

the lack of social control and authority, unlike the influence of classical principles that had a major influence on city building in Europe, a weak planning system, and developers who cherry pick those new urbanist elements that are marketable. Instead, she predicts that gated communities, which conform to current values much better than new urbanist communities, will continue to thrive.

Planning the Good Community is a well-organized, well-written, and very competent book by a planning educator who has studied residential environments in the context of community planning in many countries for more than two decades. Nevertheless, a few items might benefit from improvement. Despite the diversity of the international case studies, it might have been a good idea to structure them in a different way. For example, each country's principles could have been compared in a systematic fashion, perhaps in a table like the one on page 57, which compares the principles of new urban approaches, and discussed according to that structure.

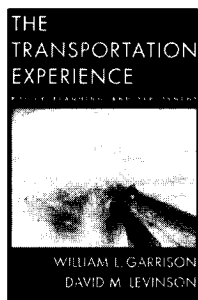
Also, the so-called good community and what it might entail is discussed at length, providing definitions by many authors, including Alexander, Bohl, Duany, Lynch, Plater-Zyberg, and Talen. These discussions make the reader curious about the author's definition of the good community, which is finally provided in only one short paragraph in the final chapter. This reviewer hopes for a more thorough treatment of the author's definition in future publications, incorporating the aspects of equity, power, and environmental sustainability.

In sum, this book provides a general overview of new urbanism and new urban approaches around the world, critically questioning theory and practice during a time when new urbanism is discussed daily in newspaper articles and on listservs, blogs, and other outlets. It will be interesting to see whether Grant's prediction will come true, and if so, how soon.

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Transportation



The Transportation Experience: Policy, Planning, and Deployment

William L. Garrison and David M. Levinson. Oxford University Press, New York, 2006. 472 pages. \$45 (paperback).

Seeing society's inability "to build sufficient infrastructure, to implement important policies, or to develop and deploy new technologies," Garrison and Levinson, two of the most distinctive thinkers and productive scholars in transportation, feel

strongly about the need "to think harder" and "to do better" (p. viii). With this need in mind, the authors explore the history of transportation systems and the roles of policies, planning, deployment, and management in transportation system development in order to inform readers about the experience, logic, and perceptions of transportation activities and to expand their understandings beyond boundaries of current knowledge.

In *The Transportation Experience*, the authors provide an exemplary systematic analysis of what transportation is and how transportation systems have evolved, and offer insights into what can be done to create opportunities for better transportation systems in the future. The book contains 28 chapters grouped in six parts. The overview defines the issues and scope covered in the book and sets the stage for exploration of experiences. The bulk of the book is then devoted to (a) discovering the policy, planning, deployment, and management patterns of railroads and other major transportation modes, and (b) discussing how political, social, economic, technological, communication, and other factors have interacted and played out in the process of transportation model development at various geographic scales. The final part concludes with a series of speculations about future transportation systems and provides some guidance for readers to think about transportation issues and engage in policy debates and planning activities.

The book is unique in its application of a transportation-oriented experience framework for analyzing policy debates and decision making. Like other disciplinary policy analyses, the book focuses on actors, institutions, and the process of decision making at various stages from birth to planning, deployment, implementation, and management in the life cycle of transportation system development. However, the transportation experience model differs from other disciplinary approaches in that it treats transportation experience as an endogenous factor in the policy formation process. It argues that transportation experience forges perceptions, attitudes, and principles toward issues, creates needs for policy studies and debates, and consequently generates corresponding policies. The authors illustrate the point that "experience yields policy" (p. 21) with an example of a small community's experience with subsidized air service.

While the transportation-oriented experience framework certainly offers a fresh way to analyze transportation problems, it may overstress the importance of transportation as an endogenous factor in policy formation. Although it is undeniable that transportation is a factor embedded in many policy debates, the level of importance in policy formation is subject to specific circumstances. The model does not fully explain situations where transportation is used as a catalyst for economic development or as a means in response to social and energy problems largely caused by nontransportation, or in the authors' word "outside," factors. The difficulty of treating transportation as an endogenous factor in policy formation is due to the complexity of the transportation system and the fact that transportation interacts with other social, political, and economic factors in a highly dynamic fashion across time, space (both political and geographic territories), and issues. The line between transportation as an affecting and affected element in the policy formation process is not always clear. Examples of this can be spotted from time to time in the book. Nevertheless, the approach of examining policy formation and policy effect through the lens of

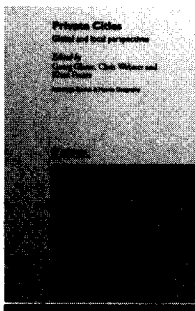
transportation experience will no doubt inspire further work on the connection and interaction between transportation and other factors in unconventional ways.

Writing in a conversational, story-telling style, the authors successfully apply metaphors to illustrate their points and galvanize critical thinking. The book has potential use by broad audiences. It would be an excellent textbook for classes with subject matters of transportation history, planning, and policy. Although the book lacks an in-depth discussion of, and comparison with, other policy formation theories, it could be useful for public policy courses, as it provides a distinctive view on the examination of policy formation. With a focus on thinking and learning, there are numerous questions throughout the book, which certainly can be used to generate lively class discussions. Finally, the book can be a good choice for pleasure readers with an interest in transportation history. Scholars and readers with an interest in transportation, city planning, and policy studies will find this excellent book timeless, thought-provoking, illuminating, and enriching.

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International Planning and Development



Private Cities: Global and Local Perspectives

Georg Glasze, Chris Webster, and Klaus Frantz, editors.
Routledge, London, 2006. 256 pages. \$145.

In the last couple decades, the number of gated communities has increased noticeably in many cities around the world. With the increase has come a significant impact on urban areas, as well as increased attention to these communities by scholars from different disciplines. In this respect *Private Cities*, edited by Glasze, Webster, and Frantz, is a timely, interdisciplinary, and more systematic addition to the growing body of literature on gated communities. The editors belong to a founding group of international scholars who have initiated a research network: Private Urban Governance and Gated Communities. The chapters are based on papers presented at the network's conference held at the University of Mainz in 2002.

The book is set to discuss the “[p]rivately governed and secured neighborhoods (often called gated communities)” (p. 1). The main premise is that some scholars have advanced specific claims, which,

in the opinion of the editors, have not been sufficiently supported by empirical evidence. Therefore, the book aims to put “[t]ogether factual information from countries across the globe to present a sketch of a global phenomenon of private neighborhoods” (p. 1). Three specific arguments are targeted for reconsideration: Gated communities are growing because of fear of crime; these communities should be studied within the context of privatization of space; and gated communities originated in the United States and consequently spread to other parts of the world.

The book is said to be further organized around two themes, global and local perspectives, although they are not evident in the formal organization of the chapters. The first five chapters discuss the process of gating within the United States. The next eight chapters present case studies from Latin America, South Africa, Lebanon, China, Spain, New Zealand, and Russia.

McKenzie's work is well known to scholars interested in the process of gating. His opening chapter in the book is outstanding, synthesizing some of the issues of his previous work and bringing attention to potentially explosive aspects of the private neighborhoods, such as conflict and litigation, bad press, and reactive legislations. He argues that the proper term to use about the phenomenon of neighborhoods with private governments is common interest developments (CIDs) and establishes five specific characteristics to distinguish them: common ownership of real property, private land-use controls, private governments, master planning, and the use of security features. Although I think that gated communities are a special case, I find these characteristics particularly useful for the study of the larger issue of privatization and fragmentation of space. The author also specifically touches upon issues of segregation and the role of developers and local governments in promoting the CIDs.

Low, who is also well known for her work on gated communities, finds empirical support for several theoretical ideas: spatial governmentality, where zoning is seen as imposing social order, particularly in controlling the social composition of neighborhoods; spatial residential segregation, pointing out that CIDs “provide a legal framework for the consolidation of residential segregation” (p. 46); and moral minimalism, where gated communities are likened to suburban affluent neighborhoods that combine political autonomy, social homogeneity, and homeowner association. The support for these different theoretical arguments is based on gaining access and conducting interviews in seven different gated communities: three in the New York area, three in San Antonio, and one in Mexico City. The chapter is theoretically innovative, empirically rich, well balanced, and interspersed with gated residents' own words and expressions, which paint a vivid picture of how personal motivations of gated living differ across communities.

Le Goix's chapter draws on the only dataset available for gated communities in the Los Angeles metropolitan region. The data were collected for his dissertation research and has proved to be the best resource for spatial analysis of the gating process. He argues that gated enclaves function as public-private partnerships: “Theoretically speaking, gated communities are private areas entitled to provide public services privately” (p. 88). Since these communities tend to be self-contained areas and function based on maintenance fees, local governments are not expected to provide many services. Meanwhile, municipalities collect property taxes and grant auton-