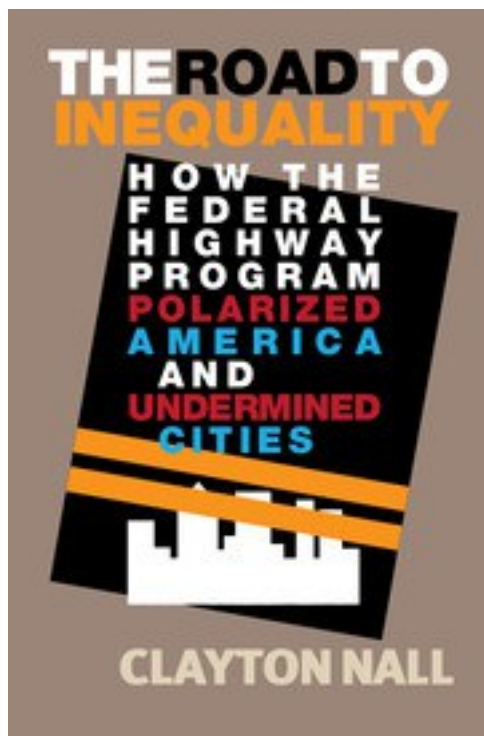


# The Road to Inequality



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The Road to Inequality shows how policies that shape geographic space change our politics, focusing on the effects of the largest public works project in American history: the federal highway system. For decades, federally subsidized highways have selectively facilitated migration into fast-growing suburbs, producing an increasingly non-urban Republican electorate. This book examines the highway programs' policy origins at the national level and traces how these intersected with local politics and interests to facilitate complex, mutually-reinforcing processes that have shaped America's growing urban-suburban divide and, with it, the politics of metropolitan public investment. As Americans have become more polarized on urban-suburban

lines, attitudes towards transportation policy - a once quintessentially 'local' and non-partisan policy area - are now themselves driven by partisanship, endangering investments in metropolitan programs that provide access to opportunity for millions of Americans.

作者介绍:

Clayton Nall is Assistant Professor of Political Science and a faculty affiliate in the Urban Studies Program at Stanford University, California. His research has appeared in American Journal of Political Science, the Journal of Politics, Statistical Science, and The Lancet, and his work has been covered in The New York Times, The Washington Post, and The Atlantic. This book is based on research that won the Harvard Department of Government's Toppan Prize for the best political science dissertation and the APSA William Anderson Award for the best dissertation on federalism and state and local politics.

目录: 1 - Introduction  
2 - How Highways Facilitate Partisan Geographic Sorting  
3 - Highways Polarize Metropolitan Political Geography  
4 - Transportation Becomes a Partisan Issue  
5 - Implications for Transportation Policy Making  
6 - Conclusion  
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标签

美国政治

经济地理学

政治经济学

城市经济学

评论

4星。最开始几章非常不错。作者提出了一个有趣的视角，以往人们更关注政治如何影响交通投资，作者反其道研究交通投资是如何影响政治的。作者的主要发现是美国的交通体系使得郊区和农村有更多的共和党人，并加剧了城乡之间的党派对立，这进一步影响了交通投资分配中城市公交系统投资——更多的共和党人反对在城市里投资地铁和公交车。

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书评

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