The following review appeared in the January 2016 issue of CHOICE:

**Economics**

**53-2286** HE5629 CIP


Though it opens with an all-too-conventional rant against cars “choking on their own success,” this book provides a provocative and constructive tale of several western US cities and their initiatives vis-à-vis transportation. In the course of a 3,700 mile trip—by bike, foot, bus, train, boat, and (for one leg) rental car—around nine western states, Sullivan met with traffic and city planners who described their successes with (and hopefulness about) bike lanes, new light-rail systems, and policy initiatives. The policies sought to focus development along corridors, thus giving access by more efficient transportation modes and at the same time preserving the appeal of the West as a place of “space” and free movement. Sullivan provides excellent comparisons of transportation and settlement patterns in Denver, Phoenix, Salt Lake City, and Portland—patterns that reflect the eras the cities were settled—and alternative approaches that provide for 21st-century needs. He describes the desire for “low friction lifestyles” rather than “high friction hour long commutes surrounded by cars, horns, and lines.” And he blames the auto and the interstates for western landscapes “thinned and agglomerated; scenic touristic emptiness between large bruising metros.” The index and references are excellent.

--D. Brand, Harvard University

Summing Up: Highly recommended. Upper-division undergraduates through faculty and professionals; general readers.