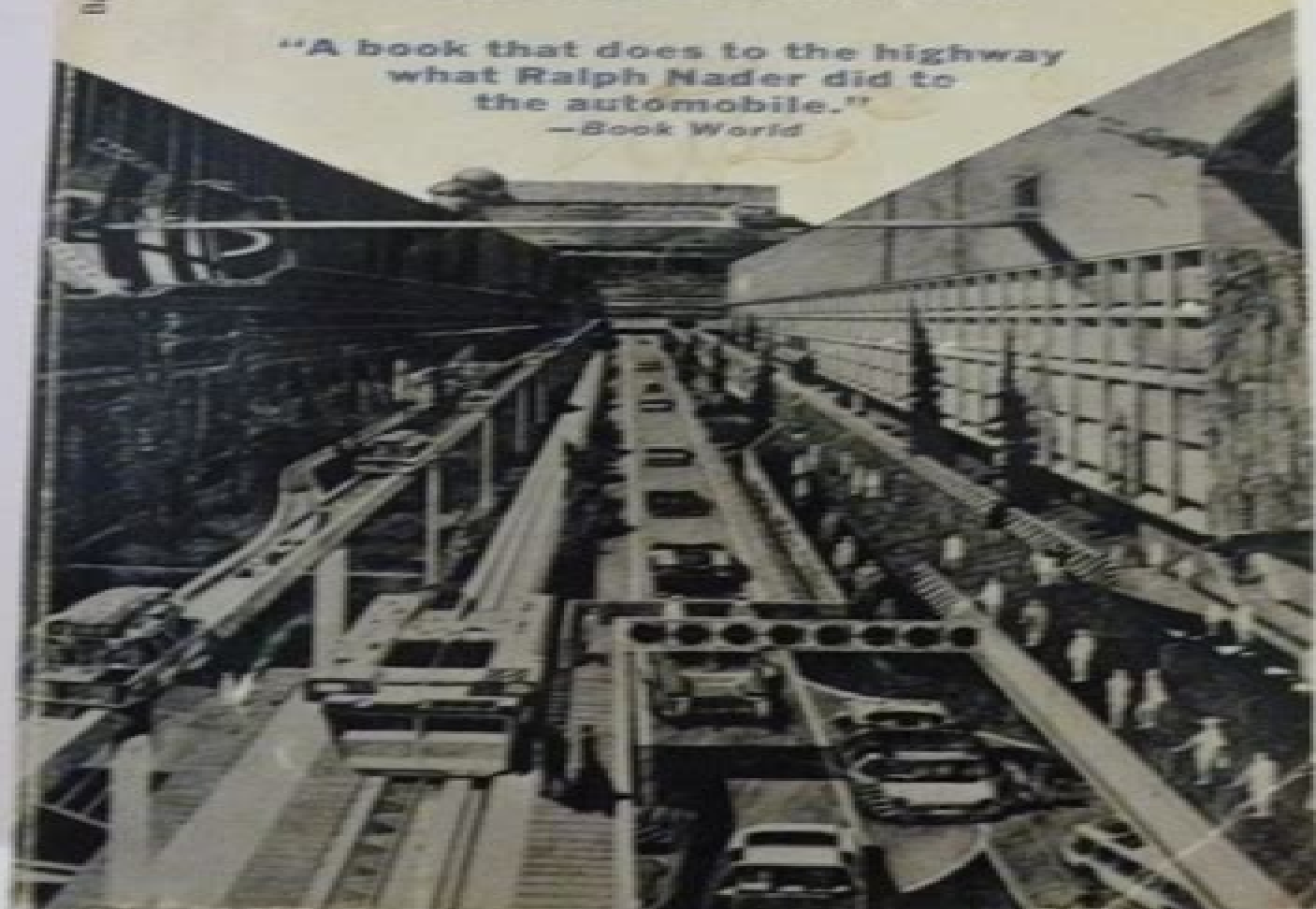


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# **SUPERHIGHWAY— SUPERHOAX**

Helen Leavitt

"A book that does to the highway  
what Ralph Nader did to  
the automobile."  
—*Book World*



# Superhighway Superhoax

**David George Surdam**



## **Superhighway Superhoax:**

**Superhighway--superhoax** Helen Leavitt,1970 Points out that the original plan as conceived in 1944 was to have the system link cities but not to enter them Explains why the cores of the cities have been invaded by the highway system and why this has exacerbated the urban crisis

**Organization Space** Keller Easterling,2001-08-24 Bridging the gap between architecture and infrastructure Easterling views architecture as part of an ecology of interrelationships and linkages and she treats the expression of organizational character as part of the architectural endeavor The dominant architectures in our culture of development consist of generic protocols for building offices airports houses and highways For Keller Easterling these organizational formats are not merely the context of design efforts they are the design Bridging the gap between architecture and infrastructure Easterling views architecture as part of an ecology of interrelationships and linkages and she treats the expression of organizational character as part of the architectural endeavor Easterling also makes the case that these organizational formats are improvisational and responsive to circumstantial change to mistakes anomalies and seemingly illogical market forces By treating these irregularities opportunistically she offers architects working within the customary development protocols new sites for making and altering space By showing the reciprocal relations between systems of thinking and modes of designing Easterling establishes unexpected congruencies between natural and built environments virtual and physical systems highway and communication networks and corporate and spatial organizations She frames her unconventional notion of site not in terms of singular entities but in terms of relationships between multiple sites that are both individually and collectively adjustable

*Asphalt Nation* Jane Holtz Kay,2012-06-20 *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 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

**Challenge/response [papers]** ,1976 **Roadside Americans** Jack Reid,2020-02-14 Between the Great Depression and the mid 1970s hitchhikers were a common sight for motorists as American service members students and adventurers

sought out the romance of the road in droves Beats hippies feminists and civil rights and antiwar activists saw thumb tripping as a vehicle for liberation living out the counterculture's rejection of traditional values Yet by the time Ronald Reagan a former hitchhiker himself was in the White House the youthful faces on the road chasing the ghost of Jack Kerouac were largely gone along with sympathetic portrayals of the practice in state legislatures and the media In *Roadside Americans* Jack Reid traces the rise and fall of hitchhiking offering vivid accounts of life on the road and how the act of soliciting rides from strangers and the attitude toward hitchhikers in American society evolved over time in synch with broader economic political and cultural shifts In doing so Reid offers insight into significant changes in the United States amid the decline of liberalism and the rise of the Reagan Era Transportation United States. Department of Housing and Urban Development, 1976 Human Settlements Sam Stuart, 2013-10-02 *Human Settlements An Annotated Bibliography* is an annotated bibliography on human settlements and includes books journal articles reports and documents Documents from Habitat United Nations Conference on Human Settlements with National Reports are arranged alphabetically by country along with other Conference documents This book is comprised of four chapters and begins with a list of books journal articles reports and documents dealing with topics such as housing policies housing problems in underdeveloped areas and the effects of land reform and rural ordinance programs The next chapter is devoted to a bibliography of bibliographies covering topics ranging from land use planning to rural roads and their potential The third chapter includes national reports from countries such as Afghanistan Algeria and Bangladesh The bibliography concludes with a subject index of key words subdivided geographically a secondary author index that includes personal and corporate authors editors compilers and authors of significant introductions and a list of libraries consulted This monograph should be of interest to housing officials and policymakers

**The Laws That Shaped America** Dennis W. Johnson, 2009-05-31 For better and sometimes for worse Congress is a reflection of the aspirations wants and priorities of the American people It reflects the kaleidoscope of special interests and unselfish service to others of favors sought and sacrifices made During each two year session of Congress thousands of pieces of legislation are proposed many hundreds are given serious consideration but far fewer are eventually enacted into law Most enactments have limited impact affect few and are quietly forgotten in the flow of legislative activity However a small number of laws have risen to the level of historical consequence These are the laws that have shaped America and they are the subject of this book Which pieces of legislation were the most significant for the development of the nation Which have had an immediate or lasting impact on our society Which laws so affected us that we could not imagine how our lives would be without them Dennis W Johnson vividly portrays the story of fifteen major laws enacted over the course of two centuries of American democracy For each law he examines the forces and circumstances that led to its enactment the power struggles between rival interests the competition between lawmakers and the administration the compromises and principled stands and the impact of the legislation and its place in American history **An Uncommon**

**Cape** Eleanor Phillips Brackbill,2012-09-07 When Eleanor Phillips Brackbill bought her suburban Westchester house in 2000 three mysteries came with it First from the former owner came the information that the 1930s house was a Sears house or something like that Thrilled to think it might be a Sears Roebuck Co mail order house Brackbill was determined to find evidence to prove it She found instead a house pedigree of a different sort Second and even more provocative was the discovery of several iron stakes protruding from the property s enormous granite outcropping bigger in square footage than the house itself When queried about them the former owner told her Someone a long time ago kept monkeys there chained to the stakes Monkeys Was this some kind of suburban legend A third mystery came to light at closing when a building inspector s letter contained a reference to the house having had at one time a different address Why would the house have had another address Her curiosity aroused and intent upon finding the facts Brackbill gradually peeled back layers of history allowing the house and the land to tell their stories and uncovering a past inextricably woven into four centuries of American history At the same time she found thirty two owners across 350 years who had just one thing in common ownership of a particular parcel of land An Uncommon Cape not only tells the story of an eight year odyssey of fact finding and speculation but also answers the broader question What came before and through material presented in twenty two sidebars offers readers insights and guidelines on how to find the stories behind their own homes **The American Road** Katherine M.

Johnson,2021-06-23 In *The American Road* Katherine M Johnson develops a bold new theory for how the American highway system has taken on such outsized scale and complexity by emphasizing the emergence of a powerful administrative apparatus in the American federal system Established in 1914 expressly to intervene in the congressional debates of the era the American highway bureaucracy consisted of forty eight state highway officials acting in and through their self organized association the American Association of State Highway Officials Johnson s central argument is that this new institution occupied a similar position relative to the American state as political parties and courts did The capacity to organize across a complex constitutional order enabled it to control the purpose and allocation of federal highway aid for the better part of the twentieth century Johnson investigates this new conception of the American highway bureaucracy showing specifically where and how that extraconstitutional authority emerged expanded and manifested itself in the legislative history physical dimensions and geographical reach of the emerging highway system *The American Road* reveals that all of the major highway legislation approved by Congress from 1916 to 1941 was collectively developed and advanced by state and federal highway bureaucrats drawing on the new authority conferred by the system of federal grants in aid which required state legislatures to provide a state matching grant and local governments to relinquish control over decisions of location and design The capacity to advance their policy aims through both the advice of experts and the will of the states not only secured the new highway program against renewed opposition in Congress in the 1920s but also won the strong support of the motor vehicle industry and set the stage for even more impressive policy gains of the 1930s when highways became the

largest category of federal emergency public works That collective authority however required a high threshold of consensus to secure and maintain producing not just a narrow one size fits all approach to technical issues but also a striking incapacity to respond to changing conditions Johnson completes her compelling narrative by identifying the source of the interstate highway plan first proposed in 1939 and finally funded in 1956 in the internal dynamics of and external threats to that extraconstitutional authority      *Congressional Record* United States. Congress,1970 The Congressional Record is the official record of the proceedings and debates of the United States Congress It is published daily when Congress is in session The Congressional Record began publication in 1873 Debates for sessions prior to 1873 are recorded in The Debates and Proceedings in the Congress of the United States 1789 1824 the Register of Debates in Congress 1824 1837 and the Congressional Globe 1833 1873      **Dictionary Catalog of the Department Library** United States. Department of the Interior. Library,1969      *Interstate* Mark H. Rose,Raymond A. Mohl,2012-03-30 This new expanded edition brings the story of the Interstates into the twenty first century It includes an account of the destruction of homes businesses and communities as the urban expressways of the highway network destroyed large portions of the nation s central cities Mohl and Rose analyze the subsequent urban freeway revolts when citizen protest groups battled highway builders in San Francisco Baltimore Memphis New Orleans Washington DC and other cities Their detailed research in the archival records of the Bureau of Public Roads the Federal Highway Administration and the U S Department of Transportation brings to light significant evidence of federal action to tame the spreading freeway revolts curb the authority of state highway engineers and promote the devolution of transportation decision making to the state and regional level They analyze the passage of congressional legislation in the 1990s especially the Intermodal Surface Transportation Efficiency Act ISTEA that initiated a major shift of Highway Trust Fund dollars to mass transit and light rail as well as to hiking trails and bike lanes Mohl and Rose conclude with the surprising popularity of the recent freeway teardown movement an effort to replace deteriorating environmentally damaging and sometimes dangerous elevated expressway segments through the inner cities Sometimes led by former anti highway activists of the 1960s and 1970s teardown movements aim to restore the urban street grid provide space for new streetcar lines and promote urban revitalization efforts This revised edition continues to be marked by accessible writing and solid research by two well known scholars      *Rochester Institute of Technology* Dane R. Gordon,2007 Rochester Institute of Technology s story now encompasses some 175 years of commitment to higher education Almost uniquely among American universities RIT has focused on educating a skilled workforce to support advancements in the industrialization and modernization of America From its beginnings in 1829 when it harnessed the energy of a young city in upstate New York through stunningly effective mergers and nimble responses to new technologies RIT has evolved into a respected model in innovative higher education In this new and enlarged edition of his original history of RIT 1982 Professor Gordon brings the university s fascinating chronicle up to date RIT has enjoyed tremendous growth over the past 25 years

and readers will enjoy anecdotes on student life insights into major initiatives and an objective look at the tough decisions that have guided RIT into the company of the highest ranking academic institutions in the United States This book is of certain interest for urban and technological historians college administrators nationwide and especially RIT's own growing community of students employees supporters and alumni

Killer on the Road Ginger Strand, 2012-04-15 Looks at the correlation between the construction of the Interstate Highway system and the rise in the national murder rate highlighting specific killers and how the highway system changed America

*War, Citizenship, Territory* Deborah Cowen, Emily Gilbert, 2024-11-01 For all too obvious reasons war empire and military conflict have become extremely hot topics in the academy Given the changing nature of war one of the more promising areas of scholarly investigation has been the development of new theories of war and war's impact on society *War, Citizenship, Territory* features 19 chapters that look at the impact of war and militarism on citizenship whether traditional territorially bound national citizenship or transnational citizenship The editors argue that while there has been an explosion of work on citizenship and territory Western academia's avoidance of the immediate effects of war among other things has led them to ignore war which they contend is both pervasive and well nigh permanent This volume sets forth a new geopolitically based theory of war's transformative role on contemporary forms of citizenship and territoriality and includes empirical chapters that offer global coverage

*The Contours of America's Cold War* Matthew Farish, 2010

The ^ADrive for Dollars Brian D. Taylor, Eric A. Morris, Jeffrey R. Brown, 2023-02-14 In *The Drive for Dollars* Jeffrey R Brown Eric A Morris and Brian D Taylor tell the largely misunderstood story of how freeways became the centerpiece of US urban transportation systems and the crucial though usually overlooked role of fiscal politics in bringing them about With the nation's transportation finance system at a crossroads this book sheds light on how we can best fund and plan transportation in the future The authors offer a way forward that will spread the financial burden more equitably provide travelers with better mobility build more appealing communities and safeguard the planet

*Century of the Leisured Masses* David George Surdam, 2015 American living standards improved considerably between 1900 and 2000 While most observers focus on gains in per capita income as a measure of economic well being economists have used other measures of well being height weight and longevity The increased amount of leisure time per week and across people's lifetimes however has been an unsung aspect of the improved standard of living in America In *Century of the Leisured Masses* David George Surdam explores the growing presence of leisure activities in Americans' lives and how this development came out throughout the twentieth century Most Americans have gone from working fifty five or more hours per week to working fewer than forty although many Americans at the top rungs of the economic ladder continue to work long hours Not only do more Americans have more time to devote to other activities they are able to enjoy higher quality leisure New forms of leisure have given Americans more choices better quality and greater convenience For instance in addition to producing music themselves they can now listen to the most talented musicians when and where they want

Television began as black and white on small screens within fifty years Americans had a cast of dozens of channels to choose from They could also purchase favorite shows and movies to watch at their convenience Even Americans with low incomes enjoyed television and other new forms of leisure This growth of leisure resulted from a combination of growing productivity better health and technology American workers became more productive and chose to spend their improved productivity and higher wages by consuming more taking more time off and enjoying better working conditions By century s end relatively few Americans were engaged in arduous dangerous and stultifying occupations The reign of tyranny on the shop floor in retail shops and in offices was mitigated many Americans could even enjoy leisure activities during work hours Failure to consider the gains in leisure time and leisure consumption understates the gains in American living standards With Century of the Leisured Masses Surdam has comprehensively documented and examined the developments in this important marker of well being throughout the past century

*The Great Society Subway* Zachary M. Schrag, 2014-08 As Metro stretches to Tysons Corner and beyond this paperback edition features a new preface from the author Drivers in the nation s capital face a host of hazards high speed traffic circles presidential motorcades jaywalking tourists and bewildering signs that send unsuspecting motorists from the Lincoln Memorial into suburban Virginia in less than two minutes And parking Don t bet on it unless you re in the fast lane of the Capital Beltway during rush hour Little wonder then that so many residents and visitors rely on the Washington Metro the 106 mile rapid transit system that serves the District of Columbia and its inner suburbs In the first comprehensive history of the Metro Zachary M Schrag tells the story of the Great Society Subway from its earliest rumblings to the present day from Arlington to College Park Eisenhower to Marion Barry Unlike the pre World War II rail systems of New York Chicago and Philadelphia the Metro was built at a time when most American families already owned cars and when most American cities had dedicated themselves to freeways not subways Why did the nation s capital take a different path What were the consequences of that decision Using extensive archival research as well as oral history Schrag argues that the Metro can be understood only in the political context from which it was born the Great Society liberalism of the Kennedy Johnson and Nixon administrations The Metro emerged from a period when Americans believed in public investments suited to the grandeur and dignity of the world s richest nation The Metro was built not merely to move commuters but in the words of Lyndon Johnson to create a place where the city of man serves not only the needs of the body and the demands of commerce but the desire for beauty and the hunger for community Schrag scrutinizes the project from its earliest days including general planning routes station architecture funding decisions land use impacts and the behavior of Metro riders The story of the Great Society Subway sheds light on the development of metropolitan Washington postwar urban policy and the promises and limits of rail transit in American cities

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