

## Acknowledgments

This book grew out of a long and fond association with the city of Bengaluru. In 2001, I started work as a researcher there. Since this was the first time that I was living in this city, I spent my free time on weekends and holidays exploring the city—its different roads, sights, and neighborhoods, as well as its food, festivals, and fairs. Traveling around the city with the fresh eyes of an outsider, I was struck by how the layers in the city’s historical experience were stitched together like a patchwork quilt. The orientation of roads, architecture, and spatial organization of one neighborhood more often than not differed from its adjoining locality, thereby revealing their diverse historical provenances. Thus, a visit to any neighborhood was like visiting a different city in itself, and this was an incredibly intriguing experience and drove me to explore more of the city. That urge to explore remained with me even after I left the city to pursue graduate studies and even when I returned almost annually to pursue fieldwork for different research projects. It is this urge that bolstered my research inquiries. I therefore first acknowledge and thank the fullness of the city of Bengaluru: its residents (past and present) for their actions, its managed environments (shady but dwindling avenue trees, stray dogs, cool but particulate-laden breezes, manicured but cloistered gardens, gentle rain and occasional floods, and always malodorous rivers/drains/tanks) for their generosity, its temperamental infrastructures for their support, its automotive vehicles for their loud insistence, its coffee shops for lubricating so much of my writing, its delightful cuisine (especially benne masala dose, kesar bhath, and holige) for keeping me in good spirits, and its Gods (large and small) for their blessings. Without all of them, this research may not have been possible.

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“Who will Decongest Bengaluru? Politics, Infrastructures and Scapes,” *Mobilities* 10, no. 2 (2015): 304–125, first published online on December 9, 2013, by Taylor & Francis Ltd. Reprinted by permission of the publisher (Taylor & Francis Ltd., <http://www.tandfonline.com>). Chapter 3 is an expanded and substantially rewritten version of an article that was published in a peer-reviewed academic journal: G. Gopakumar, “Regime of Congestion: Technopolitics of Mobility and Inequality in Bengaluru, India,” *Science as Culture*, first published online by Taylor & Francis Ltd. Reprinted by permission of the publisher (Taylor & Francis Ltd., <http://www.tandfonline.com>).

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# Installing Automobility

## Emerging Politics of Mobility and Streets in Indian Cities

By: Govind Gopakumar

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