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Took Over America And How We Can Take It Back
By Kay Jane Holtz April 1 1997 Hardcover

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Autopia

Walkable City

Asphalt Nation is a major work of urban studies that examines how the automobile has ravaged America's cities and landscape, and how we can fight back. The automobile was once seen as a boon to American life, eradicating the pollution caused by horses and granting citizens new levels of personal freedom and

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mobility. But it was not long before the servant became the master—public spaces were designed to accommodate the automobile at the expense of the pedestrian, mass transportation was neglected, and the poor, unable to afford cars, saw their access to jobs and amenities worsen. Now even drivers themselves suffer, as cars choke the highways and pollution and congestion have replaced the fresh air of the open road. Today our world revolves around the car—as a nation, we spend eight billion hours a year stuck in traffic. In *Asphalt Nation*, Jane Holtz Kay effectively calls for a revolution to reverse our automobile-dependency. Citing successful efforts in places from Portland, Maine, to Portland, Oregon, Kay shows us that radical change is not impossible by any means. She demonstrates that there are economic, political, architectural, and personal solutions that can steer us out of the mess. *Asphalt Nation* is essential reading for everyone interested in the history of our relationship with the car, and in the prospect of returning to a world of human mobility.

Zodiac Unmasked

Argues that much of what surrounds Americans is depressing, ugly, and unhealthy; and traces America's evolution from a land of village commons to a man-made landscape that ignores nature and human needs.

Down the Asphalt Path

The ultimate guide to liberating ourselves from our

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addiction to cars.

Asphalt Nation

Explores the homogenization of American culture and the impact of the fast food industry on modern-day health, economy, politics, popular culture, entertainment, and food production.

Roadkill Bill

The Automobile

Auto[Mate]

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 thoroughfares 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.

Autonomous Vehicle Technology

In this classic text and professional resource, leading geographers and urban planners present the foundational concepts and methodological tools that readers need to understand and engage with today's pressing policy issues. Covered are such key topics as passenger and freight dynamics in the American metropolis; the urban transportation planning process, including the use of GIS; and questions related to public transit, land use, energy, equity, environmental impacts, and more. The book features

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more than 100 maps, charts, and photographs.

Car Country

A narrative like no other: a cultural history that explores how cars have both propelled and reflected the American experience— from the Model T to the Prius. From the assembly lines of Henry Ford to the open roads of Route 66, from the lore of Jack Kerouac to the sex appeal of the Hot Rod, America's history is a vehicular history—an idea brought brilliantly to life in this major work by Pulitzer Prize-winning journalist Paul Ingrassia. Ingrassia offers a wondrous epic in fifteen automobiles, including the Corvette, the Beetle, and the Chevy Corvair, as well as the personalities and tales behind them: Robert McNamara's unlikely role in Lee Iacocca's Mustang, John Z. DeLorean's Pontiac GTO , Henry Ford's Model T, as well as Honda's Accord, the BMW 3 Series, and the Jeep, among others. Through these cars and these characters, Ingrassia shows how the car has expressed the particularly American tension between the lure of freedom and the obligations of utility. He also takes us through the rise of American manufacturing, the suburbanization of the country, the birth of the hippie and the yuppie, the emancipation of women, and many more fateful episodes and eras, including the car's unintended consequences: trial lawyers, energy crises, and urban sprawl. Narrative history of the highest caliber, Engines of Change is an entirely edifying new way to look at the American story.

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Engines of Change

During the tumultuous year of 2008--when gas prices reached \$4 a gallon, Amtrak set ridership records, and a commuter train collided with a freight train in California--journalist James McCommons spent a year on America's trains, talking to the people who ride and work the rails throughout much of the Amtrak system. Organized around these rail journeys, *Waiting on a Train* is equal parts travel narrative, personal memoir, and investigative journalism. Readers meet the historians, railroad executives, transportation officials, politicians, government regulators, railroad lobbyists, and passenger-rail advocates who are rallying around a simple question: Why has the greatest railroad nation in the world turned its back on the very form of transportation that made modern life and mobility possible? Distrust of railroads in the nineteenth century, overregulation in the twentieth, and heavy government subsidies for airports and roads have left the country with a skeletal intercity passenger-rail system. Amtrak has endured for decades, and yet failed to prosper owing to a lack of political and financial support and an uneasy relationship with the big, remaining railroads. While riding the rails, McCommons explores how the country may move passenger rail forward in America--and what role government should play in creating and funding mass-transportation systems. Against the backdrop of the nation's stimulus program, he explores what it will take to build high-speed trains and transportation networks, and when the promise of rail will be realized in America.

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Gridlock

This book presents the controversial view that, for the vast majority of Americans, the automobile is not the problem, but the solution to transportation needs. The book offers suggestions and guidelines for politically realistic initiatives that preserve the benefits of the automobile while building public support for policies that will reduce its negative effects on energy use and the environment.

Hell on Wheels

The automotive industry appears close to substantial change engendered by “self-driving” technologies. This technology offers the possibility of significant benefits to social welfare—saving lives; reducing crashes, congestion, fuel consumption, and pollution; increasing mobility for the disabled; and ultimately improving land use. This report is intended as a guide for state and federal policymakers on the many issues that this technology raises.

Architecture

2011 International Automotive Media Gold Award Winner In the early 1960s, Tommy Ivo had the world in the palm of his hands. Still a young man, he was already a star of television and film with a promising Hollywood future ahead of him. Then his producers told him he had to quit drag racing. He quit the entertainment industry instead. This is the official story of Ivo’s incredible life and racing career.

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Readers will follow “TV” Tommy as he becomes the most ambitious drag racer in the nation, building his own cars in the garage behind his Burbank home; becoming the first driver to pilot his dragsters to 170, 175, and 180 miles per hour and towing his cars to match races at small-town drag strips across the United States. Always the showman, Ivo pioneered promotional techniques that are today taken for granted. In this regard especially, his impact on the sport cannot be understated, and his legacy is detailed in this incredible bio of one of drag racing’s most irrepressible characters.

Car Country

Suburban Nation

Three members of the Founders of the Congress for the New Urbanism give voice to a growing movement in North America to put an end to suburban sprawl and to replace the automobile-based settlement patterns of the past fifty years with a return to traditional planning principles. Reprint.

Asphalt and Politics

Divorce Your Car!

For most people in the United States, going almost anywhere begins with reaching for the car keys. This is true, Christopher Wells argues, because the United

States is Car Country—a nation dominated by landscapes that are difficult, inconvenient, and often unsafe to navigate by those who are not sitting behind the wheel of a car. The prevalence of car-dependent landscapes seems perfectly natural to us today, but it is, in fact, a relatively new historical development. In *Car Country*, Wells rejects the idea that the nation's automotive status quo can be explained as a simple byproduct of an ardent love affair with the automobile. Instead, he takes readers on a tour of the evolving American landscape, charting the ways that transportation policies and land-use practices have combined to reshape nearly every element of the built environment around the easy movement of automobiles. Wells untangles the complicated relationships between automobiles and the environment, allowing readers to see the everyday world in a completely new way. The result is a history that is essential for understanding American transportation and land-use issues today. Watch the book trailer:

<http://www.youtube.com/watch?v=48LTKOxxrXQ>

Fighting Traffic

Rising gas prices, sprawl and congestion, global warming, even obesity—driving is a factor in many of the most contentious issues of our time. So how did we get here? How did automobile use become so vital to the identity of Americans? *Republic of Drivers* looks back at the period between 1895 and 1961—from the founding of the first automobile factory in America to the creation of the Interstate Highway System—to

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find out how driving evolved into a crucial symbol of freedom and agency. Cotten Seiler combs through a vast number of historical, social scientific, philosophical, and literary sources to illustrate the importance of driving to modern American conceptions of the self and the social and political order. He finds that as the figure of the driver blurred into the figure of the citizen, automobility became a powerful resource for women, African Americans, and others seeking entry into the public sphere. And yet, he argues, the individualistic but anonymous act of driving has also monopolized our thinking about freedom and democracy, discouraging the crafting of a more sustainable way of life. As our fantasies of the open road turn into fears of a looming energy crisis, Seiler shows us just how we ended up a republic of drivers—and where we might be headed.

Designer/builder

Bowling Alone

Roads Were Not Built for Cars

Discover the twists and turns of one of America's great infrastructure projects with this "engrossing history of the creation of the U.S. interstate system" (Los Angeles Times). It's become a part of the landscape that we take for granted, the site of rumbling eighteen-wheelers and roadside rest stops, a familiar route for commuters and vacationing

families. But during the twentieth century, the interstate highway system dramatically changed the face of our nation. These interconnected roads—over 47,000 miles of them—are man-made wonders, economic pipelines, agents of sprawl, uniquely American symbols of escape and freedom, and an unrivaled public works accomplishment. Though officially named after President Dwight D. Eisenhower, this network of roadways has origins that reach all the way back to the World War I era, and *The Big Roads*—“the first thorough history of the expressway system” (*The Washington Post*)—tells the full story of how they came to be. From the speed demon who inspired a primitive web of dirt auto trails to the largely forgotten technocrats who planned the system years before Ike reached the White House to the city dwellers who resisted the concrete juggernaut when it bore down on their neighborhoods, this book reveals both the massive scale of this government engineering project, and the individual lives that have been transformed by it. A fast-paced history filled with fascinating detours, “the book is a road geek’s treasure—and everyone who travels the highways ought to know these stories” (*Kirkus Reviews*).

Urban Sprawl, Global Warming, and the Empire of Capital

McShane examines the uniquely American relation between auto-mobility and urbanization. Deftly combining urban and technological history, McShane focuses on how new transportation systems -- most important, the private automobile -- and new

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concepts of the city redefined each other in modern
America.

The Geography of Urban Transportation

Early to mid-twentieth-century America was the heyday of a car culture that has been called an "automobile utopia." In *American Autopia*, Gabrielle Esperdy examines how the automobile influenced architectural and urban discourse in the United States from the earliest days of the auto industry to the aftermath of the 1970s oil crisis. Paying particular attention to developments after World War II, Esperdy creates a narrative that extends from U.S. Routes 1 and 66 to the Las Vegas Strip to California freeways, with stops at gas stations, diners, main drags, shopping centers, and parking lots along the way. While it addresses the development of auto-oriented landscapes and infrastructures, *American Autopia* is not a conventional history, offering instead an exploration of the wide-ranging evolution of car-centric territories and drive-in typologies, looking at how they were scrutinized by diverse cultural observers in the middle of the twentieth century. Drawing on work published in the popular and professional press, and generously illustrated with evocative images, the book shows how figures as diverse as designer Victor Gruen, geographer Jean Gottmann, theorist Denise Scott Brown, critic J.B. Jackson, and historian Reyner Banham constructed "autopia" as a place and an idea. The result is an intellectual history and interpretive roadmap to the United States of the Automobile.

Republic of Drivers

Americans drive 1.6 trillion miles each year. This book collects essays on a number of topics concerning automobiles in the United States.

World Watch

Jeff Speck has dedicated his career to determining what makes cities thrive. And he has boiled it down to one key factor: walkability. The very idea of a modern metropolis evokes visions of bustling sidewalks, vital mass transit, and a vibrant, pedestrian-friendly urban core. But in the typical American city, the car is still king, and downtown is a place that's easy to drive to but often not worth arriving at. Making walkability happen is relatively easy and cheap; seeing exactly what needs to be done is the trick. In this essential new book, Speck reveals the invisible workings of the city, how simple decisions have cascading effects, and how we can all make the right choices for our communities. Bursting with sharp observations and real-world examples, giving key insight into what urban planners actually do and how places can and do change, *Walkable City* lays out a practical, necessary, and eminently achievable vision of how to make our normal American cities great again.

The Nation

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America is the most mobile society in history, but our transportation system is on the verge of collapse. Traffic congestion is today five times greater than it was 25 years ago, yet many transportation plans and projects are making it worse. As Randal O'Toole reveals in *Gridlock*, the prime causes of our ailing system are a government transportation planning philosophy whose primary goal is to diminish auto use—hence, personal mobility—in combination with federal budget incentives that perversely encourage transportation planners to increase congestion. As a result, the automobile which is accessible to almost every family in the nation and provides unparalleled access to better housing, low-cost consumer goods, a choice-driven affordable life, and freedom—is being deliberately forced off the transportation grid by the expensive “solution” of little-used high-speed trains and urban transit lines. *Gridlock* presents a wide range of innovative ideas and policy recommendations for creating an effective transportation system—improvements that will increase our mobility and pay for themselves, whether it's cars, buses, planes, or trains. At the center of O'Toole's solutions are three core principles: those who use transportation facilities should pay for them; negative effects should be dealt with in a cost-efficient manner; and new technologies that will increase mobility at a low cost must be embraced. In *Gridlock*, Randal O'Toole brings energetic and unconventional thinking to transportation strategies that have, until now, only driven us into the breakdown lane.

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Driving Forces

Robert Graysmith reveals the true identity of Zodiac—America's most elusive serial killer. Between December 1968 and October 1969 a hooded serial killer called Zodiac terrorized San Francisco. Claiming responsibility for thirty-seven murders, he manipulated the media with warnings, dares, and bizarre cryptograms that baffled FBI code-breakers. Then as suddenly as the murders began, Zodiac disappeared into the Bay Area fog. After painstaking investigation and more than thirty years of research, Robert Graysmith finally exposes Zodiac's true identity. With overwhelming evidence he reveals the twisted private life that led to the crimes, and provides startling theories as to why they stopped. America's greatest unsolved mystery has finally been solved. INCLUDES PHOTOS AND A COMPLETE REPRODUCTION OF ZODIAC'S LETTERS

Land Forum

From animal paths to superhighways, transportation has been the backbone of American expansion and growth. This examination of the interstate highway system in the United States, and the forces that shaped it, includes the introduction of the automobile, the Good Roads Movement, and the Lincoln Highway Association. The book offers an analysis of state and federal road funding, modern road-building options, and the successes and failures of the current highway system. Instructors considering this book for use in a course may request an examination copy here.

The Vanishing Automobile and Other Urban Myths

The Automobile Age

"TV" Tommy Ivo

Once we bowled in leagues, usually after work -- but no longer. This seemingly small phenomenon symbolizes a significant social change that Robert Putnam has identified in this brilliant volume, *Bowling Alone*, which *The Economist* hailed as "a prodigious achievement." Drawing on vast new data that reveal Americans' changing behavior, Putnam shows how we have become increasingly disconnected from one another and how social structures -- whether they be PTA, church, or political parties -- have disintegrated. Until the publication of this groundbreaking work, no one had so deftly diagnosed the harm that these broken bonds have wreaked on our physical and civic health, nor had anyone exalted their fundamental power in creating a society that is happy, healthy, and safe. Like defining works from the past, such as *The Lonely Crowd* and *The Affluent Society*, and like the works of C. Wright Mills and Betty Friedan, Putnam's *Bowling Alone* has identified a central crisis at the heart of our society and suggests what we can do.

Geography Of Nowhere

Looks at the evolution of the American automobile,

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describes the car's impact on U.S. society, and discusses the auto industry, mass-production, labor relations, and marketing

Fast Food Nation

More comprehensive than any other book on this topic, *Los Angeles and the Automobile* places the evolution of Los Angeles within the context of American political and urban history.

Los Angeles and the Automobile

Look out for David Owen's next book, *Where the Water Goes*. A challenging, controversial, and highly readable look at our lives, our world, and our future. Most Americans think of crowded cities as ecological nightmares, as wastelands of concrete and garbage and diesel fumes and traffic jams. Yet residents of compact urban centers, Owen shows, individually consume less oil, electricity, and water than other Americans. They live in smaller spaces, discard less trash, and, most important of all, spend far less time in automobiles. Residents of Manhattan—the most densely populated place in North America—rank first in public-transit use and last in percapita greenhouse-gas production, and they consume gasoline at a rate that the country as a whole hasn't matched since the mid-1920s, when the most widely owned car in the United States was the Ford Model T. They are also among the only people in the United States for whom walking is still an important means of daily transportation. These achievements are not

accidents. Spreading people thinly across the countryside may make them feel green, but it doesn't reduce the damage they do to the environment. In fact, it increases the damage, while also making the problems they cause harder to see and to address. Owen contends that the environmental problem we face, at the current stage of our assault on the world's nonrenewable resources, is not how to make teeming cities more like the pristine countryside. The problem is how to make other settled places more like Manhattan, whose residents presently come closer than any other Americans to meeting environmental goals that all of us, eventually, will have to come to terms with. From the Trade Paperback edition.

The Big Roads

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 contains 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.

Green Metropolis

Argues that the United States refuses to address

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global warming because of the reliance of the American economy on urban sprawl. This far-reaching and penetrating study sheds new light on the role of the United States in global warming. Shortly after the Second World War, urban development in the United States became an important spur for the global economy, creating demand for products such as automobiles, furniture, and appliances. Growing urban sprawl in recent decades is also a key factor behind the massive energy consumption and carbon dioxide emissions of the American economy. Although today the United States is the largest per capita emitter of carbon dioxide, the nation's culpability in global warming is frequently sidestepped due to the enormous political and economic influence of corporations and wealthy individuals who continue to benefit from America's access to abundant supplies of fossil fuels. Troubling and insightful, *Urban Sprawl, Global Warming, and the Empire of Capital* reveals both the alarming global consequences of urban sprawl at home and the entrenched political and economic forces working against a solution to the problem. An interesting critique of the role that business elites played in the suburbanization and urban sprawl that have helped lead to global warming. Business History Review An important piece of scholarship that adds depth and dimension to understanding the politics of U.S. climate policy. Political Science Quarterly [a] highly insightful volume At the heart of Gonzalez's book is a revealing historical analysis in which he lays out the techniques by which urban sprawl was promoted across the country, and the implications of this for US oil policy. Environmental Politics Gonzalez offers both an

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excellent research project and an excellent analysis of theorists who have written on how public policy is created and who creates it. □ □ CHOICE

The Car and Its Future

Planning & Zoning News

A fascinating look at the rise and growing popularity of the automobile during the first half of twentieth-century America, which brought with it a dark undercurrent. On the one hand, Americans embraced the newfound sense of freedom and mobility embodied by the automobile; on the other, they grew increasingly anxious about and fearful of the enormous threat that cars--and car accidents--posed to public safety.

American Autopia

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