

## Straphanger Saving Our Cities And Ourselves From The Auto Le Taras Grescoe

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### Straphanger Saving Our Cities And

" Our position is that this is much more indicative on the lack of respect for police officers citywide, " Quinn said. The attorney added that " every officer in the city " would be shocked ...

### NYPD sergeant busted for punching handcuffed homeless men

Some also want Washington to budge, possibly by dropping its proposal on curbing forced labour — another cost-saving measure that spurs overfishing. " This is the last chance for a deal ...

### WTO seeks to land big prize after 20 years of fish talks

NEW YORK (1010 WINS) – More people have died in crashes on New York City roads so far in 2021 than ... It also calls on de Blasio to "fast-track life-saving street redesigns on dangerous ...

Taras Grescoe rides the rails all over the world and makes an elegant and impassioned case for the imminent end of car culture and the coming transportation revolution "I am proud to call myself a straphanger," writes Taras Grescoe. The perception of public transportation in America is often unflattering—a squalid last resort for those with one too many drunk-driving charges, too poor to afford insurance, or too decrepit to get behind the wheel of a car. Indeed, a century of auto-centric culture and city planning has left most of the country with public transportation that is underfunded, ill maintained, and ill conceived. But as the demand for petroleum is fast outpacing the world's supply, a revolution in transportation is under way. Grescoe explores the ascendance of the straphangers—the growing number of people who rely on public transportation to go about the business of their daily lives. On a journey that takes him around the world—from New York to Moscow, Paris, Copenhagen, Tokyo, Bogotá, Phoenix, Portland, Vancouver, and Philadelphia—Grescoe profiles public transportation here and abroad, highlighting the people and ideas that may help undo the damage that car-centric planning has done to our cities and create convenient, affordable, and sustainable urban transportation—and better city living—for all.

Taras Grescoe has written books that have changed the way we look at illicit substances, in *The Devil's Picnic*, and how we think about the world's seafood, in *Bottomfeeder*. Now, as oil prices soar and suburbs continue to sprawl, Grescoe hits the commuter road in a global quest to understand and illuminate the challenges of the post-automobile age. Ultimately, Straphanger's subject is the city, and it offers a global tour of alternatives to car-based living, told through encounters with bicycle commuters, subway engineers, idealistic mayors and disillusioned trolley campaigners. Along the way, Grescoe meets libertarian apologists for the automobile, urbanists who defend suburban sprawl, champions of buses, rapid transit and light rail, and planners fighting to liberate cities from the empire of the automobile. In a world of skyrocketing gas prices and political unrest in the oil-rich corners of the world, Straphanger is an essential book that addresses one of the most critical discussions of the near future.

"A journalist travels the world and investigates current socioeconomic theories of happiness to discover why most modern cities are designed to make us miserable, what we can do to change this, and why we have more to learn from poor cities than from prosperous ones"--

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.

From the glory days of the railroad to today's gridlocked, six-lane highway, *Getting There* dramatizes America's shift from rail to road transportation, how it has robbed Americans of the choice of travel options enjoyed by Europeans, and why it threatens the nation's economic future. Stephen B. Goddard reveals how government joined automakers and roadbuilders to nearly destroy the rails, and why the 21st century will witness high-tech remedies and a railroad resurgence.

Public transit is a powerful tool for addressing a huge range of urban problems, including traffic congestion and economic development as well as climate change. But while many people support transit in the abstract, it's often hard to channel that support into good transit investments. Part of the problem is that transit debates attract many kinds of experts, who often talk past each other. Ordinary people listen to a little of this and decide that transit is impossible to figure out. Jarrett Walker believes that transit can be simple, if we focus first on the underlying geometry that all transit technologies share. In *Human Transit*, Walker supplies the basic tools, the critical questions, and the means to make smarter decisions about designing and implementing transit services. *Human Transit* explains the fundamental geometry of transit that shapes successful systems; the process for fitting technology to a particular community; and the local choices that lead to transit-friendly development. Whether you are in the field or simply a concerned citizen, here is an accessible guide to achieving successful public transit that will enrich any community.

The use of modern composite materials in construction offers the structural engineer and designer exciting opportunities for all types of buildings and structures. By far the most commonly used and longest established composite material is the combined use of steel and concrete in the form known in most parts of the world as 'composite construction

An investigation into what thrills us, what terrifies us, and what would make us travel ten thousand miles and evade the local authorities. *The Devil's Picnic* is a delicious and compelling expedition into the heart of vice and desire. Taras Grescoe is the author of two books, one of which, *Sacre Blues: An Unsentimental Journey Through Quebec*, was shortlisted for the Writers' Trust Award and was a national bestseller in Canada. His work appears in major publications all over the US, the UK and Canada. "Vivid and entertaining."-New York Times "[Grescoe] spends a year in seven countries, seeking out such delicacies as Epoisses cheese, which smells so bad it's said to have been banned from the Paris Metro; the author writes fondly that it makes 'Gorgonzola smell like Velveeta.'...He eats bulls' testicles in Madrid and visits an absinthe distillery in Switzerland. You feel hung over just reading the thing-guilty, implicated and strangely hungry."-Los Angeles Times Also available: HC ISBN: 1-58234-429-9 ISBN-13 978-1-58234-429-4 \$24.95

On the eve of WWII, the foreign-controlled port of Shanghai was the rendezvous for the twentieth century's most outlandish adventurers, all under the watchful eye of the fabulously wealthy Sir Victor Sassoon. ?? Emily Hahn was a legendary New Yorker writer who would cover China for nearly fifty years, and play an integral part in opening Asia up to the West. But at the height of the Depression, "Mickey" Hahn, had just arrived in Shanghai nursing a broken heart after a disappointing affair with an alcoholic Hollywood screenwriter, convinced she would never love again. After entering Sassoon's glamorous Cathay Hotel, Hahn is absorbed into the social swirl of the expats drawn to pre-war China, among them Ernest Hemingway, Martha Gellhorn, Harold Acton, and the colourful gangster named Morris "Two-Gun" Cohen. But when she meets Zau Simmay, a Chinese poet from an illustrious family, she discovers the real Shanghai through his eyes: the city of rich colonials, triple agents, opium-smokers, displaced Chinese peasants, and increasingly desperate White Russian and Jewish refugees—a place her innate curiosity will lead her to discover first hand. But danger lurks on the horizon and Mickey barely makes it out alive as the brutal Japanese occupation destroys the seductive world of pre-war Shanghai and Mao Tse-tung's Communists come to power in China.

Cities are where the twenty-first century is really going to happen. Already at the beginning of the century, we became 50% urban as a global population, and by 2050 we're going to be up to 70% urban. So cities could either be our coffin or our ark. Leo Hollis presents evidence that cities can deliver a better life and a better world in the future. From exploring what slime mold can tell us about traffic flow, to looking at how traditional civic power structures are being overturned by Twitter, to investigating how cities all over the world are tackling climate change, population growth, poverty, shifting work patterns and the maintenance of the fragile trust of their citizens, *Cities Are Good for You* offers a new perspective on the city. Combining anecdote, scientific studies, historical portraits, first-hand interviews and observations of some of the most exciting world cities, Hollis upends long-held assumptions with new questions: Where do cities come from? Can we build a city from scratch? Does living in the city make you happier or sicker? Is the metropolis of the future female? What is the relationship between cities and creativity? And are slums really all that bad? *Cities Are Good for You* introduces us to dreamers, planners, revolutionaries, writers, scientists, architects, slum-dwellers and kings. Ranging globally and through time in search of answers—from the archive to the laboratory, from City Hall to the architect's desk—it is above all driven by the idea that cities are for people and by people.

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