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Assembling Policy Assembling Policy Repairing Infrastructures Assembling Bus Rapid Transit in the Global South Mobility Justice Companion to Urban and Regional Studies TechnoScienceSociety The Routledge Companion to Actor-Network Theory The Quest for Revolution in Australian Schooling Policy Navigating Digital Health Landscapes Repair Work Ethnographies Handbook of Urban Geography Remaking Berlin Downtime on the Microgrid Gaming the Metrics Infrastructural Brutalism The Charisma Machine Letters, Power Lines, and Other Dangerous Things America by the Numbers Science and Environment in Chile On the Chilean Social Explosion Moving Towards Transition Worlds of Gray and Green Transport Justice Transport Survey Methods Worlds of Gray and Green Natural Language Processing and Computational Linguistics Controlling Climate Change Urban Energy Landscapes Public Transport Planning with Smart Card Data Urban Planning for City Leaders Human Ecology The Charisma Machine Transport System Optimization and Pricing Advances in Usability and User Experience Reliability and Statistics in Transportation and Communication The Economics of Urban Transportation The Sustainable City Becomes Climate-Smart Transit Street Design Guide Collaborative Governance for Urban Revitalization

Drawing on an innovative project exploring current mobility transition policies and practices in 14 countries around the world, including key institutions such as the European Union and the United Nations, this book provides a critique of current transitions, mobility and transport policies. The authors consider how our mobility futures have been imagined, what they will potentially look and feel like, what lives we might live in them and what choices we might have to make to get there. This book reports on cutting-edge theories and methods for analyzing complex systems, such as transportation and communication networks and discusses multi-disciplinary approaches to dependability problems encountered when dealing with complex systems in practice. The book presents the most noteworthy methods and results discussed at the International Conference on Reliability and Statistics in Transportation and Communication (RelStat), which took place in Riga, Latvia on October 18 – 21, 2017. It spans a broad spectrum of topics, from mathematical models and design methodologies, to software engineering and data security issues, as well as practical problems in technical systems, such as transportation, and telecommunications. How "drowned town" literature, road movies, energy landscape photography, and "death train" narratives represent the brutality of industrial infrastructures. In this book, Michael Truscello looks at the industrial infrastructure not as an invisible system of connectivity and mobility that keeps capitalism humming in the background but as a manufactured miasma of despair, toxicity, and death. Truscello terms this "infrastructural brutality"--a formulation that not only alludes to the historical nexus of infrastructure and the concrete aesthetic of Brutalist architecture but also describes the ecological, political, and psychological brutality of industrial infrastructures. How the increasing reliance on metrics to evaluate scholarly publications has produced new forms of academic fraud and misconduct. The traditional academic imperative to "publish or perish" is increasingly coupled with the newer necessity of "impact or perish"—the requirement that a publication have "impact," as measured by a variety of metrics, including citations, views, and downloads. Gaming the Metrics examines how the increasing reliance on metrics to evaluate scholarly publications has produced radically new forms of academic fraud and misconduct. The contributors show that the metrics-based "audit culture" has changed the ecology of research, fostering the gaming and manipulation of quantitative indicators, which lead to the invention of such novel forms of misconduct as citation rings and variously rigged peer reviews. The chapters, written by both scholars and those in the trenches of academic publication, provide a map of academic fraud and misconduct today. They consider such topics as the shortcomings of metrics, the gaming of impact factors, the emergence of so-called predatory journals, the "salami slicing" of scientific findings, the rigging of global university rankings, and the creation of new watchdogs and forensic practices. This companion explores ANT as an intellectual practice, tracking its movements and engagements with a wide range of other academic and activist projects. Showcasing the work of a diverse set of 'second generation' ANT scholars from around the world, it highlights the exciting depth and breadth of contemporary ANT and its future possibilities. The companion has 38 chapters, each answering a key question about ANT and its capacities. Early chapters explore ANT as an intellectual practice and highlight ANT's dialogues with other fields and key theorists. Others open critical, provocative discussions of its limitations. Later sections explore how ANT has been developed in a range of social scientific fields and how it has been used to explore a wide range of scales and sites. Chapters in the final section discuss ANT's involvement in 'real world' endeavours such as disability and environmental activism, and even running a Chilean hospital. Each chapter contains an overview of relevant work and introduces original examples and ideas from the authors' recent research. The chapters orient readers in rich, complex fields and can be read in any order or combination. Throughout the volume, authors mobilise ANT to explore and account for a range of exciting case studies: from wheelchair activism to parliamentary decision-making; from racial profiling to energy consumption monitoring; from queer sex to Korean cities. A comprehensive introduction by the editors explores the significance of ANT more broadly and provides an overview of the volume. The Routledge Companion to Actor-Network Theory will be an inspiring and lively companion to academics and advanced undergraduates and postgraduates from across many disciplines across the social sciences, including Sociology, Geography, Politics and Urban Studies, Environmental Studies and STS, and anyone wishing to engage with ANT, to understand what it has already been used to do and to imagine what it might do in the future. On the Chilean Social Explosion uses the methods of literary, cultural, and subaltern studies to examine what cultural foundations and practices gave rise to this political uprising. On 18 October 2019, Chile exploded into a series of nationwide protests that placed the socio-political order of neoliberalism, settler colonialism, and patriarchy under structural crisis. In March 2020, however, the quarantining measures taken in response to the COVID-19 pandemic put this grassroots rebellion on pause. The author explores and analyzes these five months which have come to be known as the Chilean social explosion [estallido social]. This book will be of value to researchers of cultural studies, cultural and radical politics, resistance and protest, subaltern studies, and Chilean and Latin American politics. It will also interest a broader audience concerned with social movements, grassroots organizing, and expressions of dissent across the world. This pioneering book homes in on repair as an everyday practice. Bringing together exemplary ethnographies of repair work around the world, it examines the politics of repair, its work settings and intricate networks, in and across a wide range of situations, lay and professional. The book evidences the topical relevance of situated inquiry into breakdown, repair, and maintenance for engaging with the contemporary world more broadly. Airplanes and artworks, bicycles and buildings, cars and computers, medical devices and mobile phones, as virtually any commodity, infrastructure or technical artifact, have in common their occasional breakdown, if not inbuilt obsolescence. Hence the point and purpose of closely examining how and when they are fixed. Humans have always been influenced by natural landscapes, and always will be—even as we create ever-larger cities and our developments fundamentally change the nature of the earth around us. In Human Ecology, noted city planner and landscape architect Frederick Steiner encourages us to consider how human cultures have been shaped by natural forces, and how we might use this understanding to contribute to a future where both nature and people thrive. Human ecology is the study of the interrelationships between humans and their environment, drawing on diverse fields from biology and geography to sociology, engineering, and architecture. Steiner admirably synthesizes these perspectives through the lens of landscape architecture, a discipline that requires its practitioners to consciously connect humans and their environments. After laying out eight principles for understanding human ecology, the book's chapters build from the smallest scale of connection—our homes—and expand to community scales, regions, nations, and, ultimately, examine global relationships between people and nature. In this age of climate change, a new approach to planning and design is required to envision a livable future. Human Ecology provides architects, landscape architects, urban designers, and planners—and students in those fields— with timeless principles for new, creative thinking about how their work can shape a vibrant, resilient future for ourselves and our planet. COMPANION TO URBAN AND REGIONAL STUDIES Indispensable overview and timely coverage of the major issues, debates, and research topics in urban and regional studies Companion to Urban and Regional Studies offers an up-to-date view of the rapidly growing field, exploring a diversity of theoretical perspectives, current and emerging research, and critical global policy concerns. Uniquely broad in geographical and thematic scope, this comprehensive volume brings together essays by more than fifty international scholars and researchers to provide expert assessments spanning the many dimensions of urban studies. Organized into five parts, the Companion begins with a review of the current state of cities across East Asia, Sub-Saharan Africa, North America, Europe, and Latin America, and all other world regions. Subsequent sections discuss contemporary theoretical perspectives, describe common methodological approaches used by urban scholars, and examine the political, social, and economic problems facing twenty-first century cities. Covering historical issues, current challenges, and comparative perspectives in urban studies, this timely resource: Addresses intensely debated policy issues such as governance, housing, immigration and migration, segregation, social mix, and gentrification Describes the use of demographic methods, advanced spatial analysis, social networks, policy mobilities, and ethnographies in urban studies research Discusses critical urban theory, feminist urban research, urbanization and environmental change, and the legacy of the Chicago School Covers contemporary research topics such as urban and regional inequalities, social heterogeneity and diversity, financialization Includes representative case studies of each region, including Australasia, Latin America, East Asia and South Asia Companion to Urban and Regional Studies is essential reading for scholars, researchers, practitioners, urban activists, and students, and it represents a must-have complement to The Wiley Blackwell Encyclopedia of Urban and Regional Studies. The idea of smart cities has become enormously popular during the past decade. Environmental governance is one issue in which smart city ideas seem to hold potential. However, there is an incredible variety in what it means for a city to be 'smart'. For some, it involves the use of information and communication technology (ICT) to solve problems; for others, it has more to do with economic growth and city branding. Many social science researchers have criticised the idea of smart cities. They worry that it might allow multinational corporations to take control of municipal governance and lead to an undue focus on technological solutions to societal issues. However, only a few previous studies have examined the influence on urban environmental governance in practice. This thesis investigates the influence of smart city ideas on urban environmental governance through a study of Hyllie, a climate-smart city district in Malmö, Sweden. It applies a theoretical perspective based on science and technology studies and the concept of assemblage. It combines participant-observation of inter-organisational meetings, interviews with professionals and document analysis. This thesis contributes a more comprehensive picture of which actors influence the direction of the climate-smart city—beyond the usual suspects of municipal governments and multinational companies. Still, it shows how ICT-based smart city solutions have taken precedence in urban environmental governance at the expense of energy efficiency and renewable energy. Smarta städer har blivit oerhört populärt koncept under det senaste decenniet. Miljöstyrning är ett område där smarta städer visar potential. Det finns dock många tolkningar av vad ordet 'smart' betyder för städer. För vissa handlar det om tillämpning av informations- och kommunikationsteknik (IKT) för att lösa problem, för andra om ekonomisk tillväxt och marknadsföring av städer. Många samhällsvetenskapliga forskare kritiserar föreställningen om den smarta staden. De bekymrar sig över att multinationella företag tillåts ta makt över miljöstyrning och ett alltför stort fokus på teknologiska lösningar för samhällsfrågor. Få tidigare studier har undersökt påverkan på miljöstyrning i praktiken. Avhandlingen utforskar hur föreställningar om smarta städer påverkar miljöstyrning genom en studie av Hyllie, en klimatsmart stadsdel i Malmö. Den tillämpar ett teoretiskt perspektiv som bygger på teknik- och vetenskapstudier samt begreppet assemblage. I avhandlingen används deltagande-observation av möten mellan olika organisationer, intervjuer med professionella och dokumentanalys. Avhandlingen bidrar med en mer mångsidig bild av vilka aktörer som påverkar utvecklingen av den klimatsmarta staden, utöver kommuner och multinationella företag. Den visar dock även att IKT-lösningar i den smarta staden blir viktigare i städernas miljöstyrning på bekostnad av energieffektivitet och förnybar energi. Mobility justice is one of the crucial political and ethical issues of our day We are in the midst of a global climate crisis and experiencing the extreme challenges of urbanization. In Mobility Justice, Mimi Sheller makes a passionate argument for a new understanding of the contemporary crisis of movement. Sheller shows how power and inequality inform the governance and control of movement. She connects the body, street, city, nation, and planet in one overarching theory of the modern, perpetually shifting world. Concepts of mobility are examined on a local level in the circulation of people, resources, and information, as well as on an urban scale, with questions of public transport and "the right to the city." On the planetary level, she demands that we rethink the reality where tourists and other elites are able to roam freely, while migrants and those most in need are abandoned and imprisoned at the borders. Mobility Justice is a new way to understand the deep flows of inequality and uneven accessibility in a world in which the mobility commons have been enclosed. It is a call for a new understanding of the politics of movement and a demand for justice for all. This book explores the mobile ethnography of Dar es Salaam, where consultants and politicians have planned and implemented a bus rapid transit (BRT) system for two decades. It analyses the dual processes of assembling BRT in the Tanzanian metropolis and establishing BRT as a policy model of and for the Global South. The book elucidates how policy models are constructed and circulated around the globe and depicts the processes by which they are translated between, and materialise within, specific contexts. It presents the case of BRT to demonstrate how technocrats shape these processes through persuasive work aimed at disseminating and stabilising this transport model, and how local actors influence its adaptation in Dar es Salaam. The book adopts a 'double mobility' approach to show how this ethnography follows travelling consultants, circulating policies and moving buses to explore the fluidity of the BRT model. Linking key debates in policy mobility studies and Science and Technology Studies, enriched with postcolonial perspectives and geographies of transport and infrastructure, it offers new insights into the technopolitics of planning and implementing infrastructure systems. This book will appeal to academics and students of human geography, transport studies, science and technology studies, and African and development studies interested in the technopolitics of transport planning. Research volume on urban energy transition that will have wide interdisciplinary appeal to researchers in energy, urban and environmental studies. This book introduces the term of TechnoScienceSociety to focus on the ongoing technological reconfigurations of science and society. It aspires to use the breadth of Science and Technology Studies to perform a critical diagnosis of our contemporary culture. Instead of constructing technology as society's "other", the book sets out to highlight the both complex and ambivalent entanglements of technologies, sciences and socialities. It provides some tentative steps towards a diagnosis of a society in which individuals and organizations address themselves, their pasts, presents, futures, hopes and problems in technoscientific modes. Technosciences redesign matter, life, self and society. However, they do not operate independently: Technoscientific practices are deeply socially and culturally constituted. The diverse contributions highlight the ongoing technological reconfigurations of rationalities, infrastructures, modes of governance, and publics. The book aims to inspire scholars and students to think and analyze contemporary conditions in new ways drawing on, and expanding, the toolkits of Science and Technology Studies. This book seeks to critically examine the impacts of 'grand designs' in public policy through a detailed historical analysis of Australian schooling reforms since the 'education revolution' agenda was introduced by the federal government in the late 2000s. Combining policy analyses and interviews with senior policy makers and ministerial advisors centrally involved in the reforms, it offers a detailed interpretive analysis of the complexities of policy evolution and assemblage. The book argues that the education revolution sought to impose a new order on Australian schooling by aligning state and territory systems to common policies and processes in areas including curriculum, assessment, funding, reporting and teaching. Using a theory and critique of 'alignment thinking' in public policy, Savage shows how the education revolution and subsequent reforms have been underpinned by uncritical faith in the power of nationally aligned data, evidence and standards to improve policies and unite systems around practices 'proven to work'. The result is a new national policy assemblage that has deeply reshaped the making and doing of schooling policy in the nation, generating complex questions about who is steering the ship of education into the future. The Quest for Revolution in Australian Schooling Policy is a must read for education policy researchers, policy makers, education ministers and school leaders, and will appeal to anyone with an interest in the complex power dynamics that underpin schooling reforms. This collection brings together the latest thinking in urban geography. It provides a comprehensive overview of topical issues and draws on experiences from across the world. Chapters have been prepared by leading researchers in the field and cover themes as diverse as urban economies, inequalities and diversity, conflicts and politics, ecology and sustainability, and information technologies. The Handbook offers a valuable resource for students and researchers interested in cities and the urban in geography and across the wider social sciences. Navigating Digital Health Landscapes explores how users navigate the internet when searching for health information. It is the first book to conceptualise the internet as a landscape and the ways in which people navigate this digital world, including the complex entanglements between on and offline domains. It does so through a range of disciplinary perspectives from expert contributors across STS (science and technology studies), social anthropology, biomedicine, ethics and law, linguistics, social policy and computer scientists working in more technical aspects of tracking and visualising data and information on the internet. The book provides a unique and valuable contribution for those wishing to understand how digital technologies are affecting the design, implementation and use of digital systems to manage health information in different contexts. Work with Python and powerful open source tools such as Gensim and spaCy to perform modern text analysis, natural language processing, and computational linguistics algorithms. Key Features Discover the open source Python text analysis ecosystem, using spaCy, Gensim, scikit-learn, and Keras Hands-on text analysis with Python, featuring natural language processing and computational linguistics algorithms Learn deep learning techniques for text analysis Book Description Modern text analysis is now very accessible using Python and open source tools, so discover how you can now perform modern text analysis in this era of textual data. This book shows you how to use natural language processing, and computational linguistics algorithms, to make inferences and gain insights about data you have. These algorithms are based on statistical machine learning and artificial intelligence techniques. The tools to work with these algorithms are available to you right now - with Python, and tools like Gensim and spaCy. You'll start by learning about data cleaning, and then how to perform computational linguistics from first concepts. You're then ready to explore the more sophisticated areas of statistical NLP and deep learning using Python, with realistic language and text samples. You'll learn to tag, parse, and model text using the best tools. You'll gain hands-on knowledge of the best frameworks to use, and you'll know when to choose a tool like Gensim for topic models, and when to work with Keras for deep learning. This book balances theory and practical hands-on examples, so you can learn about and conduct your own natural language processing projects and computational linguistics. You'll discover the rich ecosystem of Python tools you have available to conduct NLP - and enter the interesting world of modern text analysis. What you will learn Why text analysis is important in our modern age Understand NLP terminology and get to know the Python tools and datasets Learn how to pre-process and clean textual data Convert textual data into vector space representations Using spaCy to process text Train your own NLP models for computational linguistics Use statistical learning and Topic Modeling algorithms for text, using Gensim

and scikit-learn Employ deep learning techniques for text analysis using Keras Who this book is for This book is for you if you want to dive in, hands-first, into the interesting world of text analysis and NLP, and you're ready to work with the rich Python ecosystem of tools and datasets waiting for you! The politics of scientific advice across four environmental conflicts in Chile, when the state acted as a "neutral broker" rather than protecting the common good. In Science and Environment in Chile, Javiera Barandiarán examines the consequences for environmental governance when the state lacks the capacity to produce an authoritative body of knowledge. Focusing on the experience of Chile after it transitioned from dictatorship to democracy, she examines a series of environmental conflicts in which the state tried to act as a "neutral broker" rather than the protector of the common good. She argues that this shift in the role of the state—occurring in other countries as well—is driven in part by the political ideology of neoliberalism, which favors market mechanisms and private initiatives over the actions of state agencies. Chile has not invested in environmental science labs, state agencies with in-house capacities, or an ancillary network of trusted scientific advisers—despite the growing complexity of environmental problems and increasing popular demand for more active environmental stewardship. Unlike a high modernist "empire" state with the scientific and technical capacity to undertake large-scale projects, Chile's model has been that of an "umpire" state that purchases scientific advice from markets. After describing the evolution of Chilean regulatory and scientific institutions during the transition, Barandiarán describes four environmental crises that shook citizens' trust in government: the near-collapse of the farmed salmon industry when an epidemic killed millions of fish; pollution from a paper and pulp mill that killed off or forced out thousands of black-neck swans; a gold mine that threatened three glaciers; and five controversial mega-dams in Patagonia. A fascinating examination of technological utopianism and its complicated consequences. In *The Charisma Machine*, Morgan Ames chronicles the life and legacy of the One Laptop per Child project and explains why—despite its failures—the same utopian visions that inspired OLPC still motivate other projects trying to use technology to "disrupt" education and development. Announced in 2005 by MIT Media Lab cofounder Nicholas Negroponte, One Laptop per Child promised to transform the lives of children across the Global South with a small, sturdy, and cheap laptop computer, powered by a hand crank. In reality, the project fell short in many ways—starting with the hand crank, which never materialized. Yet the project remained charismatic to many who were captivated by its claims of access to educational opportunities previously out of reach. Behind its promises, OLPC, like many technology projects that make similarly grand claims, had a fundamentally flawed vision of who the computer was made for and what role technology should play in learning. Drawing on fifty years of history and a seven-month study of a model OLPC project in Paraguay, Ames reveals that the laptops were not only frustrating to use, easy to break, and hard to repair, they were designed for "technically precocious boys"—idealized younger versions of the developers themselves—rather than the children who were actually using them. The *Charisma Machine* offers a cautionary tale about the allure of technology hype and the problems that result when utopian dreams drive technology development. An examination of how human beings are brought into the planning of complex infrastructure projects, through analysis of a controversial public transportation project. Policymakers are regularly confronted by complaints that ordinary people are left out of the planning and managing of complex infrastructure projects. In this book, Sebastián Ureta argues that humans, both individually and collectively, are always at the heart of infrastructure policy; the issue is how they are brought into it. Ureta develops his argument through the case of Transantiago, a massive public transportation project in the city of Santiago, proposed in 2000, launched in 2007, and in 2012 called "the worst public policy ever implemented in our country" by a Chilean government spokesman. Ureta examines Transantiago as a policy assemblage formed by an array of heterogeneous elements—including, crucially, "human devices," or artifacts and practices through which humans were brought into infrastructure planning and implementation. Ureta traces the design and operation of Transantiago through four configurations: crisis, infrastructuration, disruption, and normalization. In the crisis phase, humans were enacted both as consumers and as participants in the transformation of Santiago into a "world-class" city, but during infrastructuration the "active citizen" went missing. The launch of Transantiago caused huge disruptions, in part because users challenged their role as mere consumers and instead enacted unexpected human devices. Resisting calls for radical reform, policymakers insisted on normalizing Transantiago, transforming it into a permanent failing system. Drawing on Chile's experience, Ureta argues that if we understand policy as a series of heterogeneous assemblages, infrastructure policymaking would be more inclusive, reflexive, and responsible. Something good about the smart city: a human-centered account of why the future of electricity is local. Resilience now matters most, and most resilience is local—even for that most universal, foundational modern resource: the electric power grid. Today that technological marvel is changing more rapidly than it has for a lifetime, and in our new grid awareness, community microgrids have become a fascinating catalyst for cultural value change. In *Downtime on the Microgrid*, Malcolm McCullough offers a thoughtful counterpoint to the cascade of white papers on smart clean infrastructure. Writing from an experiential perspective, McCullough avoids the usual smart city futurism, technological solutionism, policy acronyms, green idealism, critical theory jargon, and doomsday prepping to provide new cultural context for a subject long a favorite theme in science and technology studies. McCullough describes the three eras of North American electrification: innovation, consolidation, and decentralization. He considers the microgrid boom and its relevance to the built environment as "architecture's grid edge." Finally, he argues that resilience arises from clusters; although a microgrid is often described as an island, future resilience will require archipelagos—clusters of microgrids, with a two-way, intermittent connectiveness that is very different from the always-on, top-down technofuture we may be expecting. With *Downtime on the Microgrid*, McCullough rises above techno-hype to find something good about the smart city and reassuring about local resilience. How new techniques of quantification shaped the New Deal and American democracy. When the Great Depression struck, the US government lacked tools to assess the situation; there was no reliable way to gauge the unemployment rate, the number of unemployed, or how many families had abandoned their farms to become migrants. In *America by the Numbers*, Emmanuel Didier examines the development in the 1930s of one such tool: representative sampling. Didier describes and analyzes the work of New Deal agricultural economists and statisticians who traveled from farm to farm, in search of information that would be useful for planning by farmers and government agencies. Didier shows that their methods were not just simple enumeration; these new techniques of quantification shaped the New Deal and American democracy even as the New Deal shaped the evolution of statistical surveys. Didier explains how statisticians had to become detectives and anthropologists, searching for elements that would help them portray America as a whole. Representative surveys were one of the most effective instruments for their task. He examines pre-Depression survey techniques; the invention of the random sampling method and the development of the Master Sample; and the application of random sampling by employment experts to develop the "Trial Census of Unemployment." An investigation of the causes and consequences of the strange, ambivalent, and increasingly central role of infrastructure repair in modern life. Infrastructures—communication, food, transportation, energy, and information—are all around us, and their enduring function and influence depend on the constant work of repair. In this book, Christopher Henke and Benjamin Sims explore the causes and consequences of the strange, ambivalent, and increasingly central role of infrastructure repair in modern life. Henke and Sims offer examples, from local to global, to investigate not only the role of repair in maintaining infrastructures themselves but also the social and political orders that are created and sustained through them. Repair can encompass not only the kind of work we most commonly associate with the term but also any set of practices aimed at restoring a sense of normalcy or credibility to the places and institutions we inhabit in everyday life. From cases as diverse as the repair of building systems on a university campus, a conflict over retrofitting a bridge while protecting murals painted on it, and the global challenge posed by climate change, Henke and Sims assemble a range of examples to illustrate key conceptual points about the role of repair. They show that repair is an essential if often overlooked aspect of understanding the broader impact and politics of infrastructures. Understanding repair helps us better understand infrastructures and the scope of their influence on our lives. *Transport Justice* develops a new paradigm for transportation planning based on principles of justice. Author Karel Martens starts from the observation that for the last fifty years the focus of transportation planning and policy has been on the performance of the transport system and ways to improve it, without much attention being paid to the persons actually using – or failing to use – that transport system. There are far-reaching consequences of this approach, with some enjoying the fruits of the improvements in the transport system, while others have experienced a substantial deterioration in their situation. The growing body of academic evidence on the resulting disparities in mobility and accessibility, have been paralleled by increasingly vocal calls for policy changes to address the inequities that have developed over time. Drawing on philosophies of social justice, *Transport Justice* argues that governments have the fundamental duty of providing virtually every person with adequate transportation and thus of mitigating the social disparities that have been created over the past decades. Critical reading for transport planners and students of transportation planning, this book develops a new approach to transportation planning that takes people as its starting point, and justice as its end. Identifies various challenges to the world community of transport survey specialists as well as the larger constituency of practitioners, planners, and decision-makers that it serves and provides potential solutions and recommendations for addressing them. Presents a cutting edge overview of tackling and adapting to climate change, written by a lead member of the IPCC. "The Transit Street Design Guide sets a new vision for how cities can harness the immense potential of transit to create active and efficient streets in neighborhoods and downtowns alike. Building on the Urban Street Design Guide and Urban Bikeway Design Guide, the Transit Street Design Guide details how reliable public transportation depends on a commitment to transit at every level of design. Developed through a new peer network of NACTO members and transit agency partners, the Guide provides street transportation departments, transit operating agencies, leaders, and practitioners with the tools to actively prioritize transit on the street."--Site Web de NACTO. Collecting fares through "smart cards" is becoming standard in most advanced public transport networks of major cities around the world. Travellers value their convenience and operators the reduced money handling fees. Electronic tickets also make it easier to integrate fare systems, to create complex time and space differentiated fare systems, and to provide incentives to specific target groups. A less-utilised benefit is the data collected through smart cards. Records, even if anonymous, provide for a much better understanding of passengers' travel behaviour as current literature shows. This information can also be used for better service planning. *Public Transport Planning with Smart Card Data* handles three major topics: how passenger behaviour can be estimated using smart card data, how smart card data can be combined with other trip databases, and how the public transport service level can be better evaluated if smart card data is available. The book discusses theory as well as applications from cities around the world and will be of interest to researchers and practitioners alike who are interested in the state-of-the-art as well as future perspectives that smart card data will bring. Introduction -- Residualism -- Carp, algae, dragon -- Happy coexistence -- Parasitism -- Life against life -- Symbiopower. A fascinating examination of technological utopianism and its complicated consequences. In *The Charisma Machine*, Morgan Ames chronicles the life and legacy of the One Laptop per Child project and explains why—despite its failures—the same utopian visions that inspired OLPC still motivate other projects trying to use technology to "disrupt" education and development. Announced in 2005 by MIT Media Lab cofounder Nicholas Negroponte, One Laptop per Child promised to transform the lives of children across the Global South with a small, sturdy, and cheap laptop computer, powered by a hand crank. In reality, the project fell short in many ways—starting with the hand crank, which never materialized. Yet the project remained charismatic to many who were captivated by its claims of access to educational opportunities previously out of reach. Behind its promises, OLPC, like many technology projects that make similarly grand claims, had a fundamentally flawed vision of who the computer was made for and what role technology should play in learning. Drawing on fifty years of history and a seven-month study of a model OLPC project in Paraguay, Ames reveals that the laptops were not only frustrating to use, easy to break, and hard to repair, they were designed for "technically precocious boys"—idealized younger versions of the developers themselves—rather than the children who were actually using them. The *Charisma Machine* offers a cautionary tale about the allure of technology hype and the problems that result when utopian dreams drive technology development. An examination of how post-9/11 security concerns have transformed the public view and governance of infrastructure. After September 11, 2001, infrastructures—the mundane systems that undergird much of modern life—were suddenly considered "soft targets" that required immediate security enhancements. Infrastructure protection quickly became the multibillion dollar core of a new and expansive homeland security mission. In this book, Ryan Ellis examines how the long shadow of post-9/11 security concerns have remade and reordered infrastructure, arguing that it has been a stunning transformation. Ellis describes the way workers, civic groups, city councils, bureaucrats, and others used the threat of terrorism as a political resource, taking the opportunity not only to address security vulnerabilities but also to reassert a degree of public control over infrastructure. Nearly two decades after September 11, the threat of terrorism remains etched into the inner workings of infrastructures through new laws, regulations, technologies, and practices. Ellis maps these changes through an examination of three U.S. infrastructures: the postal system, the freight rail network, and the electric power grid. He describes, for example, how debates about protecting the mail from anthrax and other biological hazards spiraled into larger arguments over worker rights, the power of large-volume mailers, and the fortunes of old media in a new media world; how environmental activists leveraged post-9/11 security fears over shipments of hazardous materials to take on the rail industry and the chemical lobby; and how otherwise marginal federal regulators parlayed new mandatory cybersecurity standards for the electric power industry into a robust system of accountability. This book focuses on emerging issues in usability, interface design, human-computer interaction, user experience and assistive technology. It highlights research aimed at understanding human interaction with products, services and systems, and focuses on finding effective approaches for improving user experience. It also discusses key issues in designing and providing assistive devices and services to individuals with disabilities or impairment, to assist mobility, communication, positioning, environmental control and daily living. The book covers modelling as well as innovative design concepts, with a special emphasis on user-centered design, and design for specific populations, particularly the elderly. Virtual reality, digital environments, heuristic evaluation and forms of device interface feedback of (e.g. visual and haptic) are also among the topics covered. Based on the both the AHFE 2019 Conference on Usability & User Experience and the AHFE 2019 Conference on Human Factors and Assistive Technology, held on July 24-28, 2019, Washington D.C., USA, this book reports on cutting-edge findings, research methods and user-centred evaluation approaches. An examination of Berlin's turbulent history through the lens of its water and energy infrastructures. In *Remaking Berlin*, Timothy Moss takes a novel perspective on Berlin's turbulent twentieth-century history, examining it through the lens of its water and energy infrastructures. He shows that, through a century of changing regimes, geopolitical interventions, and socioeconomic volatility, Berlin's networked urban infrastructures have acted as medium and manifestation of municipal, national, and international politics and policies. Moss traces the coevolution of Berlin and its infrastructure systems from the creation of Greater Berlin in 1920 to remunicipalization of services in 2020, encompassing democratic, fascist, and socialist regimes. Throughout, he explores the tension between obduracy and change in Berlin's infrastructures. Examining the choices made by utility managers, politicians, and government officials, Moss makes visible systems that we often take for granted. Moss describes the reorganization of infrastructure systems to meet the needs of a new unitary city after Berlin's incorporation in 1920, and how utilities delivered on political promises; the insidious embedding of repression, racism, autarky, and militarization within the networked city under the Nazis; and the resilience of Berlin's infrastructures during wartime and political division. He examines East Berlin's socialist infrastructural ideal (and its under-resourced systems), West Berlin's insular existence (and its aspirations of system autarky), and reunified Berlin's privatization of utilities (subsequently challenged by social movements). Taking Berlin as an exemplar, Moss's account will inspire researchers to take a fresh look at urban infrastructure histories, offering new ways of conceptualizing the multiple temporalities and spatialities of the networked city. For more than one hundred years, governments have grappled with the complex problem of how to revitalize distressed urban areas. In 1995, the original urban Empowerment Zones (Atlanta, Baltimore, Chicago, Detroit, New York, and Philadelphia) each received a \$100 million federal block grant and access to a variety of market-oriented policy tools to support the implementation of a ten-year strategic plan to increase economic opportunities and promote sustainable community development in high-poverty neighborhoods. In *Collaborative Governance for Urban Revitalization*, Michael J. Rich and Robert P. Stoker confront the puzzle of why the outcomes achieved by the original Empowerment Zones varied so widely given that each city had the same set of federal policy tools and resources and comparable neighborhood characteristics. The authors' analysis, based on more than ten years of field research in Atlanta and Baltimore and extensive empirical analysis of EZ processes and outcomes in all six cities shows that revitalization outcomes are best explained by the quality of local governance. Good local governance makes positive contributions to revitalization efforts, while poor local governance retards progress. While policy design and contextual factors are important, how cities craft and carry out their strategies are critical determinants of successful revitalization. Rich and Stoker find that good governance is often founded on public-private cooperation, a stance that argues against both the strongest critics of neoliberalism (who see private enterprise as dangerous in principle) and the strongest opponents of liberalism (who would like to reduce the role of government). This timely new edition of Kenneth A. Small's seminal textbook *Urban Transportation Economics*, co-authored with Erik T. Verhoef, has been fully updated, covering new areas such as parking policies, reliability of travel times, and the privatization of transportation services, as well as updated treatments of congestion modelling, environmental costs, and transit subsidies. Rigorous in approach and making use of real-world data and econometric techniques, it contains case studies from a range of countries including congestion charging in Norway, Singapore and the UK, light rail in the Netherlands and freeway tolls in the US. Small and Verhoef cover all basic topics needed for any application of economics to transportation: forecasting the demand for transportation services under alternative policies measuring all the costs including those incurred by users setting prices under practical constraints choosing and evaluating investments in basic facilities designing ways in which the private and public sectors interact to provide services. This book will be of great interest to students with basic calculus and some knowledge of economic theory who are engaged with transportation economics, planning and, or engineering, travel demand analysis, and many related fields. It will also be essential reading for researchers in any aspect of urban transportation. The Anthropocene has arrived riding a wave of pollution. From "forever chemicals" to oceanic garbage patches, human-made chemical compounds are seemingly everywhere. Concerned about how these compounds disrupt multiple lives and ecologies, environmental scholars, activists, and affected communities have sought to curb the causes of pollution, focusing especially on the extractive industries. In *Worlds of Gray and Green*, authors Sebastián Ureta and Patricio Flores challenge us to rethink extraction as ecological practice. Adopting an environmental humanities analytic lens, Ureta and Flores offer a rich ethnographic exploration of the waste produced by Chile's El Teniente, the world's largest underground mine. Deposited in a massive dam, the waste—known as tailings—engages with human and non-human entities in multiple ways through a process the authors call geosymbiosis. Some of these geosymbioses result in toxicity and damage, while others become the basis of lively novel ecologies. A particular kind of power emerges in the process, one that is radically indifferent to human beings but that affects them in many ways. Learning to live with geosymbioses offers a tentative path forward amid ongoing environmental devastation. An examination of how human beings are brought into the planning of complex infrastructure projects, through analysis of a controversial public transportation project. Policymakers are regularly confronted by complaints that ordinary people are left out of the planning and managing of complex infrastructure projects. In this book, Sebastián Ureta argues that humans, both individually and collectively, are always at the heart of infrastructure policy; the issue is how they are brought into it. Ureta develops his argument through the case of Transantiago, a massive public transportation project in the city of Santiago, proposed in 2000, launched in 2007, and in 2012 called "the worst public policy ever implemented in our country" by a Chilean government spokesman. Ureta examines Transantiago as a policy assemblage formed by an array of heterogeneous elements—including, crucially, "human devices," or artifacts and practices through which humans were brought into infrastructure planning and implementation. Ureta traces the design and operation of Transantiago through four configurations: crisis, infrastructuration, disruption, and normalization. In the crisis phase, humans were enacted both as consumers and as participants in the transformation of Santiago into a "world-class" city, but during infrastructuration the "active citizen" went missing. The launch of Transantiago caused huge disruptions, in part because users challenged their role as mere consumers and instead enacted unexpected human devices. Resisting calls for

radical reform, policymakers insisted on normalizing Transantiago, transforming it into a permanent failing system. Drawing on Chile's experience, Ureta argues that if we understand policy as a series of heterogeneous assemblages, infrastructure policymaking would be more inclusive, reflexive, and responsible.

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