

Today we'll examine the role that private transportation, namely, the automobile plays in city planning.

今天我们将调查私人交通工具，换句话说，汽车在城市规划中所扮演的角色

A number of sociologists blame the automobile for the decline of the downtown areas of major cities.

许多社会学家把主要城市的市中心的衰退归咎于汽车。

In the 1950's and 1960's the automobile made it possible to work in the city and yet live in the suburbs many miles away.

在五十年代和六十年代，汽车使在城里工作，但却生活在许多英里之外的郊区成为可能。

Shopping patterns changed: instead of patronizing downtown stores, people in the suburbs went to large shopping malls outside the city and closer to home.

购物模式改变了：生活在郊区的人们去城外且离家近的大型购物中心，而不是屈尊闹市商店。

Merchants in the city failed; and their stores closed. Downtown shopping areas became deserted.

城里的商人失败了；他们的商店关门了。市中心购物区变得荒芜了。

In recent years there's been a rebirth of the downtown areas, as many suburbanites have moved back to the city.

近年来中心区迎来了新生，因为许多郊区居民都搬回了城里。

They've done this, of course, to avoid highways clogged with commuters from the suburbs.

他们这么做，当然了，是为了避免来自从郊区到市区通勤时的交通堵塞。

I've chosen this particular city planning problem—our dependence on private transportation to discuss in groups.

我选择了这个特殊的城市规划问题——我们对私人交通工具的依赖，来做小组讨论。

I'm hoping you all will come up with some innovative solutions.

我希望你们都将提出一些创新性的解决方案。

Oh, and don't approach the problem from a purely sociological perspective; try to take into account environmental and economic issues as well.

哦，不要从一个纯粹的社会学视角来着手处理这个问题；也试试考虑环境和经济问题。