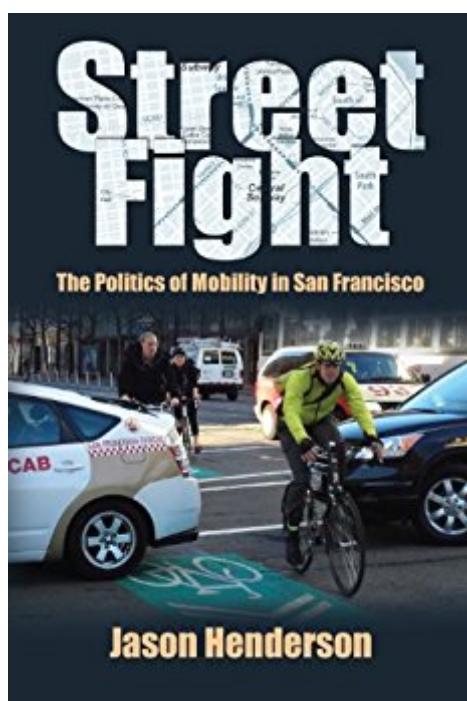


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Street Fight: The Politics Of Mobility In San Francisco



Synopsis

Faced with intolerable congestion and noxious pollution, cities around the world are rethinking their reliance on automobiles. In the United States a loosely organized livability movement seeks to reduce car use by reconfiguring urban space into denser, transit-oriented, walkable forms, a development pattern also associated with smart growth and new urbanism. Through a detailed case study of San Francisco, Jason Henderson examines how this is not just a struggle over what type of transportation is best for the city, but a series of ideologically charged political fights over issues of street space, public policy, and social justice. Historically San Francisco has hosted many activist demonstrations over its streets, from the freeway revolts of the 1960s to the first Critical Mass bicycle rides decades later. Today the city's planning and advocacy establishment is changing zoning laws to limit the number of parking spaces, encouraging new car-free housing near transit stations, and applying "transit first" policies, such as restricted bus lanes. Yet Henderson warns that the city's accomplishments should not be romanticized. Despite significant gains by livability advocates, automobiles continue to dominate the streets, and the city's financially strained bus system is slow and often unreliable. Both optimistic and cautionary, Henderson argues that ideology must be understood as part of the struggle for sustainable cities and that three competing points of view—progressive, neoliberal, and conservative—have come to dominate the contemporary discourse about urban mobility. Consistent with its iconic role as an incubator of environmental, labor, civil rights, and peace movements, San Francisco offers a compelling example of how the debate over sustainable urban transportation may unfold both in the United States and globally.

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Customer Reviews

Street Fight is without a doubt one of the best books I've read all year. This is not only essential for people interested in SF transportation and government; it is relevant for anyone who lives in San Francisco and plans to live here for a long time. While Mr. Henderson's personal beliefs come through at various points, he stays fairly objective for the most part and presents three competing ideologies that explain why much of San Francisco, not just transportation, is the way it is today. I would highly recommend this book to anyone, and can only hope that the SF Supervisors will read it as well.

Good, perfect condition, shipped fast. Thank you.

This is a fabulous book, and one of the most important to appear on San Francisco in the last decade. I'll mention three of its most salient virtues. First, it provides an exhaustive history of the city's recent transit and mobility history, which is something that no other author has accomplished. Second, it makes debates over transportation and mobility feel compelling by showing how they reflect different values or political worldviews. Finally, it provides a persuasive and nuanced critique of our culture's dependency on the automobile, and although Henderson focuses on San Francisco, his insights apply broadly. Okay, I'll also mention that this is a well-written, well-researched, and well-edited text. A novel and exciting work.

This is a great book which everyone should read if you are interested in San Francisco politics and/or transportation. Buy it.

This book is a must for anybody interested in land use, transportation, and sustainable cities in the

United States. Those wishing to pursue a career in any of these related fields will greatly benefit from the research and accumulation of material Jason has put together on the political ideologies of transportation. After reading this book I feel like I can put in context many different points of view surrounding transportation and land use. The book is also a great read for anyone interested in San Francisco, MUNI, San Francisco politics, etc.

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