communities. *A Nice Place to Visit* charts how these Rustbelt cities adapted to urban decline and struggled to meet the challenge of becoming an appealing place to visit as well as good and just communities in which to live.

**Techno-Fixers** Sean F. Johnston, 2020-03-26 This is the story of a seductive idea. Over the past century, the potential of new technology to solve social dilemmas has captivated modern culture. From apps that encourage physical activity to airport scanners meant to prevent terrorism, the concept that clever innovation can improve society is irresistible, but faith in such technological fixes is seldom questioned. Where did this idea come from, what makes it so appealing, and how does it endanger our future? *Techno-Fixers* traces the source of modern confidence in technology to engineering hubris, radical utopian movements, science fiction fanzines, policy makers, soundbites, corporate marketing, and optimistic consumer culture from the turn of the twentieth century until today. Sean Johnston demonstrates that through the promotion of prominent government scientists, technocrats, entrepreneurs, and popular media, modern invention became the favourite tool for addressing human problems and society's ills. Nonetheless, when it comes to assessing the success of cigarette filters as the solution to safe smoking or DDT as the answer for agricultural productivity, the evidence is sobering. Cautioning that the rhetoric of technological fixes seldom matches reality, Johnston examines how employing innovation to bypass traditional methods can foster as many problems as it solves. A critical examination of modern faith in technology, *Techno-Fixers* evaluates past mistakes, present implications, and future opportunities for innovating societies.

**Traffic Power Structure** Planka.nu, 2016-09-01 The modern traffic system is ecologically unsustainable, emotionally stressful, and poses a physical threat to individuals and communities alike. Traffic is not only an ecological and social problem but also a political one. Modern traffic reproduces the rule of the state and capital and is closely linked to class society. It is a problem of power. At its core lies the notion of automobility, a contradictory ideal of free movement closely linked to a tight web of regulations and control mechanisms. This is the main thesis of the manifesto *The Traffic Power Structure*, penned by the Sweden-based activist network Planka.nu. Planka.nu was founded in 2001 to fight for free public transport. Thanks to creative direct action, witty public interventions, and thought-provoking statements, the network has become a leading voice in Scandinavian debates on traffic. In its manifesto, Planka.nu presents a critique of the automobile society, analyzes the connections between traffic, the environment, and class, and outlines its political vision. The topics explored along the way include Bruce Springsteen, high-speed trains, nuclear power, the security industrial complex, happiness research, and volcano eruptions.



Planka nu rejects demands to travel ever longer distances in order to satisfy our most basic needs while we lose all sense for proximity and community The Traffic Power Structure argues for a different kind of traffic in a different kind of world The book has received several awards in Sweden and has been hailed by Swedish media as a manifesto of striking analytical depth based on profound knowledge and a will to agitation that demands our respect Ny Tid **Atlantic Automobilm** Gijms Mom,2014-12-01 Our continued use of the combustion engine car in the 21st century despite many rational arguments against it makes it more and more difficult to imagine that transport has a sustainable future Offering a sweeping transatlantic perspective this book explains the current obsession with automobiles by delving deep into the motives of early car users It provides a synthesis of our knowledge about the emergence and persistence of the car using a broad range of material including novels poems films and songs to unearth the desires that shaped our present car society Combining social psychological and structural explanations the author concludes that the ability of cars to convey transcendental experience especially for men explains our attachment to the vehicle How States Shaped Postwar America Nicholas Dagen Bloom,2019-04-15 The history of public policy in postwar America tends to fixate on developments at the national level overlooking the crucial work done by individual states in the 1960s and 70s In this book Nicholas Dagen Bloom demonstrates the significant and enduring impact of activist states in five areas urban planning and redevelopment mass transit and highways higher education subsidized housing and the environment Bloom centers his story on the example set by New York governor Nelson Rockefeller whose aggressive initiatives on the pressing issues in that period inspired others and led to the establishment of long lived state polices in an age of decreasing federal power Metropolitan areas for both better and worse changed and operated differently because of sustained state action How States Shaped Postwar America uncovers the scope of this largely untold story *Flatness* B. W. Higman,2017-06-15 There are few truths about the modern world that are more self evident than this it is flat We write on flat paper laid atop flat desks We look at flat images on flat screens mounted on flat walls or we press flat icons on flat phones while we navigate flat streets Everywhere we go it seems the structures around us at one time or another had a level placed upon them to ensure they were perfectly flat Yet such engineered planar surfaces have become so pervasive and fundamental to our lives that we barely notice their existence In this highly original study B W Higman employs a wide variety of approaches to better understand flatness that level platform upon which the dramas of modern life have played out Higman looks at the ways that humans have perceived the natural world around them moving from Flat Earth theories to abstract geometric concepts to the flatness problem of modern cosmology Along the way he shows that we have simultaneously sought flatness in our everyday lives and also disparaged it as a featureless empty and monotonous quality He discusses the ways flatness figures as a metaphor for those things or people who are boring dull or lacking energy or inspiration and he shows how the construction of flat surfaces has contributed to a degradation of visual diversity At the same time he also shows how we have pursued flatness as an engineering ideal and how we have used it

conceptually in art music and literature Written with wit and wisdom and splendidly illustrated throughout this book will appeal to all those who are interested in the topography of the modern world to anyone who has ever marveled at the feel of its smooth surfaces or felt oppressed by the tyranny of its featurelessness

**Street-Level Architecture** Conrad Kickert, Hans Karssen, 2022-08-04 This book provides the tools to maintain and rebuild the interaction between architecture and public space Despite the best intentions of designers and planners interactive frontages have dwindled over the past century in Europe and North America This book demonstrates why even our best intentions for interactive frontages are currently unable to turn a swelling tide of economic and technological evolution land consolidation introversion stratification and contagious decline It uses these lessons to offer concrete locational programming design and management strategies to maximize street level interaction and trust between street level architecture its inhabitants and the city This book demonstrates that designers developers planners and managers ultimately have to create the right preconditions for inhabitants and passersby to bring frontages to life These preconditions connect architecture to its urban social economical and technological context Only the right frontage in the right context with the right design the right inhabitation and the right attitude to the city will become part of the ecosystem of trust and interaction that supports public life This book empowers the many participants in this ecosystem to build inhabit and enjoy truly urbane architecture

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