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Jacobs's analysis of the maps adds much original data derived from them, including changes of street patterns over time. Jacobs concludes by summarizing the

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practical design qualities and strategies that have contributed most to the making of great streets.

Great Streets | The MIT Press
Author(s): Jacobs, Allan B. |
Abstract: Streets are more than

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public utilities, more than mere traffic conduits, more than the equivalent of water lines and sewers and electric cables, more than linear physical spaces that permit people and goods to get from here to here. To be sure, communication remains a major

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Allan B. Jacobs (born 29

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December 1928) is an urban designer, renowned for his publications and research on urban design. His well-known paper "Toward an Urban Design Manifesto", written with Donald Appleyard, describes how cities should be laid out.. Prior to

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teaching at Berkeley, Professor
Jacobs taught at the University of
Pennsylvania, and worked on
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use, all systematically compared.

Which are the world's best streets, and what are the physical, designable characteristics that make them great? To answer

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these questions, Allan Jacobs has surveyed street users and design professionals and has studied a wide array of street types and urban spaces around the world. With more than 200 illustrations, all prepared by the author, along with analysis and statistics, Great

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Streets offers a wealth of information on street dimensions, plans, sections, and patterns of use, all systematically compared. It also reveals Jacobs's eye for the telling human and social details that bring streets and communities to life. An extensive introduction

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discusses the importance of streets in creating communities and criteria for identifying the best streets. The essays that follow examine 15 particularly fine streets, ranging from medieval streets in Rome and Copenhagen to Venice's Grand Canal, from

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Parisian boulevards to tree-lined residential streets in American cities. Jacobs also looks at several streets that were once very fine but are less successful today, such as Market Street in San Francisco, identifying the factors that figure in their decline. To broaden his

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coverage, Jacobs adds briefer treatments of more than 30 other streets arranged by street type, including streets from Australia, Japan, and classical antiquity in addition to European and North American examples. For each of these streets he has prepared

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plans, sections, and maps, all drawn at the same scales to facilitate comparisons, along with perspective views and drawings of significant design details. Another remarkable feature of this book is a set of 50 one square-mile maps, each reproduced at the same scale,

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of the street plans of representative cities around the world. These reveal much about the texture of the cities' street patterns and hence of their urban life. Jacobs's analysis of the maps adds much original data derived from them, including changes of

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Which are the world's best streets,

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streets.

A celebration of the multiway boulevard and an argument for its revival, with design guidelines and historic examples. First built in Europe and grandly imported to the United States in the mid-

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nineteenth century, the classic multiway boulevard has been in decline for many years, victim of a narrowly focused approach to street design that views unencumbered vehicular traffic flow as the highest priority. The American preoccupation with

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destination and speed has made multiway boulevards increasingly rare as artifacts of the urban landscape. This book reintroduces the boulevard, tree-lined and with separate realms for through traffic and for slow-paced vehicular-pedestrian movement, as an

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important and often crucial feature of both historic and contemporary cities. It presents more than fifty boulevards—as varied as Avenue Montaigne, in Paris; C. G. Road, in Ahmedabad, India; and The Esplanade, in Chico, California—celebrating their

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usefulness and beauty. It discusses their history and evolution, the misconceptions that led to their near-demise in the United States, and their potential as a modern street type. Based on wide research, *The Boulevard Book* examines the safety of these

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streets and offers design guidelines for professionals, scholars, and community decision makers. Extensive plans, cross sections, and perspective drawings permit visual comparisons. The book shows how multiway boulevards respond to many issues

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that are central to urban life,
including livability, mobility,
safety, interest, economic
opportunity, mass transit, and open
space.

Examines the forces that prevent
modern people from thinking,

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including distraction, social bias, and fear of rejection, and offers tips to regain a rational mental life.

Off-street parking requirements are devastating American cities. So says the author in this no-holds-barred treatise on the way parking

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should be. Free parking, the author argues, has contributed to auto dependence, rapid urban sprawl, extravagant energy use, and a host of other problems. Planners mandate free parking to alleviate congestion, but end up distorting transportation choices, debasing

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urban design, damaging the economy, and degrading the environment. Ubiquitous free parking helps explain why our cities sprawl on a scale fit more for cars than for people, and why American motor vehicles now consume one-eighth of the world's

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total oil production. But it doesn't have to be this way. The author proposes new ways for cities to regulate parking, namely, charge fair market prices for curbside parking, use the resulting revenue to pay for services in the neighborhoods that generate it, and remove

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zoning requirements for off-street parking.

“ At a time when many Americans . . . are engaged in deep reflection about the meaning of the nation's history [this] is an exceptionally useful companion for those who

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want to do so with honesty and integrity. ” —Shelf Awareness From the author of How to Think and The Pleasures of Reading in an Age of Distraction, a literary guide to engaging with the voices of the past to stay sane in the present W. H. Auden once wrote that "art is

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our chief means of breaking bread with the dead." In his brilliant and compulsively readable new treatise, *Breaking Bread with the Dead*, Alan Jacobs shows us that engaging with the strange and wonderful writings of the past might help us live less anxiously in

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the present—and increase what Thomas Pynchon once called our "personal density." Today we are battling too much information in a society changing at lightning speed, with algorithms aimed at shaping our every thought—plus a sense that history offers no

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resources, only impediments to overcome or ignore. The modern solution to our problems is to surround ourselves only with what we know and what brings us instant comfort. Jacobs's answer is the opposite: to be in conversation with, and challenged by, those

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from the past who can tell us what we never thought we needed to know. What can Homer teach us about force? How does Frederick Douglass deal with the massive blind spots of America's Founding Fathers? And what can we learn from modern authors who engage

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passionately and profoundly with the past? How can Ursula K. Le Guin show us truths about Virgil's female characters that Virgil himself could never have seen? In *Breaking Bread with the Dead*, a gifted scholar draws us into close and sympathetic engagement with

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texts from across the ages, including the work of Anita Desai, Henrik Ibsen, Jean Rhys, Simone Weil, Edith Wharton, Amitav Ghosh, Claude Lévi-Strauss, Italo Calvino, and many more. By hearing the voices of the past, we can expand our consciousness, our

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sympathies, and our wisdom far beyond what our present moment can offer.

In recent years, cultural commentators have sounded the alarm about the dire state of reading in America. Americans are

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not reading enough, they say, or reading the right books, in the right way. In this book, Alan Jacobs argues that, contrary to the doomsayers, reading is alive and well in America. There are millions of devoted readers supporting hundreds of enormous bookstores

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and online booksellers. Oprah's Book Club is hugely influential, and a recent NEA survey reveals an actual uptick in the reading of literary fiction. Jacobs's interactions with his students and the readers of his own books, however, suggest that many

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readers lack confidence; they wonder whether they are reading well, with proper focus and attentiveness, with due discretion and discernment. Many have absorbed the puritanical message that reading is, first and foremost, good for you--the intellectual

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equivalent of eating your Brussels sprouts. For such people, indeed for all readers, Jacobs offers some simple, powerful, and much needed advice: read at whim, read what gives you delight, and do so without shame, whether it be Stephen King or the King James

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Version of the Bible. In contrast to the more methodical approach of Mortimer Adler's classic *How to Read a Book* (1940), Jacobs offers an insightful, accessible, and playfully irreverent guide for aspiring readers. Each chapter focuses on one aspect of

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approaching literary fiction, poetry, or nonfiction, and the book explores everything from the invention of silent reading, reading responsively, rereading, and reading on electronic devices. Invitingly written, with equal measures of wit and erudition, The

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Pleasures of Reading in an Age of Distraction will appeal to all readers, whether they be novices looking for direction or old hands seeking to recapture the pleasures of reading they first experienced as children.

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This first full-scale history of the development of the American suburb examines how "the good life" in America came to be equated with the a home of one's own surrounded by a grassy yard and located far from the urban workplace. Integrating social

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history with economic and architectural analysis, and taking into account such factors as the availability of cheap land, inexpensive building methods, and rapid transportation, Kenneth Jackson chronicles the phenomenal growth of the American suburb

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from the middle of the 19th century to the present day. He treats communities in every section of the U.S. and compares American residential patterns with those of Japan and Europe. In conclusion, Jackson offers a controversial prediction: that the

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future of residential
deconcentration will be very
different from its past in both the
U.S. and Europe.

The heavy dependency on private
cars has shaped the design of
cities. While offering fast,

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comfortable, and convenient commutes, cars have become the most popular method of transportation, but are also a health crisis due to the toxic emissions they release into the atmosphere as well as the high death toll from traffic accidents.

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For these reasons, there is a need to minimize the use of cars within cities in favor of greener and humanized urban design that would improve the quality of life and reduce the global threat of climate change. Humanizing Cities Through Car-Free City

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Development and Transformation is an essential publication that explores the concepts of car-free cities and city humanization as possible solutions to reduce the deteriorating effect on the environment and the community. The publication discusses the

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urban initiative to implement pedestrianization and humanization of cities and public spaces to promote the concept of car-free living. Featuring coverage on a wide range of topics including city humanization, smart mobility, and urban policies, this book is ideally

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designed for urban planners,
environmentalists, government
officials, policymakers, architects,
transportation authorities,
researchers, academicians, and
students.

Thirty years after its publication,

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The Death and Life of Great American Cities was described by The New York Times as "perhaps the most influential single work in the history of town planning....[It] can also be seen in a much larger context. It is first of all a work of literature; the descriptions of

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street life as a kind of ballet and the bitingly satiric account of traditional planning theory can still be read for pleasure even by those who long ago absorbed and appropriated the book's arguments." Jane Jacobs, an editor and writer on architecture in New

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York City in the early sixties, argued that urban diversity and vitality were being destroyed by powerful architects and city planners. Rigorous, sane, and delightfully epigrammatic, Jacobs's small masterpiece is a blueprint for the humanistic management of

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