urban life takes place in time as much as space. The natural rhythms of day and night, the changing seasons and even the longer passage from birth to death have always structured human experience in cities. In modern cities, the daily and weekly cycles of the workday and the weekend and the yearly schedule of events, holidays and vacations shape not only urban experience but even urban space itself. Cities are built to accommodate these functions but their physical forms, constructed for permanence, rarely acknowledge their temporal dimension. The French sociologist Henri Lefebvre argued that every city has a unique rhythm, shaped by its history, geography and culture. He warned that cities that focus on space while ignoring time risk losing their souls and turning into generic and dead places.

Recently, artists, planners, city governments and civic-minded organizations have been experimenting with the possibilities of urban space and time in order to create unfamiliar and compelling experiences of cities. The space of a city is never static. Physical changes involving increases in density and height, new public spaces or on-street interventions, new safety technologies or the removal of the car can dramatically alter the character of a city’s streetscape. As the space of a city changes, so does its time. Once a city’s streets and spaces are filled with the altogether unfamiliar rhythms and cadences of public space, the city transforms and its potential for cultural production is greatly enhanced. The city’s streets and spaces are filled with the altogether unfamiliar rhythms and cadences of public space, the city transforms and its potential for cultural production is greatly enhanced.

In the late 1990s, the public art organization Rebar created the PARK(ing) Day guerrilla art intervention in San Francisco. On the third Friday of September in 2005, Rebar transformed a single metered parking space located on Market Street and the sidewalk into a tiny park, complete with a tree, bench, bike rack and cooler for refreshments. Rebar’s PARK(ing) Day intervention was a provocation, to question the need for private parking spots to spaces of food preparation, play, rest and recreation. "Are we designing children and play out of our cities?" asked Rebar. PARK(ing) Day is an example of bottom-up, participatory planning in action as visitors rearranged the temporary furniture and materials provided by Rebar in ways they thought might enhance the space. PARK(ing) Day is a bottom-up approach to public space design, one that can be implemented anywhere at any scale. PARK(ing) Day is an example of bottom-up, participatory planning in action as visitors rearranged the temporary furniture and materials provided by Rebar in ways they thought might enhance the space. PARK(ing) Day is a bottom-up approach to public space design, one that can be implemented anywhere at any scale.

In 2008, Rebar began a repeat of their intervention, this time on the third Friday of May. This time their intervention would be more approved and on their way to construction. They transformed a single metered parking space located on Market Street into an office parklet featuring a comfortable seating area complete with television, Wi-Fi and bike racks. The intervention was popular and safe routes in a city. At the end of the day, the city transformed and the potential for cultural production is greatly enhanced.

In New York, the bike lane is located between strips, trees or—most commonly—parked cars. Perhaps the safest way for people on bicycles to move from roadway traffic. Due to improvements in infrastructure, the city has held public art contests to create new and实验性自行车道。Due to improvements in infrastructure, the city has held public art contests to create new and实验性自行车道。Due to improvements in infrastructure, the city has held public art contests to create new and实验性自行车道。Due to improvements in infrastructure, the city has held public art contests to create new and实验性自行车道。Due to improvements in infrastructure, the city has held public art contests to create new and实验性自行车道。Due to improvements in infrastructure, the city has held public art contests to create new and实验性自行车道。