

1. Record Nr.	UNINA9910786017503321
Autore	DiMento Joseph F
Titolo	Changing lanes : visions and histories of urban freeways / / Joseph F.C. DiMento and Cliff Ellis
Pubbl/distr/stampa	Cambridge, Mass., : MIT Press, ©2013
ISBN	0-262-31239-5 1-283-93887-1 0-262-31238-7
Descrizione fisica	1 online resource (380 p.)
Collana	Urban and industrial environments
Altri autori (Persone)	EllisCliff <1951->
Disciplina	388.1/220973091732
Soggetti	Express highways - United States - History Express highways - Government policy - United States - History
Lingua di pubblicazione	Inglese
Formato	Materiale a stampa
Livello bibliografico	Monografia
Note generali	Description based upon print version of record.
Nota di bibliografia	Includes bibliographical references and index.
Nota di contenuto	Urban freeways and America's changing cities -- The 1930's -- 1939-1945 -- 1946-1956 -- Changing visions and regulations for highway planning -- Urban freeway stories : three cities among dozens -- Conclusions and epilogue : urban highways and the American city.
Sommario/riassunto	The story of the evolution of the urban freeway, the competing visions that informed it, and the emerging alternatives for more sustainable urban transportation. Urban freeways often cut through the heart of a city, destroying neighborhoods, displacing residents, and reconfiguring street maps. These massive infrastructure projects, costing billions of dollars in transportation funds, have been shaped for the last half century by the ideas of highway engineers, urban planners, landscape architects, and architects--with highway engineers playing the leading role. In Changing Lanes, Joseph DiMento and Cliff Ellis describe the evolution of the urban freeway in the United States, from its rural parkway precursors through the construction of the interstate highway system to emerging alternatives for more sustainable urban transportation. DiMento and Ellis describe controversies that arose over urban freeway construction, focusing on three cases: Syracuse, which early on embraced freeways through its center; Los Angeles, which rejected some routes and then built I-105, the most expensive urban

road of its time; and Memphis, which blocked the construction of I-40 through its core. Finally, they consider the emerging urban highway removal movement and other innovative efforts by cities to re-envision urban transportation.

---