\*Cars Bad- BQ and CO

Automobiles DA

Economy high now

The automobile industry is key to stimulating the economy; it is key to trade, and creation of other sectors. A shift away from this industry will hurt the economy

CLLD No Date

(Center for Lifelong Learning and Design, Impact of the Automobile on the Economy, <http://l3d.cs.colorado.edu/systems/agentsheets/New-Vista/automobile/commerce.html> DM)

It would be impossible to list all of the specific effects of automotive production in our economy, but these are especially significant. In 1916, the marketing of automobiles stimulated a great expansion in the use of "credit." Installment buying existed before the automobile but only for a limited range of products. Manufacturers of medium-priced cars allowed customers to pay in several payments to help jostle the competition of the low-priced Model T. Installments became a universal practice in all countries in the purchase of automobiles, and it accustomed people to buying other durable consumer goods in the same way. Motor hotels or motels are specifically constructed for the automotive world. They are designed to provide overnight lodging for cross-country drivers. The first motels started being made in 1925 and they can mainly be found by busy interchanges, the outskirts of towns, or near airports. All motels have free parking near the rooms, which allow guests to reach their rooms directly. Most motels do not require reservations because most traveling motorist do not exactly know where they will stay that night. For motorists' convenience, motels have large signs that tell whether or not there are any vacancies. Nowadays, one sees more motels then hotels. Then there was a striking development of drive-in businesses, again first in the United States but spreading rapidly everywhere else. The Pig Stand in Dallas, Texas became the first drive-in restaurant in 1921 when they modified their parking lot to allow people to order their food and eat without leaving their cars. Then came drive-in-movies, drive-through banks, and convenience stores. In 1946, 7-11 opened and became the first extended hours convenience store open for local homeowners and cross-country travelers. Ray Kroc took the assembly line idea into the food industry when he started opening multiple McDonalds fast food in 1948. This triggered something that caused a major commercial growth in our nation's food industry. Fast food and other chain restaurants started opening everywhere in the world. For such countries as the United Kingdom, Japan, France, Italy, Sweden, and Germany, motor vehicle exports are essential to maintaining the balance of international trade. The automotive industry has become a vital element in the economy of industrialized nations: motor vehicle production and sales are one of the major indicators of the status of the economy in those countries. The effect of motor vehicle manufacturing on other industries is very considerable as well. Almost one-fifth of US steel production and nearly three-fifths of its rubber output go to the automotive industry, which is also the largest single consumer of machine tools. Moreover, the special requirements of automotive mass production have had a big influence on the design and development of highly specialized machine tools and have encouraged technological advances in petroleum refining, steel making, paint and plate-glass manufacturing, and other industrial processes.

Read impact card for economic collapse.

Automobile DA- 2NC Link Evidence

Automobile dependency is key for boosting the economy several warrants

Litman at al 2k2

(Todd Litman and Felix Laube, founder and executive director of the Victoria Transport Police, “Automobile Dependency and Economic Development” DM)

Automobile dependency has various impacts that affect economic development.6 These are summarized below and some are discussed in detail later in this paper. *1. Increased Mobility And Convenience For Motorists* Automobile dependency directly benefits vehicle users: favorable pricing, investment, facility design, parking and land use practices make driving relatively fast, convenient and affordable. It also allows businesses to use more centralized distribution systems and Just-In-Time production, and to access a wider range of possible employees and customers, which can cause certain types of agglomeration efficiencies, such as large retail centers. These savings and efficiencies can increase economic development if they increase the productivity of local industries. These productivity benefits are separate and in addition to consumer benefits from increased mobility. However, not all increased vehicle use by producers represents increased productivity. As discussed later in this paper, automobile dependent transportation systems and land use patterns require more travel to provide a given level of services. *2. Increased Vehicle And Fuel Expenditures* Automobile dependency increases per capita vehicles and fuel expenditures, often increasing average annual household transportation expenditures by thousands of dollars, and reduces expenditures on other consumer goods. This can have significant economic impacts, particularly because most vehicles and fuel are imported from other regions. *3. Increased Road And Parking Expenditures* Automobile dependency increases expenditures on roads, traffic services and parking facilities, often averaging hundreds of dollars annually per household. Annual per capita road expenditures average $264 in automobile dependent U.S. cities, $135 in less automobile dependent European cities, and only $88 in the least automobile dependent Asian cities, representing savings in both absolute terms and as a portion of Gross Regional Product.7 *4. Increased Traffic Congestion, Crash Damages And Environmental Impacts* Increased automobile travel tends to increase total traffic congestion delays, crashes and environmental impacts such as air pollution and impervious surface coverages. Although some impacts may be relatively low per kilometer in automobile dependent areas (for example, traffic congestion is often high in older, multi-modal cities, and per kilometer crash rates are often high in developing countries where automobile ownership is low), total costs per capita tend to be higher due to high levels of vehicle use. These costs can reduce regional productivity: Traffic congestion reduces the efficiency of businesses and services that involve local travel. Crash damage costs are borne directly through increased insurance fees and lost worker productivity, and indirectly through taxes to cover injuries and disabilities. Environmental damages can cause illnesses and disabilities, and degrades environmental amenities that have market value to real estate and tourism industries. *Automobile Dependency and Economic Development* *5. Automobile-Oriented Land Use8*Automobile dependency has many land use impacts: buildings become lower and wider, building are separated from each other and sidewalks by parking lots, activity centers (businesses and other public facilities) are located along arterials and highway intersections rather than in clusters and traditional commercial centers, and large areas are devoted to single uses (for example, residential areas may lack retail businesses and public services). Automobile dependency also increases the amount of land that is paved for roads and parking facilities. These impacts have several costs that affect economic productivity and development.9 They can increase the total amount of vehicle travel required for access, increasing travel time and vehicle expenses. They reduce the amount of land available for other productive uses and increase the costs of providing utilities, public services and stormwater management.

Automobiles Key to Investors

Automobiles industry is key to expanding jobs, increasing investors and boosting the economy

Yasir 2k12

(Muhammed Yasir, Writer for the Daily Times in Pakistan, <http://www.dailytimes.com.pk/default.asp?page=2012\05\12\story_12-5-2012_pg5_7>, “‘Auto industry has potential to attract major investment’”, May 12th 2012, DM)

KARACHI: The sustainable policy and protection to local industry will lead to significant development, investment and employment generation in the automobile industry, which not only has the potential to meet the demand of local market but also export its cars to Middle East and African countries. Indus Motor Company (IMC) Chief Executive Officer Parvez Ghias stated this in a meet-up with the media. “There is a need for all stakeholders to be on the same page for achievement of the same goal,” he added The Auto Industry Development Programme (AIDP) should be based on consistent policy and solid commitment among market players and the government in pursuance of development of industry and production projected targets. With the help of government the local auto industry can fetch an investment of up to Rs 250 billion by 2022 along with the exports of $1 billion. “This will also double the direct employment of the industry from current 192,000 to 400,000.” Since Pakistan is facing drought of investment in almost all sectors, mostly due to unstable policies, the government should support the local auto industry that will contribute about 5.50 percent in the national gross domestic product (GDP) by 2022, he added There is a dire need of stable policies, especially a 10-year AIDP because the current AIDP is expiring by the end of June. He said the 5-year AIDP-II plan proposed by the Engineering Development Board (EDB) for the year 2013-17 is not too far from what the industry has suggested. There should be gradual decrease in import duties; 30 percent in the first two years, 27.5 percent in the third and fourth years and 25 percent in the fifth year, for it will not only encourage investment but also safeguard the interests of local vendors, said the IMC CEO. He mentioned that the import duty reduction and tariff rates for localised and non-localised CKD kits are the actual reasons of the current conflict of interests between the EDB and local auto industry. EDB suggests reducing the duty on non-localised CKD kits from current 32.5 percent to 20 percent over the next five years. Ghias further said that in order to increase the annual output of the local auto industry from the current 160,000 units to 500,000 units by 2022, there should be a complete ban on the import of used cars because they are hurting the industry more than imagined. The import of used cars is likely to exceed the number of 43,000 units this fiscal, which is 25 percent of total industry volume. In order to safeguard the current investment of Rs 92 billion and employment of 192,000 in local auto industry, the imports of used cars should be discouraged like in other Asian countries, he said and added that relaxation in policy should be reversed back to three years and 1.0 percent allowable depreciation, with maximum cap at 36 percent. As per the current trends of the industry, the volume of the auto market in the next fiscal year is expected to remain almost equal to the current level with projected sales of 220,000 vehicles, including 160,000 locally assembled units. Briefing on the AIDP proposal, he said that Pakistan Automotive Manufacturers’ Association (PAMA) and Pakistan Association of Automotive Parts and Accessories Manufacturers (PAAPAM) earlier held a meeting with EDB on May 7 to table their suggestions in response to the board’s proposals that 40 percent tariff should be imposed on CBUs of up to 1000cc. The tariffs on different ranges of cars the auto industry proposed are: 50 percent for the cars up to 800cc (should be retained till 2017); 55 percent for the cars from 801cc to 1000cc; 60 percent on the cars of 1001cc to 1500cc; 70 percent for the cars of 1501cc to 2000cc; and 90 percent on the cars of above 2000cc power, he added. Ghias further said that the government should clarify its aims and objectives and must decide whether they want to make Pakistan a trade-based country or a country with heavy manufacturing industry. Therefore, the automobiles will also set their strategy accordingly and work on the same model that is defined by the government. There is no problem with automobile companies to start imports of cars and light commercial vehicles from its originating countries if the government decides to be trading economy, but policymakers should think about the industrialisation and its trickle down effect on the economy and society, he remarked. The local industries should be promoted for country’s welfare because Pakistan is not a country with huge foreign reserves and it needs different avenues of productions where hundreds and thousands of people will be provided employments and business opportunities, he concluded.

Automobiles Key to Jobs

The Automobile industry is key to providing jobs, nearly 10% of recent jobs were directly created through the automobile industry

Hersh and Farrell 2k12

*(*Adam Hersh*, a*n economist at the Center for American Progress Action Fund and Jane Farrell, Special Assistant for Economic Policy at CAPAF,A[uto Industry Provides Bright Spot In Jobs Report, Proving Again That Letting It Fail Would Have Been The Wrong Course](http://thinkprogress.org/economy/2012/04/06/459857/auto-industry-bright-spot/), <http://thinkprogress.org/economy/2012/04/06/459857/auto-industry-bright-spot/> April 6th 2012, DM)

Today’s jobs report from the Department of Labor shows that the private sector [has added jobs](http://www.marketwatch.com/story/economy-fights-headwinds-politics-for-jobs-gain-2012-04-06?link=MW_latest_news) for the past 25 months consecutively. One particular bright spot: auto industry employment continued its winning streak. Nearly ten percent of the 120,000 U.S. jobs added in March were a result of strong growth in the motor vehicles and parts manufacturing sector, serving as yet another wake-up call regarding whose ideas are working for the economy. Many Republicans — including the GOP’s presidential front-runner, Mitt Romney, said we should “let Detroit go bankrupt“. Auto industry jobs suffered a steady decline in the 2000s even before the Great Recession hit. From March 2001 — the previous cycle peak — to December 2007, auto jobs fell from 1.24 million to 956,000. As the housing bubble economy deflated and the financial crisis on Wall Street threw us further into a tailspin, auto industry employment fell by another one-third. Fortunately, the Obama administration had the [vision and perseverance](http://www.whitehouse.gov/the-press-office/fact-sheet-obama-administration-auto-restructuring-initiative-general-motors) to come to the aid of the auto industry in early 2009. By organizing a restructuring of the industry instead of letting it go bankrupt, the Administration saved hundreds of thousands of American jobs and a vital sector of the U.S. economy. The graph here shows the cumulative net change in motor vehicles and parts industries jobs since June 2009–the month that General Motors filed for Chapter 11 bankruptcy and the Obama administration’s strategy for restructuring the American auto industry really kicked into high gear. From June 2009 to March 2012, the industry increased employment by more than 22 percent, or 139,000 new jobs created. And last week, U.S. automakers registered their [strongest sales growth since early 2008](http://www.calculatedriskblog.com/2012/03/us-light-vehicle-sales-at-151-million.html), even stronger than during the [successful “Cash for Clunkers” program](http://www.americanprogress.org/issues/2010/10/cash_over_clunkers.html) in summer 2009. Industry output growth recovered, too. After falling 60 percent in 2008 and 25 percent in 2009, U.S. motor vehicle output grew by 27 percent in 2010 and 12 percent in 2011, adjusting for inflation. Growth in 2011 was held back by the March 2011 Japanese earthquake, which disrupted global automotive supply chains. Without the Obama administration’s bold efforts to restructure the American auto industry, not only would these auto industry jobs not exist, but hundreds of thousands of other jobs upstream and downstream from the auto industry would have disappeared as well.

Automobiles Key to Jobs/ More Spending Help Economy

The automobile industry has created 88,000 jobs since its revival in 2008. This is key to boosting local economies

Hamby 2k11

(Tony Hamby, Writer for Yahoo and a veteran of the United States Air Force. He has worked in the IT industry for over 15 years, “Auto Industry Creates 88,000 New U.S. Jobs” <http://voices.yahoo.com/auto-industry-creates-88000-us-10327993.html?cat=27> November 1st 2011, DM)

The American economy has taken a beating over the last few years. Jobs have been scarce and people have lost their homes. Yet as the dollar weakens against the euro and the yen, America begins to be an attractive option for auto manufacturers. Labor costs in countries such as China and India are getting higher so some companies are looking to expand in the U.S. to cut costs. The result is that many new jobs are coming available for factory workers here at home. New Auto Jobs in the U.S. Volkswagen opened their new plant recently in Chattanooga, Tennessee to build the VW Passat for the American market. While the plant promises great expansion for Volkswagen sales in the U.S., it also brought more than [2000 new jobs](http://www.volkswagengroupamerica.com/chattanooga/employment.htm) to the area. Not too far away, in West Point, Georgia, Kia Motors is looking to add a third shift to its new plant. The company looks to boost production of the Kia Santa Fe and the Sorento and will need [1,000 more people](http://www.ajc.com/business/kia-adding-another-1-746076.html) to cover the shift. **Support Jobs Created by the Auto Industry** GM this year invested $2 billion in expanding U.S. domestic plants across 17 facilities in 8 states. More than [4,000 jobs](http://abcnews.go.com/Business/general-motors-creates-retains-4000-jobs-investing-billion/story?id=13570954) were secured by this move. As many as 3,000 of these jobs will be new hires. In the last 2 years GM has created an additional 9,000 jobs with expansions across the country. The Center for Automotive Research estimates that the investment will create [another 28,000 jobs](http://www.mitechnews.com/articles.asp?id=13152) at parts makers and suppliers to support the growth and more than 15,000 indirect jobs through consumer expenditures as the new auto workers spend their earnings. **Foreign Car Makers Bolster American Jobs** More jobs will be created as [Honda](http://voices.yahoo.com/topic/607/honda.html) adds 1,000 more employees to its Greensburg, Indiana plant. Foreign car makers BMW, Toyota, Nissan and Mercedes are adding 6,350 jobs to the U.S. this year and 3,400 more next year with expanded U.S. operations. All told, the auto industry could create as many as [88,000 new jobs](http://www.autonews.com/apps/pbcs.dll/article?AID=/20111029/OEM/310299999/1277) for Americans by 2014. **Healing a Broken Economy** This kind of job growth will create more spending, boosting local economies and helping American families to lead more enriching lives. The influx of new auto manufacturing jobs and the support jobs created from this growth could ultimately help with the recovery of the overall American economy as more Americans are able to afford mortgages again and families move back to the suburbs and into the houses Americans have lost over recent years.

Automobiles- Job Loss= Poverty

Unemployment leads to poverty and a path of violence

Moore and Clark 2k11

(Kurt Moore and Tabitha Clark, “Writers for The Marion Star, Job loss, economy raise poverty level”, <http://www.marionstar.com/article/20111204/NEWS01/112040301/Job-loss-economy-raise-poverty-level>, December 4th 2011, DM)

MARION - It's always been a tradition at LEAPIN' Outreach Center to take time to pray before opening the doors. As the center has reached more than 2,500 families registered to receive its free clothing and other items, director Pat Hensel said the facility has started inviting its clients to join in the prayers. She hears what these days is a sign of the times, including from many who are homeless and others who are dreading they may be next. "A lot are praying for a job, praying they are not losing their homes," she said. The 2010 Census reported that Marion County was home to 12,692 people living in poverty. Out of a population of 62,131 residents, that is one out of five. While the overall population had only jumped 716 people since the 2000 Census, the number of those in poverty grew 6,729 people. Agencies and volunteers who share the responsibility of helping them and trying to pull them from poverty agree on many of the reasons for the growth. "We need jobs," Hensel said. "Marion has no jobs." Hensel, who operates the center, has seen a dramatic increase in the number of families needing free clothing and other items the center provides. She also rents out sleeping rooms downtown and has heard similar stories from some of the men to whom she rents. "I've had guys looking for work two years," she said. "These guys are struggling." Charles Bulick, the executive director of the Marion Shelter Program, said eviction, job loss and low income are the biggest reasons why people are finding themselves at one of Marion's homeless shelters. "The impact of the economy is hitting hard," he said. "Now we are starting to see flashes of lower middle class entering the ranks of the working poor." Hensel said drug and alcohol addiction is also often a contributor as it ignites a cycle that leads to job loss. She also meets many residents who cannot find work because of a felony conviction. "I spent four years of my life, wasted, in prison," said Marion resident Lacey Hartman, who is facing that struggle. "... Everyone said, 'Once I beat this, everything will be gravy, it will be great,' but it's not. It's hard, it's so hard." She is working part-time at a pizza parlor and is struggling to find a better job. "There's jobs out there, and they could be very good jobs," she said. "They get to know me, they think I'd be perfect, and then the felony thing comes up and I get rejected, every single time." Hartman, a single mom with a 7-year-old son, said she has "overcome and forgiven myself for being in an abusive relationship and being into drugs, but society hasn't." "I want to be a productive member of society," she said. "The last time I drank or took a drug was going on five years now. Nothing much has changed. I mean, I'm sober, but it's harder. I'm hanging in there and hoping that someone will give me a break." Like Hartman, many others in poverty are working but are still struggling. Census figures from 2010 show Marion County residents age 16 and older who had jobs had a poverty rate of 13.3 percent. That was 4,981 out of 31,529 residents. Among those unemployed, the percentage shot up to 38.2 percent. The number, though, represented 1,199 of 3,141 unemployed. Roshanta Myles, a single mom working part-time at the Boys and Girls Club of Marion, has tried to find another part-time job as fexible as the one she has now. Marion County Job and Family Services provides help with food and medical care expenses while, after three years on a waiting list, she also receives assistance from Marion Metropolitan Housing Authority. She finds herself struggling with high gas prices and limits how often she goes to the store, buying store brand items. She also has had to rely at times on cash advance businesses, which she suggested against. "It's hard to get out of," she said, describing it as a cycle. "On top of that, you're paying back the fees. You're losing more than you're actually getting." The Ohio Association of Community Action Agencies released its "The State of Poverty in Ohio" report in May. The report chronicles poverty in two ways, the federal threshold of $22,350 for a family of four with two children and the Self-Sufficiency Level. That level, considered to be about 200 percent of the federal poverty level, is the income needed by a household to meet its basic needs without public or private assistance. Census figures showed 26,083 residents living below 200 percent, compared to 16,780 in 2000. That is more than 40 percent of the county's residents. Marion resident Gilliam Hostetter, who is married and raising a son, finds herself among those struggling. She wasn't able to work when she became pregnant, which meant she and her family had to pay for their health insurance themselves without an employer contribution. "We try to pay the bills, but we get low on food money," she said. A broken down car becomes a major obstacle because her husband needs it to get to work, meaning money's taken away from other needs to pay for repairs. "I've had to go to my parents to get money for groceries, diapers and medicine," Hostetter said. "There's some times when it's just too hard." Marion Township resident Laura Price, who is married and raising a 2-year-old boy, has also felt the pinch. Her family made too much to receive public assistance but she said they still find themselves struggling to pay for expenses such as car insurance. It became especially stressful when her husband had to have emergency surgery, which meant using all their resources and reaching out to area agencies to help make sure they had enough money to pay for utilities. Among the most dramatic increases has been the number of children in poverty. The 2010 Census showed 3,271 county residents under 18 lived in poverty, an increase of about 33 percent over 2000. About a quarter of the county's children were living in poverty. When looking at just the city of Marion that jumped to 41.9 percent, affecting 3,306 of the 7,888 residents under 18. Ohio Department of Education statistics show 5.4 percent of Marion City Schools children were flagged as economically disadvantaged during the 2000-2001 school year. That jumped to 57.6 percent during the 2005-2006 school year and 69 percent during the 2010-2011 school year. At Benjamin Hayes Elementary, on Marion's west end, 87 percent of the students are eligible for free or reduced lunch. That leads to issues such as poor academic performance and a high student transition rate, fueled partly by families moving around as they struggle to pay rent. Teacher Dorothy Rothermel recently shared with a group of business and community leaders that one school year she finished with only three of the 15 she started with. Out of 136 people that the Marion Shelter Program housed between July 1 and Sept. 30, 38 were children. Many with children got a special treat Thursday when LEAPIN' handed out tickets to its toy room. Parents and grandparents walked through picking up donated toys, games and stuffed animals so that their little ones could have something under the tree. For Michelle Davis, a single mom with a 2-year-old daughter, the center has become a monthly routine. What money she has left from her paycheck goes to paying bills, leaving little for clothing or items such as toys. "With the economy going bad it's really good help," she said, crediting the outreach center for helping her and other families. As she picked out toys Shepherd's Fellowship Pastor Tom Hypes, a volunteer at the center, signed in a new client. The woman told him times were getting rough after losing her job at a local factory. "We'll pray for you," Hypes said

Automobiles- Job Loss= Poverty

Job loss places people in poverty

SFS No Date

(Sharing For Success, “Lack of Jobs in Georgia Leads to Increase in Poverty”, <http://job-library.classifieds1000.com/poverty/20111104-154315-Lack-of-Jobs-in-Georgia-Leads-to-Increase-in-Poverty> DM)

I know, the title seems to say it all, but it wouldn't be much of an article without a few facts to back it up.   Recent census data indicates the poverty level in Georgia is one of the highest in the U.S. More than 1.8 million residents fall into the category of financially impoverished. This puts Georgia in the number three spot behind Louisiana and Mississippi. Joblessness impacts a number of other key factors in the state. Georgia also ranked high among the uninsured. Approximately 19 percent of the state's population is uninsured. Georgia has joined other states to challenge the President's healthcare plan. The rising number of uninsured, stems from increases in insurance premiums and the growing number of residents who, for one reason or another, find themselves without gainful employment. These issues need to be addressed, and Obama's healthcare "solution" is not a "one size fits all" plan. Georgia's uninsured numbers beat out Louisiana, Mississippi, Nevada, New Mexico, South Carolina and Texas. That's not much consolation for a state desperately trying to remedy the situation with little success. To make matters worse, Georgia's population is growing. Census figures from 2010 rank it ninth most populous, with a growth rate of 18.3 percent. This is far beyond the national growth rate of 9.7 percent. State budget cuts have worsened the effects of the declining economy. State representatives stress a need for jobs and economic investment. Democrats say revenue from state and federal levels is needed to balance out state cuts that seem to be driving the poverty levels. Whatever side of the political fence you reside on, one thing is certain: those living at or below the poverty level in Georgia do not have a chance to improve their quality of life until additional jobs are created. It really doesn't matter where they come from-jobs created by small business owners, large companies moving to the state or the government. At this point, Georgia needs jobs, and needs them now.

Automobiles Key to Economic Future

A strong automobile industry is key to the economic future of the US and key to leadership

Szczesny 2k9

(Joseph Szczesny, Writer at the Detroit Bureau,” [Auto Industry Key to Future Economic Growth](http://www.thedetroitbureau.com/2009/06/auto-industry-key-to-future-economic-growth/)“Impact of innovation,” says study, “has been largely ignored.” <http://www.thedetroitbureau.com/2009/06/auto-industry-key-to-future-economic-growth/> June 4th 2009, DM)

The domestic automobile industry is an important element in innovation engine that is critical to prosperity in the U.S., suggests a new study from a Washington think tank. America’s future depends on its ability to translate new ideas into investment, jobs, and long-term productivity growth, said Kent Hughes, director of the Science, Technology, America, and the Global Economy program at the Woodrow Wilson Center in Washington D.C., and one of the [authors](http://www.thedetroitbureau.com/2009/06/auto-industry-key-to-future-economic-growth/) of the new study. “In the debate over handling the bankruptcies of Chrysler and General Motors,” he said, “the impact on innovation and the U.S. industrial base has been largely ignored. “The auto sector – including its parts suppliers, engineers, and related services – is a key part of our innovation system that encompasses much more than the goal of producing new, fuel-efficient cars,” Hughes said. “We need an even stronger industrial base so that we can pay our way in the world, instead of borrowing hundreds of billions of dollars from [China](http://www.thedetroitbureau.com/2009/06/auto-industry-key-to-future-economic-growth/), Japan, Germany, and many oil-rich states. It is hard to envision America having the capacity to produce hundreds of billions of dollars of manufactured goods in the future without a strong, innovative automotive sector,” he said. In fact, visitors to the Telematics 2009 conference in Novi., Mi., this week, said automakers are pushing for new futures that could help spark sales. “By 2016, the majority of consumers will consider in-vehicle connectivity and the ability of driver/passenger-centric, contextual information as important as traditional automobile features such as high safety and fuel efficiency standards,” says Thilo Koslowski vice president and [automotive](http://www.thedetroitbureau.com/2009/06/auto-industry-key-to-future-economic-growth/) practice leader at the consulting firm of Gartner Inc. of Stamford, Conn. “The continued rise of connected consumer devices, such as smartphones and mobile [Internet](http://www.thedetroitbureau.com/2009/06/auto-industry-key-to-future-economic-growth/) devices, will increase consumer expectations for always-on data availability throughout their work and home, and when being mobile – including when driving,”  Kosowski said. GM vice chairman Robert Lutz made the same point last week when he said there seems to be a growing realization in Washington D.C., or at least on the part of the Obama administration, that if the U.S. wanted to remain a factor in world affairs, it needed to be able to back up its words with economic might. “It took 30 years for somebody to finally figure it out,” said Lutz, adding, “They want to revitalize the American automobile industry.  There finally is a realization that our country cannot remain economically strong and militarily strong and have a global impact if it’s not backed up by wealth-producing industries. Hughes said the role of the [government](http://www.thedetroitbureau.com/2009/06/auto-industry-key-to-future-economic-growth/) has become more complex. It must act as lender, owner, regulator, and strategist, working toward energy efficiency and energy security, he said. The auto industry’s challenges, however, also come from the market, he added. “Demand for autos is down and the U.S.-based auto sector has to contend with highly competitive exchange rates in China and other parts of East Asia as well as overseas incentives to lure production offshore,” Hughes said. “Going forward,” Hughes warned, “we need national policies that support the auto and other industrial sectors coupled with national investments in advanced manufacturing. We neglect the industrial base at our peril.”

MPO CP

Text: The Metropolitan Planning Organizations should (plan)

MPO’s are more effective in recognizing citizens and cities needs in context of transportation

Sanchez and Wolf 05

(Thomas W. Sanchez Associate Professor, Department of Urban Affairs and Planning, Virginia Polytechnic Institute and State University, James F Wolf Public Administration and Policy, Virginia Polytechnic Institute and State University, “Environmental Justice and Transportation Equity: A Review of Metropolitan Planning Organizations“ DM)

ISTEA required greater citizen involvement in the MPO process and MPOs were expected to ensure increased and formal opportunities for timely and effective citizen involvement in development of the CLRP, TIP and other planning activities. In 1995, an ACIR study reported that more MPOs were making efforts to meet this requirement with seventy-eight percent of MPOs reporting various efforts to encourage citizen involvement. The report concluded that there were more opportunities for involvement available to citizens, more staff available to support these processes, development of new involvement techniques, a sense that MPOs were listening, and a feeling that this involvement would make a difference in planning processes (ACIR 1995). A follow-on 1997 ACIR study noted improvements but “that much work apparently remains to be done” (ACIR 1997). Goetz and his colleagues at the University of Denver again confirmed the observation that MPOs were making progress in this area in a 2000 study. Their review of four MPOs in large metropolitan areas reported that the MPOs felt most successful about their citizen involvement activities. Each had extensive citizen involvement programs and felt that this contributed to their planning efforts. Involvement early in the process seemed particularly valuable because it surfaced potentially difficult conflicts and provided time to head off litigation and delay (GAO 2002, McDowell 1999, Goldman and Deakin 2000). MPOs supported the citizen processes, but did want greater flexibility in the FHWA requirements (GAO 2002). At the same time, it is not entirely clear that citizen involvement represents a deeply or enthusiastically held MPO value. On balance, Gage and McDowell found that at best, the MPOs directors rated their efforts as “slightly ineffective” (Gage and McDowell 1995). AASHTO and their member States have been critical of participation procedures because they seem to serve more as a "lightening rod" for controversial projects. They bring out those with strong opposition on a one-issue basis, but do not provide more continually engaged public (Goldman and Deakin 2000). Creating citizen participation places heavy demands on MPOs capability. Traditionally, they have not invested a great deal of energy in this area. They had to find new ways to engage the public when they did not have the resources or techniques to do so. They needed to quickly learn how to involve diverse and hard to reach citizens. They confronted the problem every citizen outreach effort faces of involving people in issues beyond the single one that they usually oppose or support intensely (GAO 2002). While McDowell saw continuing challenges, he also found evidence of progress: "Membership has expanded, consensus-building processes have been enhanced, non-traditional participants have been recruited, special workgroups and task forces have been established to explore new issue areas, new advisory councils have been set up, and weighted voting has been introduced” (McDowell 1999). MPOs, particularly in large metropolitan areas with substantial technical capability, have taken advantage of internet technologies to enhance contact with citizens outside of normal political processes. These MPOs regularly post reports, schedules of meetings, committee membership, and other materials related to their planning activities. MPOs are increasingly performing distributional analysis to assess the incidence of costs and benefits by location and by demographic group. In addition to identifying and measuring direct impacts from policy interventions, these analyses are concerned with direct effects such as how individuals or groups adapt to interventions – such as transportation improvements. These adaptations can take the form of physical or psychological responses (such as health) as well as economic responses (such as residential relocation) and do not occur randomly within metropolitan regions. Distributional analyses generally identify the outcomes of decision- making processes, but unfortunately like a broader range of social impact analyses, they do not identify weaknesses or biases in the system that produced such outcomes.

MPO’s represent regional governments and actively encourage citizens to participate in politics

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(Thomas W. Sanchez Associate Professor, Department of Urban Affairs and Planning, Virginia Polytechnic Institute and State University, James F Wolf Public Administration and Policy, Virginia Polytechnic Institute and State University, “Environmental Justice and Transportation Equity: A Review of Metropolitan Planning Organizations“ DM)

Several equity issues arise from the structural arrangements of membership and voting. First, since most MPOs follow the structural format of COGs, each political jurisdiction normally receives one vote. Citing the principal of one-person, one-vote, larger jurisdictions may consider themselves unfairly represented. At the same time, the smaller jurisdictions prefer the one-jurisdiction, one-vote procedure as a way to prevent larger jurisdictions, often in the urban center, from dominating planning recommendations and decisions. Federal transportation laws do not require an organizational or vote structure that prevents bias in allocating transportation investments. Lewis and Sprague (1997) identified four major types of MPOs, each with unique voting arrangements. The most prevalent type is the COG. COGs are constituted as cooperative organizations of the local governments in a region. Typically, each participating local government in the region appoints a representative to the COG board where they serve as a fully-voting member, regardless of the size of the local government they represent. As most MPO boards are either COG boards or adjuncts to COGs, MPO voting is usually non-proportional or unweighted based on population. This is because many MPO governing boards, especially COG-based ones, are apportioned on a one-government, one-vote basis. This gives each jurisdiction, including small suburban municipalities, as much say in MPO policy- making and allocation as central cities. Given the new challenges facing MPOs, and especially their charge for addressing regional needs explicitly, this creates tension among competing jurisdictions (Francois 1995). As Lewis observed, however, in very few cases is the MPO voting structure apportioned directly on the basis of population (Lewis and Sprague 1997, Lewis 1998). Lewis argued that metropolitan bodies such as COGs and MPOs have been structured “toward consensus, with more concern toward representing all local governments on regional boards than on establishing equitable criteria for the representation of the region’s population. This has led to serious problems of mal-apportionment in many regional organizations, including MPOs” (Lewis 1998). As MPOs took on more regional decision-making authority (particularly in the area of allocating funds), issues of representation emerged. Lewis and Sprague reviewed the problematic nature of various voting mechanisms in MPOs and the potential for legal challenges resulting from unequal representation embedded in these voting procedures (Lewis and Sprague 1997, Lewis 1998). They reported that MPOs employed a variety of voting approaches: some used one vote per member, while others relied on variations of weighted voting. Their study of California MPOs concluded that “the average California MPO deviates from proportionate representation of its population by about one-third” (Lewis and Sprague 1997). One approach used to lessen the impact of disproportional representation of smaller jurisdiction, some MPOs allow for weighted voting at the request of any of the member jurisdictions. Weights for board member votes can be set in proportion to the population being represented by the board member. For example, if a metropolitan region has four member jurisdictions with 100,000 persons each, equally weighted votes would account for 25 percent of the overall board vote (assuming full participation). However, if three of the four jurisdictions had 100,000 persons and the fourth had 200,000, then the voting weights would instead be 20 percent for the first three and 40 percent for the fourth. Another method gives jurisdictions additional votes in proportion to population size. In the case of the four jurisdiction example above, the first three jurisdictions would have one vote each and the fourth would have two. This method is weaker in terms of producing proportionality when population sizes varying by irregular and uneven population amounts. Following the practices of many COGs, split votes are avoided whenever possible. Controversial issues are often delayed, and resorting to weighted voting is likewise avoided in order to maintain a collaborative atmosphere among COG members. The representational issue gets even more complicated because of the hybrid character of MPOs. They are first, a group of local government officials: hence, the concern for equitable representation for each jurisdiction. At the same time, they are also expected to include other transportation partners, often non-voting, such as the state departments of transportation and transit providers. Structural problems abound for MPOs trying to address both the equity issue of representation implied by one-person one-vote assumptions, and the need to involve important partners in the MPO planning process. A U.S. Advisory Commission on Intergovernmental Relations (ACIR) report (1997) that examined the certification documents completed by MPOs as required by ISTEA found recurring problems associated with certain structural dimensions. About one-third of the certification reviews identified needed improvements for MPO structural arrangements with reference to board and committee processes. The report pointed out the need for MPO boards and committees to broaden their participation on boards, and policy and technical committees, particularly with state DOTs and other providers of transportation. The ACIR report urged that MPOs allow state district offices to vote a proxy for state DOT headquarters staff and that MPOs move to weighted voting. In addition, the ACIR study identified a continuing need to define the roles and responsibilities of different partners in the MPO processes, particularly in relation to the CLRPs and TIPs. Another structural recommendation of this review recognized the significance of using meetings as one of the key MPO administrative processes and the need to move toward more regular and open meeting processes (ACIR 1997). The ISTEA/TEA-21 emphasis on multi-modalities, on partnerships with non-traditional partners, and on extensive citizen involvement has given rise to a Constitutional concern over the one-person, one-vote standard for political processes. Lewis identified representation issues that would eventually involve Constitutional questions of one-person, one-vote. The issue became still murkier when new partners were given varying degrees of formal status and voting power on decision-making boards. The inclusion of state DOTs, transit agencies, and other transportation providers into the voting mix only exacerbated the problem of identifying representation plans that would meet legal requirements (Lewis 1998). The problem is both with formal voting inequalities among jurisdictions as well as with the more informal decision making processes. Since most votes are unanimous, the more substantive deliberations occur in the technical committees and among members of the MPO rather than among elected political leaders (Lewis 1998).

Sparking interest within the community is KEY to solve for equity and effective policies

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(Thomas W. Sanchez Associate Professor, Department of Urban Affairs and Planning, Virginia Polytechnic Institute and State University, James F Wolf Public Administration and Policy, Virginia Polytechnic Institute and State University, “Environmental Justice and Transportation Equity: A Review of Metropolitan Planning Organizations“ DM)

Specific challenges remain in regard to greater public participation and involvement in transportation decision making by state departments of transportation and MPOs (Sanchez, Stolz, and Ma 2003). Community-based groups that assist transportation agencies should be encouraged to improve outreach processes and strategies to identify culturally diverse groups and facilitate their involvement. In addition, these efforts are greatly needed to support the information dissemination about transportation and related land use impacts. Mechanisms are needed that allow formal recognition of coalitions of community representatives on MPO advisory committees and decision-making boards. In addition, MPOs, local governments, researchers, and community-based organizations need resources for more data collection and analysis about transportation access to basic needs such as health care, jobs, affordable housing, and public education (STPP 2003). Along with improved information, certification of MPO compliance with the ISTEA/TEA-21 planning process is a critical area where the Federal partner can play a significant role in MPO processes. Certification is one way that the Federal agencies try to hold MPOs accountable for meeting Federal requirements. MPOs and State DOTs must conduct self- certification reviews annually. They must examine major issues they face, how they undertake planning regulations and consider the seven planning criteria, involving disadvantaged business enterprises, Clean Air Act, Civil Rights and ADA provisions, and particularly how those MPOs in designated areas not meeting air conformity standards meet special requirements (McDowell 1999). FHWA can determine that MPOs fall into one of four categories: 1) full certification, 2) certification subject to specific corrective actions being taken, 3) limited certification and 4) withheld certification (McDowell 1999). In the first round of certification reviews in 1996, no MPO had their certification withheld. It is in the best interest of MPOs to proactively address issues of fairness in decision- making, planning, and representation, especially as it relates to allocating transportation funds. Many MPOs already have policies guided by either Title VI of the Civil Rights Act or Executive Order 12898 with several of them outlining specific strategies for citizen participation as key elements to guide planning. In addition, MPOs can protect themselves against legal challenges such as those faced by the Southeast Michigan Council of Governments (SEMCOG) where constituents recently challenged the representativeness of voting board members and were dissatisfied with expenditure levels for transit compared to highways in the Detroit metropolitan region. Successful challenges may either be the impetus to improve MPO processes or if ignored, could undermine MPO effectiveness.

MPO’s are effective in solving for environmental justice by providing transportation equity

(Thomas W. Sanchez Associate Professor, Department of Urban Affairs and Planning, Virginia Polytechnic Institute and State University, James F Wolf Public Administration and Policy, Virginia Polytechnic Institute and State University, “Environmental Justice and Transportation Equity: A Review of Metropolitan Planning Organizations“ DM)

The issues of political representation and citizen participation are direct examples of equity issues in the MPO process. ISTEA/TEA-21 also required MPOs to examine how traditionally underrepresented groups were engaged in MPO processes as well in the substantive issues. These policies were incorporated into ISTEA/TEA-21 and therefore, in MPO planning processes. Other, more specific provisions, followed from these general principles. For example, transportation projects were expected to improve the mobility of the economically disadvantaged through “intermodal connections between people and jobs, goods and markets, and neighborhoods” (Bullard 1996). The Personal Responsibility and Work Opportunity Act of 1996, "welfare-to-work", and job access/reverse commute programs supported low-income populations to transition into the work place (US DOT 1998, Willis 1997). These initiatives were part the Welfare Reform legislation that created job access programs, which were designed to aid low-income populations in finding and maintaining gainful employment. Many MPOs have produced reports of various forms on “reverse commuting” projects that help individuals in the Welfare Reform program find transportation to and from their place of employment (Blumenberg and Waller 2003, Wolf and Farquhar 2003). A survey of 50 large MPOs assessed the level of effort put forth toward environmental justice and transportation equity issues. This included a content analysis of MPO’s “Plan of work”, 3-year plans (TIPs), 20-year plans, and State plans – many of which were available electronically. The objective was to determine whether transportation equity principles were integrated into transportation plans at the metropolitan scale and whether adequate consideration was given to public participation and accountability. The review specifically looked for language codifying enforcement or monitoring of: 1) civil rights, 2) environmental justice, 3) social justice, 4) transportation equity, and 5) citizen participation activities. Having addressed one or more of these issues through public reporting (i.e., required plans) indicates a seriousness of intent and degree of accountability. Along with these planning efforts, the survey looked specifically at the racial or ethnic balance of MPO boards relative to the jurisdictions that they represent. This section addresses that issue as well as exploring trends in equity planning and concern about civil rights. In particular, we used the following general criteria to guide our data collection: Does the agency include specific language about civil rights issues in its long-range planning document?  Does the agency have a separate policy document that deals specifically with civil rights issues? Does the agency devote staff time or positions (FTE) to civil rights affairs? Does the agency budget specifically allocate resources to civil rights staff, projects, or  other activities? How has the agency involved the public in civil rights matters? This may include advisory committees, public meetings dedicated to civil rights issues, and other modes of citizen input.

MPO’s are more effective in planning towards social equity and preventing degradation in the urban space

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(Thomas W. Sanchez Associate Professor, Department of Urban Affairs and Planning, Virginia Polytechnic Institute and State University, James F Wolf Public Administration and Policy, Virginia Polytechnic Institute and State University, “Environmental Justice and Transportation Equity: A Review of Metropolitan Planning Organizations“ DM)

The federal role in transportation expanded substantially during the second half of the twentieth century. The interstate highway program of the 1950s was followed by an ambitious mass transit initiative during the 1960s and 1970s. As federally supported large central city projects, federal programs included requirements for project review at the metropolitan level. MPOs were established to play a central role in regional transportation planning and Federal transportation laws created and heavily funded these regional planning bodies to coordinate federal transportation programs. During the final decade of the twentieth century, MPOs assumed responsibilities beyond transportation planning with one of the new planning requirements being social equity, also known as environmental justice, to be included as provisions of regional plans. Two ways to evaluate MPOs in terms of the importance they place on social or environmental equity is to examine the products of their planning activities and also the representativeness of their policy makers. This paper identifies the extent to which large MPOs incorporate environmental justice concerns into their planning processes. Three dimensions of this issue are reviewed: 1) efforts targeted at assessing the fairness of planning outcomes and promotion of social equity, 2) citizen participation in MPO processes, and 3) analysis of the extent to which MPO boards under-represent social, economic, ethnic/racial groups. The paper relies on existing research for background on MPO structure and responsibilities and then presents results of a recent survey to examine types of equity planning conducted by MPOs, forms of public participation efforts, as well as geographic representation of voting board members. There is considerable potential for MPOs to efficiently and effectively confront questions of equity in and around the urban cores of metropolitan areas. The structure of MPOs is such that political and geographic fragmentation can be reduced, eroding the potential for continued housing market segregation, economic and social segregation in schools, and increasing suburban affluence at the expense of central city infrastructure and other public services (powell and Graham 2002). One challenge for MPOs is in coordinating local government competition while at the same time maintaining standards of fairness and equity relative to transportation investments. Along with acknowledging the significant impacts their decisions have on the built environment, many MPOs have attempted to evaluate their actions in light of Executive Order 12898. Now ten years after being issued by President Bill Clinton, the question is whether MPOs have undertaken actions consistent with the mandate. Environmental justice and transportation equity analyses are examples of such actions. While scores of equity analyses were conducted during the 1970s, the practice was relatively absent until re-emerging in the late 1990s along with the rising popularity of geographic information systems (GIS) technology (see Sanchez 1998).

Security Link- Bicycles

Discourse of cycling security try to provide more inclusivity, they try to promote more people to ride bikes and move away from the car culture. However, this discourse justifies the need for security for a “safe road” and “safe city”

Heer 2k12

(Samantha Heer, Student at University of Kentucky, “BIOPOLITICS OF BIKE-COMMUTING: BIKE LANES, SAFETY, AND SOCIAL JUSTICE: Bicycles and Bio politics” DM)

These complexities are particularly important to elucidate for the issue of cycling safety because creating a ‘safe’ environment depends on it. Since there is very little scholarship considering the social realm in cycling safety, this thesis is an effort to further flesh out some of what this realm might entail—the kinds of questions, considerations, lines of thinking, and studies that would arise from this kind of endeavor. This thesis is an experiment and a musing. It follows a “what if” line of inquiry, and it is an intervention at the theoretical level on *how to think about* cycling integration. It is my hope that this could carve out space for, and inform, further studies. For all the bike literature on safety (such as Chich-Wei 2011: Emond 2009: Forester 1971; Haake 2009; Heesch 2011; Horton 2007; Krizek et. al. 2004; Krizek and Roland 2005; McCarthy 2011; Parkin et. al. 2007; Pucher 2001; Pucher and Buehler 2007; Pucher et. al. 2010; Reynolds et. al. 2009; Sandar et. al. 2011; Schepers et. al. 2011; Sharpe et. al. 2011; Skinner and Rosen 2007), there is not an analysis of safety 21 discourse. “Safety” today doesn’t entail what it used to thirty years ago, or what it will thirty years from now. What do we mean by “safety” and what circumstances produce this result? Or more specifically, what do people mean when they talk about safety for cyclists and what assumptions undergird these conversations and approaches? What expectations do we have or experiences do we envision for a ‘safe street’? And what does this discourse produce? While sustainable cycling logics may erase the heterogeneous aspects of cycling by assuming that everyone can and should participate in cycle commuting (Cupples and Ridely 2008), cycling safety discourse does not. In fact, current cycling safety discourse begins with an acknowledgement of difference in its stated desire to provide more inclusivity. This strategy of inclusivity is about increasing the population of cyclists on the road. To produce a greater population of cyclists on the road, cycling needs to become a viable option for a wider diversity of people in the city. This is where bike lanes come in. Bike lanes are used to produce a more inviting and accessible atmosphere for a wider diversity of cyclists with varying skills, abilities, lifestyles, and purposes. But the parameters of this kind of inclusionary thinking doesn’t stop there. In fact, some proponents of this kind of cycling integration methodology assert that, “The few cities that do provide good infrastructure for cyclists are the safest for cyclists, pedestrians and cars” (Koglin 2011: 225). Planning for cyclists’ means creating more equal urban spaces where all road users can use the space...[It] will create a more attractive city for all” (Koglin 2011:226, my emphasis). While intentions may be in the right place on this one, so to speak, the reality may not necessarily be this idyllic. Cupples points out that “A consideration of the gender imbalance [in commuter cyclist populations] seriously 22 complicates the assertion that planning for cycling = planning for equity” (2011:228). Here, the discourse of safety qua inclusivity begins to unravel. Furthermore, while employing a strategy of inclusivity is seen as a common sense method to increase safety for cyclists, it is less obvious how this strategy actually works. McCarthy (2011) argues that this strategy is ultimately about identity and social exclusion. For her research participants, she concludes, more cyclists on the road would work to normalize the cyclist identity, overturning driver notions about cyclists as outsiders. I take my interpretation more in the direction of looking at inclusivity as a safety logic in itself. Inclusivity, as it is presented through a bikeways logic, is understood as a representational strategy for safety. In this way, inclusivity is a discursive response to a pre-discursive threat (i.e. the embodied risks of transport cycling). This challenges us to think more broadly about the assumptions we make in our experiences of safety and fear as we move through the city. What ensures our safety? Who is responsible? What is the connection between our environment, our subjectivities, and (the safety/protection of) our bodies?

As explored in the last chapter, what seems to be the greatest physical danger for cyclists on the road is precisely what bike lanes do not protect against. Categorically, bike lanes don’t provide a physical barrier against motor vehicles, unexpected confrontations with pot-holes and other street obstacles, flying objects or derogatory words, or the subjective dimensions that correspond to the likelihood of these events occurring to some bodies more than others. Instead, bike lanes are employed to affect people’s perceptions. Bike lanes are employed to affect people’s perceptions of how safe it is to cycle on city streets. Consider again this quote from a professional Boston bicycle advocate: 71 You here over and over again, 'Man, I'd really like to bike if there were bike lanes. I'd feel way better if there were bike lanes.' And its not like a strip of paint on the ground makes people safer, it's just that they FEEL safer so then they go riding...(interview transcript 6-16-10). The point of intervention for cycling safety is not the actual safety of bodies, but on increasing people’s perceptions of safety in the hopes that this will work back on the actual safety of bodies. In this way, the bikeways strategy for cycling safety concentrates not on what is, but on what *could be—the* ‘could be’ of bodily harm, and the ‘could be’ of a safer street and city. In other words, the bikeways strategy for cycling safety is not located in the realm of the here and now, but in the realm of potentiality. Here, “potentiality” is a technical term. Brian Massumi understands potentiality as “the tension between materially superposed possibilities and the advent of the new” (2002:134);25 it is the tension that exists between our materialities and our imaginaries, our reality and our ideals, what is and what could be. For example, in the summer of 2010, 1.65 percent of total trips in Boston were made by bike,26 yet The City of Boston would like to reach at least 30 percent (Freedman interview Transcript 6-23-10). The tension between 1.65 and 30 percent can be understood as potential. Thirty percent of total trips in Boston being made by bicycle is a potential reality that is neither predictable nor necessarily probable—as that level of bicycle commuting in the U.S. is virtually unprecedented—but it is hoped for and possible. While Massumi makes a distinction between potentiality and the virtual—the virtual being a “realm of potentiality” (2002:30), while potentiality is not, I don’t think, ‘a realm of the virtual’-- for purposes of this thesis, the distinction does not matter. I am concerned with potentiality, and Massumi’s theorizing of the virtual sheds light on many interesting and important ideas about the nature of potentiality. For those that are interested in this distinction, however, see p. 134 for a starting point. Statistics such as .5 percent of work commutes in the U.S. are made by bike (Alliance for Biking and Walking 2010), is evidence that the U.S. at large is in a similar position to Boston. Proponents of bikeways that see their ideals for a cycling society as actualized in countries such as Germany, Switzerland, and Denmark (as discussed in the last chapter), understand the high rates of cycling in these countries to be due to their developed bike- friendly infrastructure and people-centered design (e.g. Pucher 2001; Pucher and Buehler 2007; Pucher et. al. 2010; Tolley 1997, interview transcripts 7-7-10, 7-30-10). In this way, bike lanes become linchpins in a collective re-imagining of urban street-space that work towards this possibility. It is true that “infrastructural changes do not have direct causal powers and can only enhance safety and enjoyment in a dialogical way in interaction with bikes, bodies, discourses, feelings and emotions” (Cupples and Ridley 2008:259); but what Cupples and Ridley call an “obsession with cycle lanes” by transport cycling advocates is not necessarily “a will to produce a rational spatial order [that] leads to a neglect of affective and embodied dimensions of cycling...” (Cupples and Ridley 2008:259). Rather, my research indicates that bike lanes currently work affectively. In their current state of implementation in Boston, bike lanes are creating feelings of ambivalence. Cyclists aren’t calculating their risk as demonstrated by the vehicular cycling perspective (see chapter one)—but rather, bike lanes affect cyclists’ embodied experiences riding on the road. Cyclists’ experiences of bike lanes generate ambivalent perceptions of safety. Cyclists feel both safer and less safe. Consider again these contradictory sentiments expressed by one cycle commuter over whether or not the bike lane on Commonwealth Ave. makes her feel more safe. She says, “...the bike lane on Comm. Ave. does not feel safe. I don't care how stupid you are. It's not safe. You know it's not safe, especially when you find cars in it...and motor scooters because they're always in the bike lane as if they belong...” (interview transcript 7-2-10). And then later 73 in the interview, this participant says that the bike lane on Commonwealth Ave. does, in fact, make her feel safer. The green stripe through the BU bridge intersection makes her feel that cars know that she is there, and this makes her feel more secure (ibid., see previous chapter for a full quote). This bike-commuter, as most others that I talked with, distinguishes between actual safety and an affective sense of safety. While this participant expresses knowledge of how bike lanes don’t actually provide more physical safety for her body, a greater sense of safety is nonetheless *felt* during her experience riding in bike lanes on the road. In the last chapter, I used this example to tease out the disjuncture between the visible and the embodied dimensions of current cycling experiences in Boston. I suggested that cyclists’ bike lane ambivalence is created by their experience of increasing visibility, on the one hand, yet continued experience of bodily threats on the other. This tension between the visible and the embodied, this felt ambivalence over bike lanes, is, unlike the gap between 1.65 and 30 percent, an expression of potentiality made experientially manifest. Although the ideal of a safe street has not been actualized, its becoming is still felt in everyday experience. It is “a lived paradox where what are normally opposites coexist, coalesce, and connect; where what cannot be experienced cannot but be felt...” (Massumi 2002:30). Cyclists feel at once safer and less safe. Increased safety on the street is not fully actual, but the feeling is fully real. This ambivalence is embodied becoming. Cyclists’ bodies ride between the remnants of the old and the advent of the new, and in this experience, perceptions of safety bounce around in the unknown of what has not yet arrived. 74 The potential for bodily harm intersects with the potential of a new urban ideal. Bike lanes work on perceptions of safety, not by changing perceptions of bodily protection, but by changing perceptions of the city space. Consider again the perspective stated by a bicycle commuter, “I like bike lanes not because I think that they're actually safer, but because they remind the cars that we are supposed to be there” (interview transcript 7-2-10). In the last chapter, I used this sentiment to illustrate how bike commuters understand bike lanes as mechanisms that increase their visibility and legitimacy as cyclists on the road. This assumed—or at least hoped for—legitimacy is understood by bikeways proponents as an important component in the creation of a more equitable and inclusive urban milieu. Bike lanes are used to produce a more inviting and accessible atmosphere for a wider diversity of cyclists with the aim of increasing the overall population of cyclists in the city. It is believed by some that “[t]he few cities that do provide good infrastructure for cyclists are the safest for cyclists, pedestrians and cars” (Koglin 2011: 225)...Planning for cyclists’ means creating more equal urban spaces where *all* road users can use the space...” (Koglin 2011:226, my emphasis). In other words, the participant above can be understood to “likes bike lanes,” not because she feels that her body is more protected, but because the *idea* of cycling in a more inclusive urban space changes her perception of the likelihood of a harmful event to take place. In this way, bike lanes intervene into the urban milieu. The milieu is a body with a multitude of moving parts in which an intervention in one area affects the whole. It is “[t]he space in which a series of uncertain elements unfold” (Foucault 2007:20). The milieu is a constantly shifting event-space composed of natural and artificial givens, such as watersheds, streets, and people (2007:20-21). “[T]he milieu appears as a field of 75 intervention in which...one tries to affect, precisely, the population. ... (2007:21). Possible events are managed with the ultimate goal of maximizing benefit for the greatest number. Future events and consequences to the population are managed through the interplay of remote factors (2007:72). “What one tries to reach through the milieu is precisely the *conjunction* of a series of events produced by...individuals, populations, and groups, and quasi natural events which occur around them” (2007:21, my emphasis). In other words, an intervention into the milieu is a holistic method. It is less like a surgeon, and more like a naturopathic doctor. Like an herbal concoction, an intervention into the milieu works at the intersection of elements to affect the collective body. Bike lanes, or more broadly road infrastructure, or even the urban physical environment, are remote factors that work in the milieu and on the population. Bike lanes re-purpose street space and instigate conversation and contention around how street space is purposed. Bike lanes are symbols of transport cycling. They are an attempt to preemptively create ‘safe space,’ whether this safety is experienced or not. This sense does not correspond to individual bodies, but to the body of the milieu. It depends on a notion of ‘the population,’ ‘the collective,’ ‘the public.’ Whether it is safety or something else that is actually experienced by cyclists, bike lanes change the shape of the urban environment, and this change reverberates throughout the milieu, creating shifts in how the urban environment is used, viewed, felt, experienced, and imagined. Boston starts to look more like a European cycling utopia. These changing arrangements of elements in the milieu produce sensations, affects. Cyclists’ experiences actually become more ambivalent. 76 In this way, irrespective of the physicality of what they actually (do not) protect against, bike lanes, as physical components of the urban landscape, play on cyclists’ perceptions of risk and fear. They produce sensations about safety, even growing senses of safety, however preemptive, contradictory, or incomplete they might be. Bike lanes provoke sensations of a space between a present reality and a future potential. This potential is a safer street and city. Bike lanes are investments in this potential safety—or what we can call ‘security.’ Security deals neither in legality nor actuality (Simon 2010), but in potentiality. Security is based on managing the space between what is and what could be. It is a particular technique of power that works on managing potential future events (Foucault 2007:20). Foucault calls this the “the problem of... [a]n indefinite series of mobile elements” (2007:20). “[S]ecurity...tries to work within reality, by getting the components of reality to work in relation to each other, thanks to and through a series of analyses and specific arrangements” (2007:47). Apparatuses and technologies of security “open into a future that is not exactly controllable, not precisely measured or measurable” (2007:20), to maximize positive elements, and minimize what is risky (2007:19) for the population (2007:11, 19, 108, 122). In other words, security is a strategy of predicting and responding to what *might* happen; *it is preemptive.* And in that it attempts to minimize risk and maximize benefit *for the population—to* preserve life and curb death27—security can be seen as a preemptive safety. Bike lanes are mechanisms of security in this Foucauldian sense. This is why Foucault calls security a technology of “biopower.” The emphasis of biopower is on preserving life, rather than on wielding the force to cause death. For example, for Foucault, discourses of “freedom” and “human rights” develop through biopolitical apparatuses (e.g. 2007:47-49). The bikeways strategy for cycling safety is preemptive. Bike lanes are engaged in the present as insurance for the safe circulation and flow of bodies in the future—a future that hopefully looks like a street in Germany, Switzerland, or Denmark. Feelings of safety in the present respond to the perception of future legitimacy, to the very experience of this process in-motion (of becoming legitimate), and to a ‘safety imaginary’ that hinges on the presence of such legitimacy. This perceived legitimacy qua visibility brought by bike lanes (see the last chapter) is itself a product of a technology of security. Bike lanes as mechanisms of this technique of power, help build ‘the public’ (Foucault 2007:75), notions of freedom and livability, and ideals of inclusion and social justice. They do this, not through claiming spaces of representation like Mitchell (2002) would assert—claims which capture and create artificial stasis—but through managing circulation, managing a “multiplicity in movement” (Foucault 2007:125), *managing* “freedom” (2007:48-49, my emphasis). Within this framework of security, this freedom is not restricted by law and gained through rights claims, but is rather facilitated and produced through the management of freely moving bodies. Bike lanes attempt to be positively productive. They work to facilitate what people want to do and what they *will* want to do in the future. In this way, bike lanes participate in an apparatus that “think[s] before all else of men’s freedom, of what they want to do, of what they have an interest in doing, and of what they think about doing” (Foucault 2007:49). It is an apparatus that simultaneously creates and responds to ‘the wills of people’ and a notion of ‘public good.’ It is in this way that bike lanes work towards ‘street for all.’

Bicycles - Black Carbon Particles

Bicycles are not safe, they increase the level of black carbon particles

Men’s Health 2k11

(Men’s Health, “Why Cycling Could Be Bad For Your Health” <http://www.mh.co.za/health/ask-the-experts/cyclists-breath-in-more-soot-than-pedestrians-do> October 6th 2011 DM)

It would seem that a face-mask might become the second most important piece of bicycling equipment after the helmet. Researchers from the U.K. reported on a study that found people who regularly commute by bicycle in London have much higher levels of black carbon particles in their lungs than people who regularly commute on foot in the same area. Ten healthy, non-smoking commuters (five cyclists and five pedestrians) coughed up sputum samples (gross!) and researchers then analyzed the airway macrophages in the samples for soot content. The cyclists' macrophages contained 2.3 times more soot, on average, than the walkers' macrophages did. **Which begs the question, what's a** macrophage? Immune system cells that line the surfaces of the lower airways and deal with foreign substances. And two possible reasons suggested for the difference: cyclists breathe more rapidly and they are out in traffic and closer to motor vehicle exhaust pipes. An ongoing study will assess if the difference in soot inhalation results in health differences in the long run.  
In the meantime cyclists could consider less congested routes, city planners should take a cyclists increased susceptibility to traffic pollution into consideration and if this isn't enough then don't join them (motorists) beat them! A century ago bicycle companies were rushing into the "horseless carriage" market, now automobile companies are developing and even selling bicycles. Pictured is the Ford E-Bike concept, an ultra-light bike with a carbon fiber and aluminum frame, an integrated electric motor assist front wheel, a 9.3 amp-hour lithium-ion battery, and an internal hub 11-speed  
transmission. The electric motor can generate speeds of up to 25 kph and offers pedaling assistance for up to 85 kilometres. Will they ever market it? Not right away at least, but it shows how the company's technology and design expertise could translate into the type of bike that doesn’t leave you inhaling exhaust fumes, but instead has motorists eating your dust.

black carbon particles bad impact

An increase in soot or black carbon causes 1.5 million death per year and hurts the environment

FFCA No Date

(Families For Clean Air, Where There’s Smoke, There’s Climate Change: New Connections Between Climate Change and Wood Burning, <http://www.familiesforcleanair.org/where-theres-smoke-theres-climate-change-new-connections-between-climate-change-and-wood-burning/> DM)

Burning wood produces soot and methane, the second- and third-leading causes of global warming, respectively. Soot, also known as black carbon, kills approximately 1.5 million people per year worldwide, and methane increases ozone, which negatively impacts global health. Not only are black carbon and methane themselves pollutants, but increasing levels of these combustion products lead to temperature increases that in turn worsen the health effects of air pollution. [A recent study at Stanford University](http://www.arb.ca.gov/board/books/2012/052412/12-3-2-2pres.pdf) notes, “Controlling soot and methane may be the only methods of preventing loss of the Arctic sea ice and a tipping point to more rapid global warming.” The impact of black carbon on climate change, especially as it impacts California, was the focus of the [California Air Resources Board Meeting on May 24, 2012](http://www.arb.ca.gov/board/books/2012/052412/12-3-2-5pres.pdf). Scientists from the EPA, Stanford University, UC Berkeley, UC San Diego, and the Pacific Northwest National Laboratory described how soot and brown carbon (a combination of soot, methane, and other fine organic particles) are affecting our climate at the regional and global levels in ways that undermine the very foundations of our climate systems. The presenters noted that black and brown carbon are principally regional pollutants formed by incomplete combustion of fossil fuels, biofuels, and biomass such as wood. The resulting fine particles go directly into the atmosphere, remaining aloft for days or weeks. According to the EPA, “Controlling direct fine particle emissions from sources can be a highly effective air quality management strategy, with major public health benefits. Targeted reductions in black carbon emissions can provide significant near-term climate benefits.” Reducing wood burning reduces the production of black and brown carbon as well as methane and may help slow climate change. In addition, reducing wood smoke will improve air quality, improve public health, and relieve some of the burden on the climatic systems that sustain life on earth.

Bicycles - Bad For Bones

Bicycles have severe repercussion in people’s lives as they make the bone density low.

Reyonlds 2k9

(Gretchen Reynolds, Writer for the New York Times, “Is Bicycling Bad for Your Bones?” <http://well.blogs.nytimes.com/2009/07/01/is-bicycling-bad-for-your-bones/> DM)

In 2006, Aaron Smathers, then 29, was a graduate student in the Department of Health and Exercise Science at the University of Oklahoma, gathering data for a study of brittle bones in cyclists. One of his subjects was himself, since he’s been a bike racer for years. A recent scan had revealed that his bones were less dense than usual for a man his age. Not long after those results came in, he crashed during a race, snapping his collarbone. Six weeks later, in his first post-injury race, he was engulfed by a multi-rider pile-up, crashed again, and re-broke his collarbone. Worse, he fractured his hip so badly that the ball of the ball-and-socket joint broke off. “Later I thought, well, this reinforces my study,” he says. Is cycling bad for the bones? A number of intriguing studies published in the past 18 months, including Smathers’, have raised that possibility — an issue that has special resonance now, with this weekend’s start of the 2009 Tour de France. Certainly, the toll of broken bones among top-level racers is high. Famously, Lance Armstrong broke his collarbone this year, while Christian Vande Velde, another of America’s premier Tour hopes, fractured six bones, including three in his spine, during a crash at the Giro d’Italia in May. Of course, slamming into the pavement at 40 miles per hour can be expected to break anyone’s bones. But Smathers’ research suggests that other factors may be at work as well. “If you have low bone mineral mass, you can wind up with a much more serious break from a crash” than if your bones are thicker, he points out. [In his study, the bone density of 32 male, competitive bike riders](http://www.ncbi.nlm.nih.gov/pubmed/19127198?ordinalpos=3&itool=EntrezSystem2.PEntrez.Pubmed.Pubmed_ResultsPanel.Pubmed_DefaultReportPanel.Pubmed_RVDocSum), most in their late 20s and early 30s, was compared to that of age-matched controls, men who were active but not competitive athletes. Bone scans showed that almost all of the cyclists had significantly less bone density in the spine than the control group. Some of the racers, young men in their 20s, had osteopenia in their spines, a medical condition only one step below full-blown osteoporosis. “To find guys in their twenties with osteopenia was surprising and pretty disturbing,” Smathers says. Another recent study, this one published last year, had similar results. [It followed competitive cyclists over the course of a race season in Colorado](http://www.ncbi.nlm.nih.gov/pubmed/18072875?ordinalpos=7&itool=EntrezSystem2.PEntrez.Pubmed.Pubmed_ResultsPanel.Pubmed_DefaultReportPanel.Pubmed_RVDocSum). The riders, aged 27 to 44, began with slightly below-average bone density. By the conclusion of the race season, they had lost a significant portion of their total, already-low bone mass in their hips, though not in their spines. At a three-month follow-up Other broader studies suggest that cycling is unique in its impact on skeletal health. Other endurance sports don’t seem to hurt bones in the same way and are typically beneficial. A study published in March, for instance, that [compared the bone densities of weight lifters, runners, and cyclists](http://www.ncbi.nlm.nih.gov/pubmed/19197207?ordinalpos=2&itool=EntrezSystem2.PEntrez.Pubmed.Pubmed_ResultsPanel.Pubmed_DefaultReportPanel.Pubmed_RVDocSum) found that the cyclists had lower bone mineral density than the runners or the weight lifters. In another study, triathletes added moderately to their bone mass over the course of a season. Cycling, unlike running or weight-lifting, causes little impact to skeletons. Bones react to external stresses by strengthening bone. Smathers and other researchers aren’t sure why cyclists have lower bone density. From their studies they have found that body mass is a central factor. In Smathers’ study, the lightest riders had the lowest bone density. In addition, many serious riders burn more calories in a day than they consume, an energy imbalance that is being studied to determine its impact on bone loss. And sweat could play a role. A rider can lose hundreds of milligrams of calcium an hour through sweat. Although the riders in both Smathers’ and the Colorado study were ingesting more than the recommended daily allowance of calcium for their age, they may still have had a deficit of the mineral, which is essential to bone-building. Some researchers theorize that calcium must be taken during exercise to be most effective. A 2004 laboratory study of cyclists who were given either tap water or calcium-enriched water during a 50-minute, stationary-bicycle ride found that the riders drinking the tap water had much higher levels of blood chemicals related to bone loss than did the riders swigging the calcium. Researchers suspect that drinking calcium-enriched waters or sports drinks during long, hot bike rides may help to stave off some bone loss. Even more encouraging, most recreational cyclists probably don’t need to worry too much about their bones. “The studies to date have looked primarily at racers,” Smathers says. “That’s a very specialized demographic. These guys train for hours at a very high intensity. They sweat a lot. They never go for runs. They don’t usually do much weight-lifting,” to avoid adding bulk. “They’re strange.” He knows. “For competitive riders, I’d recommend spending some time weight-training.” If you do race or train hard and often on a bike, consider a bone scan, he says. “It’s good to know your status.” For himself, his racing career ended with hip surgery and four metal pins in the joint after his second severe crash. “I do miss racing,” he says. On the plus side, his latest bone scan, completed just weeks ago, shows that his bone density, while still low, is increasing.

Impact low dense bones is bad for X reason

Case- Lanes Not Enough

Funding for bicycle lanes is not enough, there are still safety concerns

Williams 2k12

(Patrick Williams, Writer for the Dallas Observer, Bike Guru Gil Penalosa: Striped Bike Lanes Aren't Enough to Make Dallas a Cycling City”, <http://blogs.dallasobserver.com/unfairpark/2012/04/striped_bike_lanes_arent_nearl.php> DM)

The City Hall staffers who last year tried to toss road blocks in the path of a [City Council plan to stripe 840 miles of bike lanes](http://www.dallasobserver.com/2011-12-22/news/bicycle-advocates-win-a-game-of-chicken/) in Dallas -- that's 840 miles more than what the city has now -- might be pleasantly surprised by part of what Gil Penalosa will have to say at his "Urban Bike Systems" presentation at 6 p.m. today at 1500 Marilla. (UPDATE: Everyone's invited.) Turns out that Penalosa, an internationally renowned advocate for making cities more pedestrian- and bike-friendly, doesn't like those stripes either. Don't even bother mixing paint, he says. Stripes don't work. And what about dedicated hike-and-bike paths like Dallas' beloved Katy Trail? Nice enough but ... meh. "A bikeway is nothing," Penalosa told Unfair Park on Tuesday when we reached him as he was preparing to board a plane in Austin, on his way here after another speech. His thoughts on striping might please city bureaucrats who claimed last year that painting bike-lanes is too expensive, too legally entangled, too impossible in Dallas. The rest of his message, however, will likely have them and a good chunk of car-loving Dallas doing spit takes. "This is not about painting lines," says Penalosa, executive director of the Ontario-based [8-80 Cities](http://www.8-80cities.org/index.html), which promotes creating livable, park-filled cities filled with walkers and bikers. "This is about creating a physically protected area." By that, he means building lanes that offer cyclists more protection from a texting Suburban driver than a strip of paint provides, by adding things like bollards and other traffic dividers. And he's not talking about a few recreational paths, either: If a city like Dallas really intends to get more people biking and walking, Penalosa says, it must have miles and miles of interconnected lanes like those. "You need to create a grid that actually connects places of origin to places of destination," including links to public rail and bus lines, says Penalosa. That means that bikes could become a means of functional transportation, instead of a chance for dedicated recreational riders to show off how nifty they look in spandex and loud cycling jerseys. Things like more bike racks, striped lanes and bike trails are "nice to have," he says, but they only serve people who are cycling already. "There's not a city in the world that has more than 10 percent of the population cycling that doesn't have protected lanes," he says. The point is, he says, bike proponents need to stop assuming that everyone is 30 and athletic fit. Biking and walking to work, parks, stores and schools is something everyone from age 8 to 80 should be able to do safely -- hence the name of his organization. And there's more: Speed limits on neighborhood streets should be lowered to 20 mph or less. About 100,000 pedestrians are injured in traffic annually in the United States, he says, and 20 mph is a good, survivable number. Then there's this: Eliminate right turns on red, he says. Install more street lights, and time to give pedestrians a fighting chance to cross the street before becoming a grill ornament. Intersections and arterial streets should be redesigned to improve sight lines and allow safe, easy use by pedestrians and cyclists. Naturally, Unfair Park wondered if Penalosa, the former commissioner of Parks, Sports and Recreation in Bogota, Colombia, had ever been to Dallas. We pointed out that our recent big, shiny, new Calatrava bridge doesn't even allow pedestrians. Turns out, Penalosa has been to Dallas a few times -- "I don't think Dallas has done enough," he says -- and he knows a few things about Texas too. It's population is booming, expected to increase by about 30 percent by 2030, according to U.S. Census projections. Without a change in culture, that will be a population of fatties -- around 1 in 3 Texans are obese now, he says. And, of course, the state's air is polluted, its cities' freeways jammed. In other words, we're going to be rebuilding a good chunk of our cities anyway to accommodate all those new bodies, so why not start building urban spaces that are healthier and less enslaved to cars? Dedicated bike grids, lower speed limits, more parks and more walkable communities isn't a revolution. It's urgent, and patience and excuses are not an option in the face of a demographic onslaught and health crisis. "This is not a financial issue, and this is not a technical issue," Penalosa says. "This is a political issue ... any Calatrava bridge is more expensive than bike lanes." Other cities have stepped up to adopt these schemes, he says, from Chicago and New York to Seville, Spain, which, he points out, has a hot climate like Dallas'. In 2006, he claims, 0.2 percent of Seville's population were cyclists. In three years, the city created 100 miles of protected bike lanes and that number hit 6.6 percent; the goal is to reach 15 percent in the coming years. What those cities and others had, was political leadership willing to step up and lead. "Politicians are afraid of being pioneers because they are afraid of being shot in the back," Penalosa says. True. And in Dallas, the guy with the gun might just be working at City Hall.

Bikes- Increase Congestion

Increase in bike lanes increases congestion because there is less space for cars to travel on which increases traffic and pollution.

Washington Policy Center 2k10

(Washington Policy Center, Improving lives through market solutions, “Trading roads for bike lanes increases traffic congestion”, <http://www.washingtonpolicy.org/blog/post/trading-roads-bike-lanes-increases-traffic-congestion> August 30th 2010 DM)

Seattle’s blind infatuation with Road Diets will make traffic congestion worse. Seattle officials are quick to say Road Diets maintain the car carrying capacity on the roads in which they are applied. However, Seattle officials are much slower to admit that Road Diets also do not improve the car carrying capacity either. This means Road Diets are essentially exchanging the future capacity needs of the roadway for other uses today; in this case, bicycle traffic. Road Diets generally do not cause congestion on corridors that carry fewer than 20,000 vehicles per day. According to this [report](http://www.tfhrc.gov/safety/hsis/pubs/04082/index.htm) from the Federal Highway Administration on the effectiveness of Road Diets: Under most average daily traffic (ADT) conditions tested, road diets have minimal effects on vehicle capacity, because left-turning vehicles are moved into a common two-way left-turn lane. However, for road diets with ADTs above approximately 20,000 vehicles, there is a greater likelihood that traffic congestion will increase to the point of diverting traffic to alternate routes. In other words, as traffic volumes increase above 20,000 cars per day, throughput deteriorates. The traffic volumes on Nickerson were already higher than 20,000 trips per day ([20,300](http://www.seattle.gov/transportation/docs/nickerson/Nickerson%20Traffic%20Analysis%20101107.pdf)) in 2007. So traffic congestion is likely already worse than it was before the road capacity was reduced. And the traffic outlook for the future does not get any better. According to Seattle’s traffic [analysis](http://www.seattle.gov/transportation/docs/nickerson/Nickerson%20Traffic%20Analysis%20101107.pdf), Nickerson's traffic volumes will grow about 1 percent per year, with an additional 3,680 from a planned development. This means Nickerson will have about 29,456 daily trips by 2030, which is nearly 50 percent more than what the Federal Highway Administration says is the tipping point for the Road Diet to cause higher traffic congestion. Because of the significant up-front financial costs, we generally build transportation infrastructure to accommodate future growth. Seattle officials are doing precisely the opposite .[Seattle is already the most congested city in America](http://www.washingtonpolicy.org/blog/post/hey-seattle-what-about-traffic-congestion" \t "_blank). Whether you are a parent trying to make your kid’s soccer game on time or a small business trying to deliver manufactured parts, you should be concerned about trading roads for bike lanes.

Bikes- Increase Congestion

Increase in bike lanes would cause traffic congestion to increase which reduces the qualify of air

Aldax 2k9

(Mike Aldax, Writer for the San Francisco Examiner, “[City’s bike plan may[sic] alter traffic](http://www.sfexaminer.com/local/Citys-bike-plan-may-alter-traffic-48833602.html)**”,** <http://district5diary.blogspot.com/2009/06/bicycle-plan-will-screw-up-city-traffic.html> **DM)**

SAN FRANCISCO — An ambitious plan to add bicycle lanes to some of The City’s busiest thoroughfares would slow traffic and Muni service, but transit officials say the congestion trade-offs will result in cleaner, calmer streets. The plan would add 34 miles to San Francisco’s existing 45 miles of bicycle lanes during the next several years, along with parking spots and traffic signals for cyclists and colored lanes on some streets. The improvements are welcomed by cyclists and environmentalists, who say increasing bike lanes will persuade drivers to hop on two-wheelers, ease congestion and reduce vehicle emissions. However, an extensive environmental review of the plan facing certification by the Planning Commission this week---an important step toward an official groundbreaking---warns the changes would bring congestion spikes, slow Muni vehicles and shrink street-parking options in key areas. Twenty-seven intersections, some heavily trafficked, were identified in the environmental review as those in which bike improvements would create an “unavoidable significant impact” to street congestion. Some projects would eliminate vehicular lanes on busy roads, thus increasing the chance for traffic jams, the report said. Air quality would also decrease, since more cars would be idling in traffic, according to the report. Four intersections along Masonic Avenue between Fell Street and Geary Boulevard would see greater congestion if bike lanes were added, particularly during peak commute hours. The popular 43-Masonic bus line, which operates along the busy stretch, would be slowed by the increased congestion and by a lane dedicated to cyclists. Similar problems would occur along Second Street between Market and Townsend streets, along with an intersection on Church Street at Market and 14th streets, the report said. The proposal to add bike lanes to Second Street has raised eyebrows among residents in the area. Second Street connects drivers to the Bay Bridge, but under the plan cars would lose a lane between Market and Harrison streets northbound and Harrison and Townsend streets southbound. There would also be restrictions on left turns and fewer parking spaces. Jamie Whitaker, a Rincon Hill resident, expressed concern that the Second Street plans would clog roads and endanger pedestrians because ambulances and fire trucks would not be able to reach residences. Whitaker, who is vice president of the Rincon Hill Neighborhood Association, said he supports a wider bicycling network in The City, but he charged the Municipal Transportation Agency with railroading his neighborhood with bike projects without adequately addressing community concerns.“The [transit agency’s] attitude is you’re either with us, or against us,” Whitaker said. The transit agency denies the claim, saying it has done adequate public outreach addressing bike plan concerns.“There are some trade-offs, but there are also quite a few design solutions we’ve found as well,” Muni spokesman Judson True said. But Leah Shahum, executive director of the San Francisco Bicycle Coalition, argues the network would calm speedy streets and would have the added benefit of attracting commerce.“I’ve received 150 letters from businesses around The City supporting the plans,” Shahum said, adding that Valencia Street in the Mission district has enjoyed a commercial boom since two of its four lanes were converted to dedicated bike lanes in 1999.

Bikes- Congestion

Bike culture only causes congestion in cities

Dvorak 2k8

(Phred Dvorak, Writer for Wall Street Journal, “San Francisco Ponders: Could Bike Lanes Cause Pollution? City Backpedals on a Cycling Plan After Mr. Anderson Goes to Court”, <http://online.wsj.com/public/article/SB121919354756955249.html> DM)

SAN FRANCISCO -- New York is wooing cyclists with chartreuse bike lanes. Chicago is spending nearly $1 million for double-decker bicycle parking. San Francisco can't even install new bike racks Blame Rob Anderson. At a time when most other cities are encouraging biking as green transport, the 65-year-old local gadfly has stymied cycling-support efforts here by arguing that urban bicycle boosting could actually be bad for the environment. That's put the brakes on everything from new bike lanes to bike racks while the city works on an environmental-impact report. Cyclists say the irony is killing them -- literally. At least four bikers have died and hundreds more have been injured in San Francisco since mid-2006, when Mr. Anderson helped convince a judge to halt implementation of a massive pro-bike plan.(It's unclear whether the plan's execution could have prevented the accidents.) In the past year, bike advocates have demonstrated outside City Hall, pushed the city to challenge the plan's freeze in court and proposed putting the whole mess to local voters. Nothing worked. "We're the ones keeping emissions from the air!" shouted Leah Shahum, executive director of the 10,000-strong San Francisco Bicycle Coalition, at a July 21 protest. Mr. Anderson disagrees. Cars always will vastly outnumber bikes, he reasons, so allotting more street space to cyclists could cause more traffic jams, more idling and more pollution. Mr. Anderson says the city has been blinded by political correctness. It's an "attempt by the anti-car fanatics to screw up our traffic on behalf of the bicycle fantasy," he wrote in his blog this month. Mr. Anderson's fight underscores the tensions that can circulate as urban cycling, bolstered by environmental awareness and high gasoline prices, takes off across the U.S. New York City, where the number of commuter cyclists is estimated to have jumped 77% between 2000 and 2007, is adding new bike lanes despite some motorist backlash. Chicago recently elected to kick cars off stretches of big roads on two Sundays this year. Famously progressive, San Francisco is known for being one of the most pro-bike cities in the U.S., offering more than 200 miles of lanes and requiring that big garages offer bike parking. It is also known for characters like Mr. Anderson. A tall, serious man with a grizzled gray beard, Mr. Anderson spent 13 months in a California federal prison for resisting the draft during the Vietnam War. He later penned pieces for the Anderson Valley Advertiser, a muckraking Northern California weekly owned by his brother that's known for its savage prose and pranks. **Running for Office** In 1995, Mr. Anderson moved to San Francisco. Working odd jobs, he twice ran for a seat on the city's Board of Supervisors, pledging to tackle homelessness and the city's "tacit PC ideology." He got 332 of 34,955 votes in 2004, his second and best try. That year Mr. Anderson, who mostly lives off a small government stipend he receives for caring for his 92-year-old mother, also started a blog, digging into local politics with gusto. One of his first targets: the city's most ambitious bike plan to date. Unveiled in 2004, the 527-page document was filled with maps, traffic analyses and a list of roughly 240 locations where the city hoped to make cycling easier. The plan called for more bike lanes, better bike parking and a boost in cycling to 10% of the city's total trips by 2010. The plan irked Mr. Anderson. Having not owned a car in 20 years, he says he has had several near misses with bikers roaring through crosswalks and red lights, and sees bicycles as dangerous and impractical for car-centric American cities. Mr. Anderson was also bugged by what he describes as the holier-than-thou attitude typified by Critical Mass, a monthly gathering of bikers who coast through the city, snarling traffic for hours. "The behavior of the bike people on city streets is always annoying," he says. "This 'Get out of my way, I'm not burning fossil fuels.' " **Going to Court** In February 2005, Mr. Anderson showed up at a planning commission meeting. If San Francisco was going to take away parking spaces and car lanes, he argued, it had better do an environmental-impact review first. When the Board of Supervisors voted to skip the review, Mr. Anderson sued in state court, enlisting his friend Mary Miles, a former postal worker, cartoonist and Anderson Valley Advertiser colleague. San Francisco cyclists protest bike-plan delays in front of City Hall. Ms. Miles, who was admitted to the California bar in 2004 at age 57, proved a pugnacious litigator. She sought to kill the initial brief from San Francisco's lawyers after it exceeded the accepted length by a page. She objected when the city attorney described Mr. Anderson's advocacy group, the Coalition for Adequate Review, as CAR in their documents. (It's C-FAR.) She also convinced the court to review key planning documents over the city's objections. **Slow Pedaling** In November 2006, a California Superior Court judge rejected San Francisco's contention that it didn't need an environmental review and ordered San Francisco to stop all bike-plan activity until it completed the review. Since then, San Francisco has pedaled very slowly. City planners say they're being extra careful with their environmental study, in hopes that Mr. Anderson and Ms. Miles won't challenge it. Planners don't expect the study will be done for another year. Meanwhile, Mr. Anderson and Ms. Miles have teamed up to oppose a plan to put high-rises and additional housing in a nearby neighborhood. He continues to blog from his apartment in an old Victorian home. "Regardless of the obvious dangers, some people will ride bikes in San Francisco for the same reason Islamic fanatics will engage in suicide bombings -- because they are politically motivated to do so," he wrote in a May 21 post. "In case anyone doubted that you were a wingnut, this statement pretty much sums things up!" one commenter retorted. Mr. Anderson is running for supervisor again this November -- around the time the city will unveil the first draft of its bike-plan environmental review. He's already pondering a challenge of the review.

Bikes- Increase Congestion

Bikes increase congestion- lets kill it!

Duffy 2k5

(Michael Duffy, Writer for the Sydney Morning Herald, “Off yer bike - for the sake of all of us on the roads” <http://www.smh.com.au/news/opinion/off-yer-bike--for-the-sake-of-all-of-us-on-the-roads/2005/12/02/1133422105845.html> DM)

IT'S TIME to get bikes off our roads. As a mainstream form of transport, the bicycle has proved itself the equivalent of communism: a lovely idea that failed dismally in practice. Bikes are dangerous to ride and slow traffic, which creates more pollution. For the good of all of us, we need to ban the bike. **When Government started to encourage bike riding a few decades ago, it was like the balmy days after the Russian Revolution: the future looked golden. It was hoped that a significant proportion of all trips made in Sydney would soon be by bike. Where it all went wrong was that almost no one showed any enthusiasm to get on their bikes**. Today, fewer than 1 per cent of all trips in Sydney are made by bike. The bike activists blame this on the paucity of bike lanes and tracks, but this is like Marxists excusing the failure of communism in the Soviet Union by blaming the nature of its regime. The sad truth is that in both cases a vanguard tried to impose a new form of behaviour on the populace and was rejected. The only difference is that the bike lobby hasn't accepted this. Every week I travel 10 kilometres down a crowded, four-lane, inner-city road. Whenever it contains bikes, the traffic is frequently forced to slow to a crawl as drivers wait for a chance to pass them. This increases the pollution given off by the cars, as well as raising tempers all round. Many bike riders hog the centre of their lane, legally and perhaps wisely, but also slip between traffic when it stops. Where there are traffic lights, this means you can find yourself grinding along behind the same bike several times in the space of a journey. So thousands of cars are inconvenienced by two or three bikes, and the amount of greenhouse gas produced increases. Bike riders tend to be unhappy and resentful people. They relish telling stories of narrow escapes from death at the hands of stupid car drivers. While glad the individuals involved survived, one has to wonder why they persist. We all know that significant proportions of the population are depressed, tense, on a vast range of attention-limiting prescription and non-prescription drugs, or like using their mobile phones while driving. For bike riders to launch into city traffic expecting everyone else to respond instantaneously to their unexpected appearance in the same lane, or when they flash through red lights at intersections, suggests a desire for self-harm. As does their preparedness to engage in sustained exercise where they breathe in large quantities of monoxide, with health consequences that can only be guessed at. Possibly their thinking has been adversely affected by the smog. Consider some of the proposals the lobby group Bicycle NSW made at the last state election. These included "affirmative action" such as forcing people to stop driving by introducing parking restrictions and imposing a general urban speed limit of 50kmh for all of Sydney. Considering the tiny number of cyclists who would benefit from such a change, you wonder if the bike lobby is suffering from delusions of grandeur. Given the threat bike riders pose to themselves and others, the big question is whether it is right to encourage them. Unfortunately, bike riding is one of those activities that has acquired an aura of virtue. Supporting it (with other people's money) is an easy way of demonstrating your moral stature. The new Westlink M7 has a 40-kilometre cycleway stretching from Prestons to Baulkham Hills. This was recommended in the tollway's environmental impact statement on the sole grounds (here quoting from the one-volume summary) that it "would improve cycling opportunities in the region". Now, almost no one rides bikes on roads in the western suburbs. According to a Westlink spokesman, there are not even any estimated usage figures for the new bike path. Very wise, that - but it makes you wonder just why building an unwanted 40-kilometre strip of concrete to be lit at night by coal-powered electricity should be considered environmentally beneficial. The Westlink spokesman refused to disclose how much the cycleway had added to the cost of the project - or to the toll that will be charged to road users. Fortunately the State Government is less enthusiastic about spending its money on bike infrastructure and has recently halved such expenditure. But more needs to be done. A public campaign encouraging people not to ride bikes in traffic would be a responsible start.