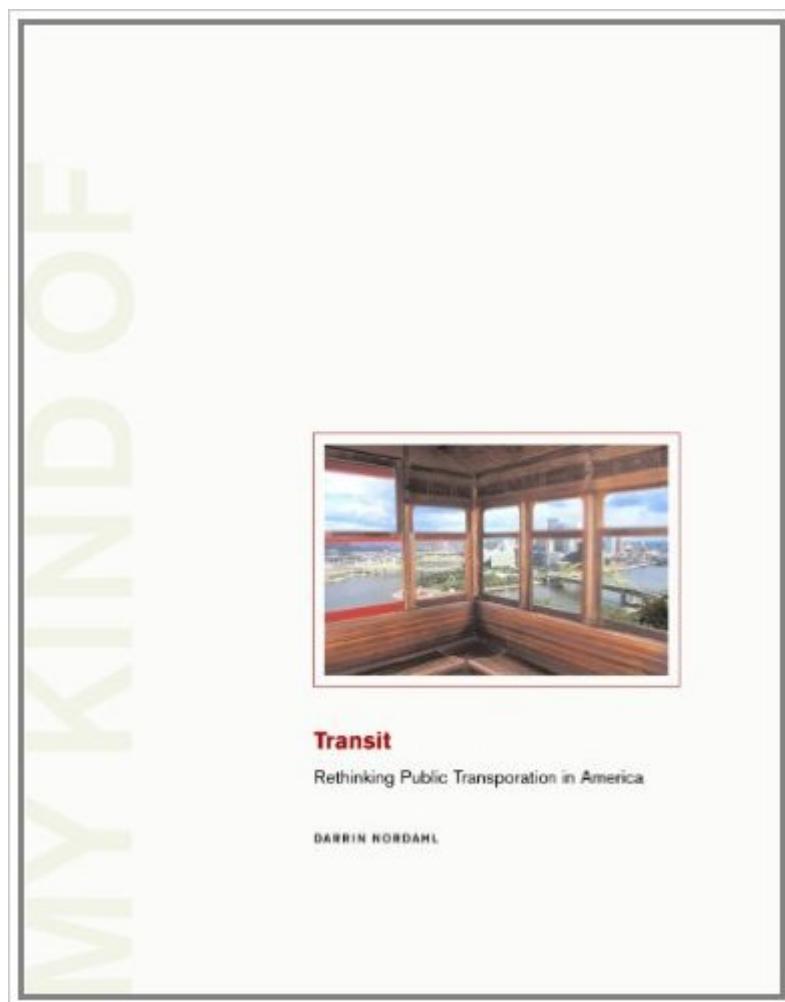


The book was found

My Kind Of Transit: Rethinking Public Transportation (Center For American Places - My Kind Of ...)



Synopsis

In *My Kind of Transit*, Darrin Nordahl argues that like life itself, transportation isn't only about the destination, but the journey. Public transit reduces traffic and pollution, yet few of us are willing to get out of our cars and onto subways and buses. But Nordahl demonstrates that when using public transit is an enjoyable experience, tourists and commuters alike willingly hand in their keys. The trick is creating a system that isn't simply a poor imitation of the automobile, but offers its own pleasures and comforts. While a railway or bus will never achieve the quiet solitude of a personal car, it can provide, much like a well-designed public park, an inviting, communal space. *My Kind of Transit* is an animated tour of successful transportation systems, offering smart, commonsense analysis of what makes transit fun. Nordahl draws on examples like the iconic street cars of New Orleans and the picturesque cable cars in San Francisco, illustrating that the best transit systems are uniquely tailored to their individual cities. He also describes universal principles of good transit design. Nordahl's humanistic treatment will help planners, designers, transportation professionals, and policymakers create transit systems the public actually wants to ride. And it will introduce all readers to delightful ways of getting from point A to point B.

Book Information

Series: Center for American Places - *My Kind of . . .*

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Average Customer Review: 3.9 out of 5 stars [See all reviews](#) (7 customer reviews)

Best Sellers Rank: #804,297 in Books (See Top 100 in Books) #90 in Books > Engineering & Transportation > Transportation > Mass Transit #355 in Books > Arts & Photography > Architecture > Sustainability & Green Design #796 in Books > Arts & Photography > Architecture > Urban & Land Use Planning

Customer Reviews

People in the public transport business care about unionized workers. They care about creating big projects to get interest from stakeholders. Who they don't care about is customers. Customers, after

all, are mostly poor, dispossessed folks who should be glad they have public transport at all. This book challenges this idea and looks at public transport from the perspective of customers. How can we really get people out of their cars? By making public transport accessible and fun to use. The author talks convincingly about what might make that happen, using a number of real world examples. I am dubious that people could really be coaxed out of their car, since cars are so much more convenient than trains or busses. But the idea of making public transportation a social space instead of just a utilitarian way to get people from place to place is very appealing. I somehow doubt that making public transport even slower than it is today is going to make things work for most. But I applaud the author in at least asking questions I have never seen asked before. This book is very much worth reading for the examples, and for people to really think about what could make public transport make sense for at least some people in our age of hustle and bustle.

This book is unrealistic. It looks at several small transportation systems with boutique-like endearing qualities and then attempts to contrast them with the industrial strength systems in major metro areas. I kind of felt like my school was using this book to do the author a favor since what he wrote doesn't have a lot of practical application outside of small tourist area public transportation systems.

This is not a book to use for a class. To me it is more of a book for some reading on transportation systems and how they have evolved.

Excellent

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