

The Metropolitan Revolution How Cities And Metros Are Fixing Our Broken Politics And Fragile Economy Brookings Focus Book

Shortlisted for the Financial Times and McKinsey Best Book of the Year Award in 2011 “A masterpiece.” —Steven D. Levitt, coauthor of Freakonomics “Bursting with insights.” —The New York Times Book Review A pioneering urban economist presents a myth-shattering look at the majesty and greatness of cities America is an urban nation, yet cities get a bad rap: they’re dirty, poor, unhealthy, environmentally unfriendly . . . or are they? In this revelatory book, Edward Glaeser, a leading urban economist, declares that cities are actually the healthiest, greenest, and richest (in both cultural and economic terms) places to live. He travels through history and around the globe to reveal the hidden workings of cities and how they bring out the best in humankind. Using intrepid reportage, keen analysis, and cogent argument, Glaeser makes an urgent, eloquent case for the city’s importance and splendor, offering inspiring proof that the city is humanity’s greatest creation and our best hope for the future.

“The best streets in the world’s villages, towns, and cities—whether modest or grand—continually remind onethat simplicity is part of the recipe for success in this art. The advice of Victor Dover and John Massengale, their historic examplesand their own designs, reflect that simplicity.” —From the Foreword by HRH The Prince of Wales “Street Design is a lucid, practical andaltogether indispensable guide for envisioning andcreating vibrant 21st century towns and cities. It should berequired reading for every local political leader, planner, architect, real estate developer and engaged urban citizen inAmerica.” —Kurt Andersen, host of Studio360 and author of TrueBelievers “We are going to start walking around the places we live again,and as that occurs and becomes normal, we will rapidly redevelop ademand for higher quality in building at the human scale.” —From the Afterword by James Howard Kunstler “Your charrette traveling library must include theimportant Street Design book by Victor Dover and JohnMassengale.”—Bill Lennertz, ExecutiveDirector, National Charrette Institute “What an amazing resource! For those who wish thamy book, Walkable City, had pictures, this is the book foryou. If either your work or your play includes the making ofplaces, you will find Street Design to be an invaluabletool.” —Jeff Speck, AICP, CNU-A, LEED-AP,Hon. ASLA Written by two accomplished architects and urban designers, thisuser-friendly street design manual shows both how to design newstreets and enhance existing ones. It offers step-by-stepinstruction and shares examples of excellent streets, examining theelements that make them successful as well as how they weredesigned and created. Topics also include strategies for shapingspace in the public right-of-way through correct building height tostreet width ratios, terminated vistas, landscaping, and streetgeometry. This book is a valuable resource for urban designers,planners, architects, and engineers. With guest essays from: Kaid Benfield, David Brussat, JavierCenicacelaya, Hank Dittmar, Andres Duany, Douglas Duany, EmilyGlavey, Chip Kaufman, Ethan Kent, Marieanne Khoury-Vogt, LéonKrier, Gianni Longo, Thomas Low, Laura Lyon, Chuck Marohn, PaulMurray, John Norquist, Stefanos Polyzoides, Gabriele Tagliaventiand Erik Vogt.

Why have some cities become great global urban centers, and what cities will be future leaders? From Athens and Rome in ancient times to New York and Singapore today, a handful of cities have stood out as centers of global economic, military, or political power. In the twenty-first century, the number of truly global cities is greater than ever before, reflecting the globalization of both economic and political power. In Global Cities: A Short History, Greg Clark, an internationally renowned British urbanist, examines the enduring forces—such as trade, migration, war, and technology—that have enabled some cities to emerge from the pack into global leadership. Much more than a historical review, Clark’s book looks to the future, examining the trends that are transforming cities around the world as well as the new challenges all global cities, increasingly, will face. Which cities will be the global leaders of tomorrow? What are the common issues and opportunities they will face? What kinds of leadership can make these cities competitive and resilient? Clark offers answers to these and similar questions in a book that will be of interest to anyone who lives in or is affected by the world’s great urban areas.

The remarkable story of how rustbelt cities such as Akron and Albany in the United States and Eindhoven in Europe are becoming the unlikely hotspots of global innovation, where sharing brainpower and making things smarter—not cheaper—is creating a new economy that is turning globalization on its head Antoine van Agtmael and Fred Bakker counter recent conventional wisdom that the American and northern European economies have lost their initiative in innovation and their competitive edge by focusing on an unexpected and hopeful trend: the emerging sources of economic strength coming from areas once known as “rustbelts” that had been written off as yesterday’s story. In these communities, a combination of forces—visionary thinkers, local universities, regional government initiatives, start-ups, and big corporations—have created “brainbelts.” Based on trust, a collaborative style of working, and freedom of thinking prevalent in America and Europe, these brainbelts are producing smart products that are transforming industries by integrating IT, sensors, big data, new materials, new discoveries, and automation. From polymers to medical devices, the brainbelts have turned the tide from cheap, outsourced production to making things smart right in our own backyard. The next emerging market may, in fact, be the West.

Fast cities and new urban utopias of the postcolonial state

Cities for People, Not for Profit

Urban Revolution Now

City Power

A Study on the Religion, Laws and Institution of Greece and Rome

The Building of the Subways and How They Transformed New York

How Downtown Can Save America, One Step at a Time

The history of the American city is, in many ways, the history of the United States. Although rural traditions have also left their impact on the country, cities and urban living have been vital components of America for centuries, and an understanding of the urban experience is essential to comprehending America’s past. America’s Urban History is an engaging and accessible overview of the life of American cities, from Native American settlements before the arrival of Europeans to the present-day landscape of suburban sprawl, urban renewal, and a heavily urbanized population. The book provides readers with a rich chronological and thematic narrative, covering themes including: The role of cities in the European settlement of North America Cities and westward expansion Social reform in the industrialized cities The impact of the New Deal The growth of the suburbs The relationships between urban forms and social issues of race, class, and gender Covering the evolving story of the American city with depth and insight, America’s Urban History will be the first stop for all those seeking to explore the American urban experience.

A thorough history follows the evolution of the New York subway system from visionary idea, through political machinations and feats of urban planning, to engineering reality, and looks at the diverse ways in which mass transportation has shaped New York City and the lives of its inhabitants. Reprint.

When Henri Lefebvre published The Urban Revolution in 1970, he sketched a research itinerary on the emerging tendency towards planetary urbanization. Today, when this tendency has become reality, Lefebvre’s ideas on everyday life, production of space, rhythmanalysis and the right to the city are indispensable for the understanding of urbanization processes at every scale of social practice. This volume is the first to develop Lefebvre’s concepts in social research and architecture by focusing on urban conjunctures in Barcelona, Belgrade, Berlin, Budapest, Copenhagen, Dhaka, Hong Kong, London, New Orleans, Nowa Huta, Paris, Toronto, São Paulo, Sarajevo, as well as in Mexico and Switzerland. With contributions by historians and theorists of architecture and urbanism, geographers, sociologists, political and cultural scientists, Urban Revolution Now reveals the multiplicity of processes of urbanization and the variety of their patterns and actors around the globe.

Why do some cities grow economically while others decline? Why do some show sustained economic performance while others cycle up and down? In Keys to the City, Michael Storper, one of the world’s leading economic geographers, looks at why we should consider economic development issues within a regional context—at the level of the city-region—and why city economies develop unequally. Storper identifies four contexts that shape urban economic development: economic, institutional, innovational and interactional, and political. The book explores how these contexts operate and how they interact, leading to developmental success in some regions and failure in others. Demonstrating that the global economy is increasingly driven by its major cities, the keys to the city are the keys to global development. In his conclusion, Storper specifies eight rules of economic development targeted at policymakers. Keys to the City explains why economists, sociologists, and political scientists should take geography seriously.

Opening Doors to the World

Urban Governance in a Global Age

Paris, Capital of Modernity

America’s Urban History

The American Suburb

Global Cities

In this absorbing history, Jon C. Teaford traces the dramatic evolution of American metropolitan life. At the end of World War II, the cities of the Northeast and the Midwest were bustling, racially and economically integrated areas frequented by suburban and urban dwellers alike. Yet since 1945, these cities have become peripheral to the cities" are now the dominant centers of production and consumption in post-suburban America. Characterized by sprawling freeways, corporate parks, and homogeneous malls and shopping centers, edge cities have transformed the urban landscape of the United States. Teaford surveys metropolitan areas from the Rust Belt to the Sun Belt, postwar social, racial, and cultural shifts contributed to the decline of the central city as a hub of work, shopping, transportation, and entertainment. He analyzes the effects of urban flight in the 1950s and 1960s, the subsequent growth of the suburbs, and the impact of financial crises and racial tensions. He then brings the discussion i

recent wave of immigration from Latin America and Asia has further altered metropolitan life and complicated the black-white divide. Engaging in original research and interpretation, Teaford tells the story of this fascinating metamorphosis. The American Suburb: The Basics is a compact, readable introduction to the origins and contemporary realities of the American suburb. Teaford provides an account of contemporary American suburbia, examining its rise, its diversity, its commercial life, its government, and its housing issues. While offering a wide-ranging yet detailed account

in America today, Teaford also explores current debates regarding suburbia’s future. Americans live in suburbia, and this essential survey explains the all-important world in which they live, shop, play, and work.

The global south is entering an ‘Urban Age’ where, for the first time in history, more people will be living in cities than in the countryside. The logics of this prediction have a dominant framing - rapid urbanization, uncontrolled migration, resource depletion, severe fuel shortages and the breakdown of law and order. We are told that we must accept this, or else. But there is another way. If we are to have a better world, we need to think differently. In this book, we explore the possibilities. The global south is entering an ‘Urban Age’ where, for the first time in history, more people will be living in cities than in the countryside. The logics of this prediction have a dominant framing - rapid urbanization, uncontrolled migration, resource depletion, severe fuel shortages and the breakdown of law and order. We are told that we must accept this, or else. But there is another way. If we are to have a better world, we need to think differently. In this book, we explore the possibilities. simple, they say. Mega-urbanization is an opportunity for economic growth and prosperity. Therefore we must build big, build new and build fast. With contributions from an international range of established and emerging scholars drawing upon real-world examples, Mega-Urbanization in the Global South is the first to use the lens of speed to explore the possibilities of ‘urban revolution’. From the mega-urbanization of Lusaka, to the production of satellite cities in Jakarta, to new cities built from scratch in Masdar, Songdo and Rajarhat, this book argues that speed is now the persistent feature of a range of utopian visions that seek to expedite the production of new cities. These ‘fast cities’ are the end of the road for urbanism, which bypass actually existing urbanisms through new power-knowledge coalitions of producing, knowing and governing the city. The book explores three main themes. Part I examines fast cities as new urban utopias which propagate the illusion that they are ‘quick fix’ sustainable solutions to insulate us from future crises. Part II explores the possibilities of an entrepreneurial state that despite its neoliberalisation is playing a key role in shaping mega-urbanization through laws, policies and brute force. Part III finally delves into how fast cities built by entrepreneurial states actually materialise at the scale of regional urbanization rather than as metropolitan growth. This book explores the contradictory outcomes of fast cities and points to their fault lines between state sovereignty, capital accumulation and citizenship. It concludes with a vision and manifesto for ‘slow’ and decelerated urbanism. This timely and original book presents urban scholars with the theoretical, empirical and methodological challenges of mega-urbanization, as well as highlighting new theoretical agendas and empirical analyses that these new forms of city-making bring to the fore.

How did a scrawny black kid -- the son of a barber and a domestic who grew up in Harlem and Trenton -- become the 106th mayor of New York City? It’s a remarkable journey. David Norman Dinkins was born in 1927, joined the Marine Corps in the waning days of World War II, went to Howard University on the G.I. Bill, graduated cum laude in mathematics in 1950, and married Joyce Burrows, whose father, Daniel Burrows, had been a state assemblyman well-versed in the workings of New York’s political machine. It was his father-in-law who suggested the young mathematician might make an even better politician once he also got his law degree. The political career of David Dinkins began in 1967, as a member of the backdrop of the rising influence of a broader demographic in New York politics, including far greater segments of the city’s “gorgeous mosaic.” After a brief stint as a New York assemblyman, Dinkins was nominated as a deputy mayor by Abe Beame in 1973, but ultimately declined because he had not filed his income tax returns on time. Dinkins’ dedication to public service, first by serving as city clerk. In 1986, Dinkins was elected Manhattan borough president, and in 1989, he defeated Ed Koch and Rudy Giuliani to become mayor of New York City, the largest American city to elect an African American mayor. As the newly-elected mayor of a city in which crime had risen precipitously, Dinkins took an immediate office taking office, Dinkins vowed to attack the problems and not the victims. Despite facing a budget deficit, he hired thousands of police officers, more than any other mayoral administration in the twentieth century, and launched the “Safe Streets, Safe City” program, which fundamentally changed how police fought crime. For the first time in the history of the city, crime fell -- a trend that continues to this day. Among his other major successes, Mayor Dinkins brokered a deal that kept the US Open Tennis Championships in New York -- bringing hundreds of millions of dollars to the city annually -- and launched the revitalization of Times Square after decades of decay, all the while deflecting criticism and so-called “gotcha” questions with a seemingly unflappable demeanor. Criticized by some for his handling of the Crown Heights riots in 1991, Dinkins describes in these pages a very different version of events. A Mayor’s Life is a revealing look at a devoted public servant and a New Yorker in love with his city, who led that city during tumultuous times.

Why Rustbelts Are the Emerging Hotspots of Global Innovation

How Markets Shape Cities

The New Geography of Jobs

The New Localism

Globalization, Modernity and the City

The Discovery of France: A Historical Geography

Welcome to the Urban Revolution

A chronicle of the modern struggle for gay, lesbian and transgender rights draws on interviews with politicians, military figures, legal activists and members of the LGBT community to document the cause’s struggles since the 1950s.

The authors argue that the new American economy must be driven by exports and powered by cleaner energy and indicate that metropolitan areas should lead the way in this new economic landscape.

Explores cities as the origin of revolutionary politics, where social and political issues are always at the surface, using examples from such cities as New York City and Mumbai to examine how they can be better ecologically reorganized.

Cities in Sub-Saharan Africa are experiencing rapid population growth. Yet their economic growth has not kept pace. Why? One factor might be low capital investment, due in part to Africa’s relative poverty: Other regions have reached similar stages of urbanization at higher per capita GDP. This study, however, identifies a deeper reason: African cities are closed to the world. Compared with other developing cities, cities in Africa produce few goods and services for trade on regional and international markets To grow economically as they are growing in size, Africa’s cities must open their doors to the world. They need to specialize in manufacturing, along with other regionally and globally tradable goods and services. And to attract global investment in tradables production, cities must develop scale economies, which are associated with successful urban economic development in other regions. Such scale economies can arise in Africa, and they will—if city and country leaders make concerted efforts to bring agglomeration effects to urban areas. Today, potential urban investors and entrepreneurs look at Africa and see crowded, disconnected, and costly cities. Such cities inspire low expectations for the scale of urban production and for returns on invested capital. How can these cities become economically dense—not merely crowded? How can they acquire efficient connections? And how can they draw firms and skilled workers with a more affordable, livable urban environment? From a policy standpoint, the answer must be to address the structural problems affecting African cities. Foremost among these problems are institutional and regulatory constraints that misallocate land and labor, fragment physical development, and limit productivity. As long as African cities lack functioning land markets and regulations and early, coordinated infrastructure investments, they will remain local cities: closed to regional and global markets, trapped into producing only locally traded goods and services, and limited in their economic growth.

Mega-Urbanization in the Global South

How Cities Can Thrive in the Age of Populism

The Changing Face of the Heartland

Cities of Knowledge

Metropolis

Africa’s Cities

Cold War Science and the Search for the Next Silicon Valley

The author argues that urban locations are ideal for technological, economic, and social innovation.

The aim of this book is to investigate contemporary processes of metropolitan change and approaches to planning and governing metropolitan regions. To do so, it focuses on four central tenets of metropolitan change in terms of planning and governance: institutional approaches, policy mobilities, spatial imaginaries, and planning styles. The book’s main contribution lies in providing readers with a new conceptual and analytical framework for researching contemporary dynamics in metropolitan regions. It will chiefly benefit researchers and students in planning, urban studies, policy and governance studies, especially those interested in metropolitan regions. The relentless pace of urban change in globalization poses fundamental questions about how to best plan and govern 21st-century metropolitan regions. The problem for metropolitan regions—especially for those with policy and decision-making responsibilities—is a growing recognition that these spaces are typically reliant on inadequate urban-economic infrastructure and fragmented planning and governance arrangements. Moreover, as the demand for more ‘appropriate’—i.e., more flexible, networked and smart—forms of planning and governance increases, new expressions of territorial cooperation and conflict are emerging around issues and agendas of (de-)growth, infrastructure expansion, and the collective provision of services. 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.

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.

How Cities Are Changing the World

A Mayor's Life

Triumph of the City

Saving Our Cities and Ourselves from the Automobile

Metropolitan Regions, Planning and Governance

The Secret to Great Cities and Towns

Henri Lefebvre in Social Research and Architecture

An argument that operational urban planning can be improved by the application of the tools of urban economics to the design of regulations and infrastructure. Urban planning is a craft learned through practice. Planners make rapid decisions that have an immediate impact on the ground—the width of streets, the minimum size of land parcels, the heights of buildings. The language they use to describe their objectives is qualitative—“sustainable,” “livable,” “resilient”—often with no link to measurable outcomes. Urban economics, on the other hand, is a quantitative science, based on theories, models, and empirical evidence largely developed in academic settings. In this book, the eminent urban planner Alain Bertaud argues that applying the theories of urban economics to the practice of urban planning would greatly improve both the productivity of cities and the welfare of urban citizens. Bertaud explains that markets provide the indispensable mechanism for cities' development. He cites the experience of cities without markets for land or labor in pre-reform China and Russia; this “urban planners' dream” created inefficiencies and waste. Drawing on five decades of urban planning experience in forty cities around the world, Bertaud links cities' productivity to the size of their labor markets; argues that the design of infrastructure and markets can complement each other; examines the spatial distribution of land prices and densities; stresses the importance of mobility and affordability; and critiques the land use regulations in a number of cities that aim at redesigning existing cities instead of just trying to alleviate clear negative externalities. Bertaud concludes by describing the new role that joint teams of urban planners and economists could play to improve the way cities are managed.

What is the magic formula for turning a place into a high-tech capital? How can a city or region become a high-tech powerhouse like Silicon Valley? For over half a century, through boom times and bust, business leaders and politicians have tried to become “the next Silicon Valley,” but few have succeeded. This book examines why high-tech development became so economically important late in the twentieth century, and why its magic formula of people, jobs, capital, and institutions has been so difficult to replicate. Margaret O'Mara shows that high-tech regions are not simply accidental market creations but “cities of knowledge”--planned communities of scientific production that were shaped and subsidized by the original venture capitalist, the Cold War defense complex. At the heart of the story is the American research university, an institution enriched by Cold War spending and actively engaged in economic development. The story of the city of knowledge broadens our understanding of postwar urban history and of the relationship between civil society and the state in late twentieth-century America. It leads us to further redefine the American suburb as being much more than formless “sprawl,” and shows how it is in fact the ultimate post-industrial city. Understanding this history and geography is essential to planning for the future of the high-tech economy, and this book is must reading for anyone interested in building the next Silicon Valley.

Australia has long been a highly (sub)urbanized nation, but the major distinctive feature of its contemporary settlement pattern is that the great majority of Australians live in a small number of large metropolitan areas focused on the state capital cities. The development and application of effective urban policy at a regional scale is a significant global challenge given the complexities of urban space and governance. Building on the editors' previous collection *The Australian Metropolis: A Planning History* (2000), this new book examines the recent history of metropolitan planning in Australia since the beginning of the twenty-first century. After a historical prelude, the book is structured around a series of six case studies of metropolitan Melbourne, Sydney, Adelaide, Perth, the fast-growing metropolitan region of South-East Queensland centred on Brisbane, and the national capital of Canberra. These essays are contributed by some of Australia's leading urbanists. Set against a dynamic background of economic change, restructured land uses, a more diverse population, and growing spatial and social inequality, the book identifies a broad planning consensus around the notion of making Australian cities more contained, compact and resilient. But it also observes a continuing gulf between the simplified aims of metropolitan strategies and our growing understanding of the complex functioning of the varied communities in which most people live. This book reflects on the raft of planning challenges presented at the metropolitan scale, looks at what the future of Australian cities might be, and speculates about the prospects of more effective metropolitan planning arrangements.

Collecting David Harvey’s finest work on Paris during the second empire, *Paris, Capital of Modernity* offers brilliant insights ranging from the birth of consumerist spectacle on the Parisian boulevards, the creative visions of Balzac, Baudelaire and Zola, and the reactionary cultural politics of the bombastic Sacre Couer. The book is heavily illustrated and includes a number drawings, portraits and cartoons by Daumier, one of the greatest political caricaturists of the nineteenth century.

The Basics

The Smartest Places on Earth

How Economics, Institutions, Social Interaction, and Politics Shape Development

The Rise of Post-urban America

The Smart City Transformations

The Gay Revolution

Planning Metropolitan Australia

In 2013, Detroit filed the largest municipal bankruptcy in US history. That dubious honor marked the end of a long decline, during which city leaders slashed municipal costs and desperately sought to attract private investment. That same year, an economically resurgent New York City elected a progressive mayor intent on reducing income inequality and spurring more equitable economic development. Whether or not Mayor Bill de Blasio realizes his legislative vision, his agenda raises a fundamental question: can American cities govern, or are they powerless in the face of global capital? Conventional economic wisdom asserts that cities cannot do very much. Conventional political wisdom asserts that cities should not do very much. In *City Power*, Richard Schragger challenges both these claims, arguing that cities can govern, but only if we let them. In the past decade, city leaders across America have raised the minimum wage, expanded social services, put conditions on incoming development, and otherwise engaged in social welfare redistribution. These cities have not suffered from capital flight - in fact, many are experiencing an economic renaissance. Schragger argues that the range of city policies is not limited by the requirements of capital, but instead by a constitutional structure that serves the interests of state and federal officials. Maintaining weak cities is a political choice. *City Power* shows how cities can govern despite constitutional limitations - and why we should want them to. In an era of global capital, municipal power is more relevant than ever to citizen well-being. A dynamic vision of city politics for the new urban age, *City Power* demonstrates that the city should be at the very center of our economic, legal, and political thinking.

This book analyzes the Central Asian economies of Kazakhstan, the Kyrgyz Republic, Tajikistan, Turkmenistan, and Uzbekistan, from their buffeting by the commodity boom of the early 2000s to its collapse in 2014. Richard Pomfret examines the countries' relations with external powers and the possibilities for development offered by infrastructure projects as well as rail links between China and Europe. The transition of these nations from centrally planned to market-based economic systems was essentially complete by the early 2000s, when the region experienced a massive increase in world prices for energy and mineral exports. This raised incomes in the main oil and gas exporters, Kazakhstan and Turkmenistan; brought more benefits to the most populous country, Uzbekistan; and left the poorest countries, the Kyrgyz Republic and Tajikistan, dependent on remittances from migrant workers in oil-rich Russia and Kazakhstan. Pomfret considers the enhanced role of the Central Asian nations in the global economy and their varied ties to China, the European Union, Russia, and the United States. With improved infrastructure and connectivity between China and Europe (reflected in regular rail freight services since 2011 and China's announcement of its Belt and Road Initiative in 2013), relaxation of United Nations sanctions against Iran in 2016, and the change in Uzbekistan's presidency in late 2016, a window of opportunity appears to have opened for Central Asian countries to achieve more sustainable economic futures.

Little over a century ago, New York and Budapest were both flourishing cities engaging in spectacular modernization. By 1930, New York had emerged as an innovating cosmopolitan metropolis, while Budapest languished under the conditions that would foster fascism. Budapest and New York explores the increasingly divergent trajectories of these once-similar cities through the perspectives of both Hungarian and American experts in the fields of political, cultural, social and art history. Their original essays illuminate key aspects of urban life that most reveal the turn-of-the-century evolution of New York and Budapest: democratic participation, use of public space, neighborhood ethnicity, and culture high and low. What comes across most strikingly in these essays is New York's cultivation of social and political pluralism, a trend not found in Budapest. Nationalist ideology exerted tremendous pressure on Budapest's ethnic groups to assimilate to a single Hungarian language and culture. In contrast, New York's ethnic diversity was transmitted through a mass culture that celebrated ethnicity while muting distinct ethnic traditions, making them accessible to a national audience. While Budapest succumbed to the patriotic imperatives of a nation threatened by war, revolution, and fascism, New York, free from such pressures, embraced the variety of its people and transformed its urban ethos into a paradigm for America. Budapest and New York is the lively story of the making of metropolitan culture in Europe and America, and of the influential relationship between city and nation. In unifying essays, the editors observe comparisons not only between the cities, but in the scholarly outlooks and methodologies of Hungarian and American histories. This volume is a unique urban history. Begun under the unfavorable conditions of a divided world, it represents a breakthrough in cross-cultural, transnational, and interdisciplinary historical work.

The New Localism provides a roadmap for change that starts in the communities where most people live and work. In their new book, *The New Localism*, urban experts Bruce Katz and Jeremy Nowak reveal where the real power to create change lies and how it can be used to address our most serious social, economic, and environmental challenges. Power is shifting in the world: downward from national governments and states to cities and metropolitan communities; horizontally from the public sector to networks of public, private and civic actors; and globally along circuits of capital, trade, and innovation. This new locus of power[[this new localism]]is emerging by necessity to solve the grand challenges characteristic of modern societies: economic competitiveness, social inclusion and opportunity; a renewed public life; the challenge of diversity; and the imperative of environmental sustainability. Where rising populism on the right and the left exploits the grievances of those left behind in the global economy, new localism has developed as a mechanism to address them head on. New localism is not a replacement for the vital roles federal governments play; it is the ideal complement to an effective federal government, and, currently, an urgently needed remedy for national dysfunction. In *The New Localism*, Katz and Nowak tell the stories of the cities that are on the vanguard of problem solving.

Pittsburgh is catalyzing inclusive growth by inventing and deploying new industries and technologies. Indianapolis is governing its city and metropolis through a network of public, private and civic leaders. Copenhagen is using publicly owned assets like their waterfront to spur large scale redevelopment and finance infrastructure from land sales. Out of these stories emerge new norms of growth, governance, and finance and a path toward a more prosperous, sustainable, and inclusive society. Katz and Nowak imagine a world in which urban institutions finance the future through smart investments in innovation, infrastructure and children and urban intermediaries take solutions created in one city and adapt and tailor them to other cities with speed and precision. As Katz and Nowak show us in *The New Localism*, [[Power now belongs to the problem solvers.]]

Order without Design

A Short History

The Ancient City

The Revolution of The 21st Century

722 Miles

The Story of the Struggle

Budapest and New York

As baby boomers retire over the coming decades, one of the big questions facing the American economy is whether the younger, more diverse generation will be prepared to fill the demands of the workforce. In the next Brookings Essay, Jennifer Bradley, founding director of the new Aspen Institute Center on Urban Innovation and a former Brookings fellow, examines the efforts of several organizations in the traditionally “lily-white”

Twin Cities of Minnesota to close the persistent education and employment gaps facing its rapidly growing population of people of color. By the year 2044, people of color will account for a majority of the U.S. population, but now is the time for the public and private sectors to close the racial gaps in education and employment. As Europe and countries like Japan face declines in their working-age populations, the population growth among people of color has the potential to give the U.S. a competitive advantage in the 21st century. THE BROOKINGS ESSAY: In the spirit of its commitment to high-quality, independent research, the Brookings Institution has commissioned works on major topics of public policy by distinguished authors, including Brookings scholars. The Brookings Essay is a multi-platform product aimed to engage readers in open dialogue and debate. The essays expressed, however, are solely those of the author. Available in ebook only.

The "Encyclopedia of the City" complements Routledge's strong list of readers and textbooks in urban studies and the city. Focusing on the key topics encountered by undergraduates and scholars in urban studies and allied fields, the contributions of its major theoreticians and practitioners, and on other individuals, groups, and organizations which study the city or practice in a field that directly or indirectly affects the city, the "Encyclopedia" necessarily adopts an interdisciplinary and multidisciplinary perspective. A first-class work of reference that will be both an essential resource for independent study as well as a useful aid in teaching, this is a solid but also provocative starting point for wider exploration of the citizenship; city; city beautiful movement; City of Ur; city typologies; civil rights movement; civil society; classicism; closed circuit television In a captivating tour of cities famous and forgotten, acclaimed historian Ben Wilson tells the glorious, millennia-spanning story how urban living sparked humankind's greatest innovations. "A towering achievement. . . . Reading this book is like visiting an exhilarating city for the first time—dazzling." —The Wall Street Journal During the two hundred millennia of humanity’s existence, nothing has shaped us more profoundly than the city. From their very beginnings, cities created such a flourishing of human endeavor—new professions, new forms of art, worship and trade—that they kick-started civilization. Guiding us through the centuries, Wilson reveals the innovations nurtured by the inimitable energy of human beings together: civics in the agora of Athens, global trade in ninth-century Baghdad, finance in the coffeehouses of London, domestic comforts in the heart of Amsterdam, peacocking in Belle Époque Paris. In the modern age, the skyscrapers of New York City inspired utopian visions of community design, while the trees of twenty-first-century Seattle and Shanghai point to a sustainable future in the age of climate change. Page-turning, irresistible, and rich with engrossing detail, *Metropolis* is a brilliant demonstration that the story of human civilization is the story of cities. A handbook for the practitioners, this book is a complete treatise on the topic of Smart, covering: 1. A comprehensive framework with the needed definitions, concepts, strategies, approaches, and technologies to develop and manage a greenfield or brownfield Smart city. 2. Integrating economics, developmental concepts, engineering, environment and governance that sets the definitive foundation of the Smart framework. 3. Technologies that are powering the Smart movement. Extensive case-studies. 4. Societal and Political research, and progress made by the academia. 5. Specific methodology of measuring Smart elements of a city. Introduction to the concepts of Smart Map and Smart Index. 6. A structured approach to transformation, setting priorities, execution, financing and governance. The new structure and market dynamics of the Smart industry.

The Central Asian Economies in the Twenty-First Century

Studies in Metropolitan Transformation, 1870-1930

Walkable City

Street Design

Paving a New Silk Road

Encyclopedia of the City

Governing New York's Gorgeous Mosaic

"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"--

The worldwide financial crisis has sent shock-waves of accelerated economic restructuring, regulatory reorganization and sociopolitical conflict through cities around the world. It has also given new impetus to the struggles of urban social movements emphasizing the injustice, destructiveness and unsustainability of capitalist forms of urban efforts to roll back contemporary profit-based forms of urbanization, and to promote alternative, radically democratic and sustainable forms of urbanism. The contributors provide cutting-edge analyses of contemporary urban restructuring, including the issues of neoliberalization, gentrification, colonization, "creative" cities, architecture and p ongoing struggles of “right to the city” movements. At the same time, the book explores the diverse interpretive frameworks – critical and otherwise – that are currently being used in academic discourse, in political struggles, and in everyday life to decipher contemporary urban transformations and contestations. The slogan, "cities for people" as a central political question involved in efforts, at once theoretical and practical, to address the global urban crises of our time. Drawing upon European and North American scholarship in sociology, politics, geography, urban planning and urban design, the book provides useful insights and perspectives for citizens, activists and intellectuals on capitalist urbanization.

"A witty, engaging narrative style...[Robb's] approach is particularly engrossing." —New York Times Book Review A narrative of exploration—full of strange landscapes and even stranger inhabitants—that explains the enduring fascination of France. While Gustave Eiffel was changing the skyline of Paris, large parts of France were still terra incognita was a land of ancient tribal divisions, prehistoric communication networks, and pre-Christian beliefs. French itself was a minority language. Graham Robb describes that unknown world in arresting narrative detail. He recounts the epic journeys of mapmakers, scientists, soldiers, administrators, and intrepid tourists, of itinerant workers, pilgrim animals. We learn how France was explored, charted, and colonized, and how the imperial influence of Paris was gradually extended throughout a kingdom of isolated towns and villages. The Discovery of France explains how the modern nation came to be and how poorly understood that nation still is today. Above all, it shows how much of France has changed. *Discovery of France* is a Times Notable Book, Publishers Weekly Best Book, Slate Best Book, and Booklist Editor's Choice.

Across the US, cities and metropolitan areas are facing huge economic and competitive challenges that Washington won't, or can't, solve. The good news is that networks of metropolitan leaders – mayors, business and labor leaders, educators, and philanthropists – are stepping up and powering the nation forward. These state and local lead communities more prosperous, and they're investing in infrastructure, making manufacturing a priority, and equipping workers with the skills they need. In *The Metropolitan Revolution*, Bruce Katz and Jennifer Bradley highlight success stories and the people behind them. · New York City: Efforts are under way to diversify the city's vast economic base · Chicago: A new wave of investment is helping to revitalize the city's economy · Los Angeles: A new wave of investment is helping to revitalize the city's economy · San Francisco: Efforts are under way to diversify the city's vast economic base · San Jose: Efforts are under way to diversify the city's vast economic base · San Diego: Efforts are under way to diversify the city's vast economic base · San Antonio: Efforts are under way to diversify the city's vast economic base · Dallas: Efforts are under way to diversify the city's vast economic base · Houston: Modern settlement house helps immigrants climb the employment ladder · Miami: Innovators are forging strong ties with Brazil and other nations · Denver and Los Angeles: Efforts are under way to diversify the city's vast economic base · Boston and Detroit: Innovation districts are hatching ideas to power these economies for the next century The lessons in this book can help other cities meet their challenges. Change is happening, and every community in the country can benefit. Change happens where we live, and if leaders won't do it, citizens should.

Foreword Reviews Bronze winner for Political Science.

A History of the City, Humankind's Greatest Invention

The Rise of Post-Urban America

How Our Greatest Invention Makes Us Richer, Smarter, Greener, Healthier, and Happier

Straphanger

Critical Urban Theory and the Right to the City

Keys to the City

Happy City: Transforming Our Lives Through Urban Design

We live in a world of big cities. Urbanization, globalization and modernization have received considerable attention but rarely are the connections and relations between them the subjects of similar attention. Cities are an integral part of the network of globalization and important sites of modernization. Globalization, Modernity and The City weaves together broad social themes with detailed urban analysis to explore the connections between the rise of big cities, the creation of a global network and the making of the modern world. It explains the growth of big cities, the urban bias of global flows and the creation of metropolitan modernities. The text develops broad theories of the subtle and complex interactions between urbanization, globalization and modernization in a sweep of the urban experience across the globe. Thematic chapters explore the making of the modern city in profiles of the growth of urban spectaculars, the role of flanerier, the traffic issues of the modernist city, recurring issues of urban utopias and the rise of the primate city. Detailed case studies are drawn from cities in Australia, China and the USA. Urban snapshots of cities such as Atlanta, Barcelona, Istanbul, Mumbai and Seoul provide a truly global coverage. The book links together broad social themes with deep urban analysis. This well-written, accessible and illustrated text will appeal to the broad audience of all those interested in the urban present and the metropolitan future.

The Metropolitan RevolutionHow Cities and Metros Are Fixing Our Broken Politics and Fragile EconomyBrookings Institution Press

A rising young economist at Berkeley makes correlations between success and geography, explaining how such rising centers of innovation as San Francisco, Boston and Austin are likely to offer influential opportunities and shape the national and global economies in positive or detrimental ways.

"Teaford surveys metropolitan areas from the Rust Belt to the Sun Belt and the way in which postwar social, racial, and cultural shifts contributed to the decline of the central city as a hub of work, shopping, transportation, and entertainment."--Jacket.

Preparing America's Diverse Workforce for Tomorrow

The Metropolitan Revolution

Rebel Cities: From the Right to the City to the Urban Revolution

How Cities and Metros are Fixing Our Broken Politics and Fragile Economy

How Cities and Metros Are Fixing Our Broken Politics and Fragile Economy