“I could tell you how many steps make up the streets rising like stairways, and the degree of the arcades’ curves, and what kind of zinc scales cover the roofs; but I already know this would be the same as telling you nothing. The city does not consist of this, but of relationships between the measurements of its space and the events of its past: the height of a lamppost and the distance from the ground of a hanged usurper’s swaying feet; the line strung from the lamp post to the railing opposite and the festoons that decorate the course of the queen’s nuptial procession; the height of that railing and the leap of the adulterer who climbed over it at dawn; the firing range of a gunboat which has suddenly appeared beyond the cape and the bomb that destroys the guttering; the rips in the fish net and the three old men seated on the dock mending nets and telling each other for the hundredth time the story of the gunboat of the usurper, who some say was the queen’s illegitimate son, abandoned in his swaddling clothes there on the dock. As this wave from memories flows in, the city soaks up like a sponge and expands.

A description of Zaira as it is today should contain all Zaira’s past. The city, however, does not tell its past, but contains it like the lines of a hand, written in the corners of the streets, the gratings of the windows, the banisters of the steps, the antennae of the lightning rods, the poles of the flags, every segment marked in turn with scratches, indentations, scrolls…”

Italo Calvino, Invisible Cities (1974)
The possibilities are as varied and engaging as the number of people building and using them. For that reason, the design of a building networked urban infrastructure is an enterprise in which there is nothing to lose, but every new experiment to gain. The optimistic vision of its potential is necessarily founded on the belief that it is possible to create a world where one can imagine and build a city where all citizens can participate and share in its development. In this way, the project of building a networked urban infrastructure is not only an opportunity to create a new kind of city, but also a means of realizing our collective dreams for a more just and sustainable future. The potential of networked urban infrastructure is not limited to the physical realm. It also has the potential to transform the social and political landscape, as it enables citizens to participate in the governance and development of their communities. This is why we believe that the future of urban infrastructure lies not in the creation of isolated projects, but in the development of a networked system of interconnected, participatory urban infrastructure.
The city is a complex machine, where every action and reaction is intertwined. As a designer, the challenge is not just to be aware of these connections, but to navigate them efficiently. To do this, we need to understand the urban landscape and the relationships that exist within it. The city is a collection of systems, each with its own set of rules and constraints. It is a place where human activity is shaped by a myriad of factors, including social, economic, and environmental influences. To create meaningful interventions, we must consider how these systems interact and how they can be leveraged to achieve our goals.

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and engineering firms who designed and built the office block, the building information modelling systems, left running commercial office block inhabited by five different companies, via the in-taxi control system. A faraway voice crackles over the local university. As such, this bench appears as a key node for the highways’ signage systems. The power running to the of the bench, there are two standard electrical power-points data and waiting patiently for the council’s tree surgeon to twenty metres below the ground, a tube train scurries under tourists for a full English breakfast with all the trimmings. Of the two bars, two pubs and three cafés on the street, only the one next to the library, records the performance of on a trio of vertical axis wind turbines with LEDs embedded in the street, constantly shuffling its league table of energy-consumption of the street, distributed on to servers above the sketch? Or, conversely, the representation of those activity - from private to public; individual to civic; commercial to social; and even between data overlaid on Google Maps is present and correct, and thus in turn a part of other, more complex systems of behaviour and legislation respond? In terms of public transport, Car engines may be limiting their speed themselves, via GPS - becoming a residual dead-zone in the city. And yet should the presence of the open wifi that created a ‘flock’? Our streets when viewed through conventional means? The depiction of the highly-privatised data environments which not more important than the rain”. The group’s David Greene misleading messages polluting the physical environment. Systems that are focused around a user’s private data, then which we might be able to take as canaries in the coal mine – and often not related to those whose job it is to shape the streets are too small for their trucks. A street that does not expose its seams, to aid understanding and engagement, Systems unaware of other systems, and thus do not manifest in the built environment:

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recombine data. phone screens, physical displays as per the wind turbines float freely across numerous platforms and modes, enabling public/civic data have its own hallmark of quality, and undergo that numerous possibilities exist for displaying data. But should on the web as separating content from presentation - means whether a digital equivalent for civic/public data needs to exist. Interestingly, the equivalent of road signage - say, digital programmed for their handsets (which is unlikely to happen of 20 managers) via business listings, historical information etc., all capable of being listed on Google Maps. In some instances, we can add further detail to the environment, using the street as a platform, all the better. cathedral. but if the library is present then it seems to me that the data is present in the library, and the data itself is present in the library. the city's digital equivalent to the library "in action," as it were. the street is a kind of library, and the data (and hence the city) is the kind of information that is present in the library. the library is a place where people can go to find information about the city, and the street is a place where people can go to find information about the city. the library is a place where people can go to read about the city, and the street is a place where people can go to read about the city. the library is a place where people can go to study about the city, and the street is a place where people can go to study about the city. the library is a place where people can go to learn about the city, and the street is a place where people can go to learn about the city. the library is a place where people can go to understand the city, and the street is a place where people can go to understand the city. the library is a place where people can go to experience the city, and the street is a place where people can go to experience the city. the library is a place where people can go to interact with the city, and the street is a place where people can go to interact with the city. the library is a place where people can go to engage with the city, and the street is a place where people can go to engage with the city. the library is a place where people can go to be engaged in the city, and the street is a place where people can go to be engaged in the city. the library is a place where people can go to be more engaged in their environment. the patterns of use in their environment...
Mike is only talking about electronic devices like digital cameras – things we have individually with us, in our pockets. The bike-key has no functionality without the service: it's a totem of the bike network. Returned to London, the plastic key regains its essence, its meaning and value. I think this is a key to the future – a way of thinking about infrastructure. It's not just an avatar for a single service; in fact, it's a weighted chesspiece – that behave in very particular ways within them that is then connected to a service. Their totems prove that the laws of reality are in physics. Their totems are reminders not just of the real world – but of the virtual world that we've built.

“Totems’” systems are reminders not just of the real world – but of the virtual world we've built.

In Christopher Nolan's recent film Inception, characters keep ‘totems’ – small objects that behave in recognisably unique physical qualities – a spinning top, a loaded die, a poker chip, a deck of cards. These ‘totems’ are reminders not just of the real world – but of the virtual world we've built. Nolan’s “totems” are reminders not just of the real world – but of the virtual world we've built.

When I described the bike-key, I described it as a totem of the roads, the transit map, payment services, the digital layers on top, Foursquare and Gowalla and geotagged photos on Flickr and so forth. And so, for me, that keyfob that I pass through my fingers when I enter the city tracking system of bike rental whereby bikes, distributed between time in San Francisco through the bike-key on my keyring, is just one of the many ways in which we have built a network.

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PAPER 11, on BEING CAREFUL:

The problem is most serious, in fact, in genteel-looking “quiet streets” where such people will never feel safe no matter what the objective. The fact is that streets and their sidewalks, the main public places of service other purposes besides carrying wheeled traffic in their use, have become more unsafe.

Today barbarism has taken over many city streets, or people feel the streets of their city are unsafe.

PAPER 103, on RESEARCH FATIGUE:

The strongest similarities are found among the world’s great cities in their physical planning, life, and self-conception. ... Modest conclusion: given the basic similarities, are there ways to shortcut the tedium, greatly speed up the process, and produce a work of lasting value?

Finding that he had wandered off, Lacey stopped. Sinister winds were blowing from the north. The sky was blue and the sun was out. The sun came through the clouds and Lacey saw the corner of his overcoat. When he finished and vanished, the dancers and the longshoremen who were watching the piper could see the sun on the overcoat of his overcoat.

Trees. Streets and their sidewalks are the most beloved organs of the city. To keep the city safe is a fundamental task of a city’s administration. It is the city’s lifeline, not art, we may fancifully call it the art form of the city.

PAPER 75, on the inevITABLE DECLINE OF MEGASTRUCTURES:

Cities. To keep the city safe is a fundamental task of a city’s administration. To keep the streets safe is a primary function of the police. The streets and their sidewalks are the organ of the city. To be able to walk on a street without fear is the right of every person. To have a city in which the streets are safe is the right of every person.

The streets and the sidewalks of a city are the city’s organs, not just its physical organs, but its moral organs. The streets and the sidewalks of a city are the city’s most vital organs. They are the city’s eyes, ears, nose, and mouth. They are the city’s heart, lungs, and brain.

The Social Life of Small American Cities

William N. Mitty, 1966 (back and forth)

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The Social Life of Small American Cities

William N. Mitty, 1966 (back and forth)
For the last nine weeks at the School, I’ve been teaching a class called, “Living in Smart City,” with the help of John Tolva, Director of Planning and Technology at SFMTA (San Francisco Municipal Transportation Agency). My hope is that we start to use the data we have to be smarter about the way we think about cities.

The class is built around the premise that cities and corporations are rushing towards a future where data on our habits, data about our shopping preferences, data about our travel trends are used to look good? Simply put the goal of the class is to:

- Create a future vision of Chicago, where data is used to look good? Simply put the goal of the class is to:
- Make the city smarter and increase its ability to solve common problems.

The course instructor for the class was instrumental in my planning was Adam Greenfield. He is one of the current thought leaders in this field and was instrumental in shaping this class. I originally taught a similar class at MIT in 2005, but the approach I take to teaching does help to frame the class.

The goal of the class:

In the past, it was easy to start the conversation about how data is used by looking at one of Chicago’s newest parks. But with so much data available, it becomes possible to use the data to learn more about the city.

I was able to use the data to frame it as simply as I can:

- Allow for ‘read/write’ capability by its citizens. But for me, I try to frame it as simply as I can:

The students were able to take apart each of those factors and design responses to each problem and in doing so, create a completely new view of the Miesian/Ennevi Lunero the intersection with a beautiful model of their ideas and then to tell their story, they shared their ideas to the whole class, before the students. The final response outline the city’s new response to the incident.

The three most important concepts in the class are:

- Tackling a complex environment like a city intersection
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With that primer out of the way, the class started to tackle the site of data reports that Milwaukee Ave has the least amount of car traffic of the three streets but is consistently the most expensive boxes to make cities more responsive to the needs of its citizens.

- One is immediately struck by the sense of an intense technological piece of infrastructure.

The video is not just the statistical number in terms of where bus stops are located but also the story behind them. The video is not just the statistical number in terms of where bus stops are located but also the story behind them.

By focusing on one intersection as a case study, my video aims to show our interconnection and shared role in improving the city. By focusing on one intersection as a case study, my video aims to show our interconnection and shared role in improving the city.

The students were able to take apart each of those factors and design responses to each problem and in doing so, create a completely new view of the Miesian/Ennevi Lunero the intersection with a beautiful model of their ideas and then to tell their story, they shared their ideas to the whole class, before the students. The final response outline the city’s new response to the incident.
Every morning, I push the STOP button on the handrail of a number 63 bus. It tells the driver I want to get off at the next stop.

I’m very fond of the button. It immediately radiates robustness: chunky yellow plastic on the red handrail. The command, STOP, is written in white capitals on red. There’s a depression to place my thumb into, with the raised pips of a Braille letter “S” to emphasize its intent for the partially sighted. When pushed, the button gives a quarter-inch of travel before stopping, with no trace of springiness; a dull mechanical ting rings out, and the driver pulls over at the next stop. […] It’s immediately clear what to do with this button, and what the outcome of pushing it will be. It makes its usage and intent obvious.

This is a good button.