# HSR – Car Crashes Adv

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### Car crashes are at a peak now, killing 30,000 Americans every year.

AAA 12 [AAA Foundation For Traffic Safety a government institute responsible for traffic safety “Distracted Driving” June 26, 2012 AAA Foundation For Traffic Safety is the publisher http://www.aaafoundation.org/multimedia/Distracteddriving.cfm]

The AAA Foundation for Traffic Safety and AAA are concerned about your safety on our nation’s roads. That’s why we are calling on drivers to eliminate distractions in the car. We want drivers to put away distractions and focus only on the road. Multi-tasking is undoubtedly a regular activity for most people but it is critical that we remind ourselves of the most important task behind the wheel – driving safely. Share the message, spread the word, and help us create safer roads for everyone. Distracted driving contributes to up to 8,000 crashes every single day – the facts speak for themselves. More than one million people have died in car crashes over the past 25 years in the U.S., with 33,788 lives lost in 2010 alone. Drivers spend more than half their time behind the wheel engaged in distracted behavior. Using a cell phone while driving quadruples your risk of crashing. Eating, smoking, adjusting music or rubbernecking while driving can be just as dangerous as texting, emailing or talking on a cell phone. Passengers are one of the most frequently reported causes of distraction, with young children being four times more distracting than adults and infants being eight times more distracting. A majority of drivers – 94% – agree that texting or emailing while driving is unacceptable and 87% support laws against reading, typing or sending text messages or emails while driving, according to the AAA Foundation’s 2011 Traffic Safety Culture Index, yet more than one-third of drivers reported texting or emailing while driving in the previous month. This “do as I say, not as I do” attitude is one of the greatest obstacles preventing us from improving safety on our roads.Multi-tasking is a fact of life – we all face constant demands for our time, and we all have to juggle more now than ever before. Unfortunately, many people try to multi-task while driving, which is NEVER a good idea. In fact, a recent study by the University of Utah has reconfirmed that our brains are simply not wired to multi-task. Being distracted behind the wheel for even just a few seconds greatly increases your chance of a crash. Take a look at our 10 quick and easy ways to minimize distractions to keep yourself and all of us safer on the roads. It’s time that we all stop ignoring the facts and take action to change our roads. The first step is changing our own attitudes, and more importantly driving our own behaviors. Distracted driving is the cause of thousands of preventable injuries each year and has cost many families the life of a loved one. You can start solving the problem by pledging to change your own behavior and drive distraction-free from now on and then sharing this pledge with friends and family.

### The discourse of individual responsibility causes us to displace the blame for car crashes on deviant behavior rather than recognizing that crashes are an inevitable consequence of the cultural system we inhabit. The very act of objectively calculating the car crash participates in a voyeuristic celebration that always treats it as something that only happens to other people – we must refuse this gesture and confront the problem in its immediacy

O’Brien 02 [Wendy O'Brien is a lecturer in Literary and Cultural Studies at Central Queensland University, No specific date in 2002 “No Title” Publisher Cercles http://www.cercles.com/review/r6/brottman.html]

Throughout the volume the automobile is read, predictably enough, as symbolising freedom, independence, phallic display, technological progress, and wealth. These symbolic understandings of the motor vehicle are certainly not new, but the volume does offer divergent and more interesting theories on the significance of the automobile in modern culture. Read variously as a womb (where passengers are reduced to passive state of infantilism), a witness to trial (in the case of the whitewashed evidence in JFK’s assassination), and an instrument of execution, crucifixion, torture or auto-erotic pleasure, the eclectic approaches of the contributors indicates that the cultural significance of the car cannot be located simply or unequivocally. Despite this diversity of approach, there are overriding threads of argument and methodology in the volume that appropriate the car crash as something. It is in light of this explanatory temptation that I might concur with Royal’s caveat that we should resist interpretations of the car death that are “too intellectually tidy.” Of those chapters that do offer a cultural critique, many suggest that the voyeuristic engagement with vehicular carnage serves to locate the “accident” as a form of order. The consolatory nature of the ritual, the repetition and the familiarity of images of mangled wrecks and the iconic status of the celebrity crash place distance between the reader and vehicular destruction; as a talisman we ward off death with the assurance that car crashes happen to other people. By its own logic then, a reading of the volume caters to our desire for the preventative. The voyeuristic and vicarious celebration of the car crash that takes place in the name of pathological objectivity structures the chaotic and random events of the crash as a series of causal and cautionary factors. If we don’t speed, drive recklessly, drink while driving, or follow through with suicidal impulses we are safe from the horror of the car crash. In this sense, the volume can’t help but perform the function that many of the contributors are at pains to critique. The ritualised experience of the deaths of Others is ultimately reassuring. Car crash culture might do well to embrace the “crash” of the culture, the random and chaotic destruction of boundaries as discrete objects or subjects collide violently in a destruction/creation of something new. Car crashes are not a conspiracy of the drunk, the maniacal, the patriarchal or the sexually rapacious. To emphasise conspiracy, causality or prevention is to apply a false logic, as Ulmer reminds us, “traffic fatalities are not an anomaly in an otherwise rational order” [336]. Perhaps, as Darius explicates in his excellent article “Car Crash Crucifixion Culture”, all of this is to deny that “the car crash is not only commonplace but also embodies the futility of a death or injury seemingly without point of poignancy” [308].Despite the phenomenological emphasis, the eclectic mix of pathology, forensics, cultural criticism, psychiatry and legal discourses do offer an interesting, albeit safe, tour through aspects of car crash culture. For those interested in the complex cultural nexus of the car crash, parts of this volume are well worth the ride.

### Our willingness to accept this structural violence is the proximate cause of all war - creates priming that psychologically structures escalation

Scheper-Hughes and Bourgois ‘4 (Prof of Anthropology @ Cal-Berkeley; Prof of Anthropology @ UPenn) (Nancy and Philippe, Introduction: Making Sense of Violence, in Violence in War and Peace, pg. 19-22)

This large and at first sight “messy” Part VII is central to this anthology’s thesis. It encompasses everything from the routinized, bureaucratized, and utterly banal violence of children dying of hunger and maternal despair in Northeast Brazil (Scheper-Hughes, Chapter 33) to elderly African Americans dying of heat stroke in Mayor Daly’s version of US apartheid in Chicago’s South Side (Klinenberg, Chapter 38) to the racialized class hatred expressed by British Victorians in their olfactory disgust of the “smelly” working classes (Orwell, Chapter 36). In these readings violence is located in the symbolic and social structures that overdetermine and allow the criminalized drug addictions, interpersonal bloodshed, and racially patterned incarcerations that characterize the US “inner city” to be normalized (Bourgois, Chapter 37 and Wacquant, Chapter 39). Violence also takes the form of class, racial, political self-hatred and adolescent self-destruction (Quesada, Chapter 35), as well as of useless (i.e. preventable), rawly embodied physical suffering, and death (Farmer, Chapter 34). Absolutely central to our approach is a blurring of categories and distinctions between wartime and peacetime violence. Close attention to the “little” violences produced in the structures, habituses, and mentalites of everyday life shifts our attention to pathologies of class, race, and gender inequalities. More important, it interrupts the voyeuristic tendencies of “violence studies” that risk publicly humiliating the powerless who are often forced into complicity with social and individual pathologies of power because suffering is often a solvent of human integrity and dignity. Thus, in this anthology we are positing a violence continuum comprised of a multitude of “small wars and invisible genocides” (see also Scheper- Hughes 1996; 1997; 2000b) conducted in the normative social spaces of public schools, clinics, emergency rooms, hospital wards, nursing homes, courtrooms, public registry offices, prisons, detention centers, and public morgues. The violence continuum also refers to the ease with which humans are capable of reducing the socially vulnerable into expendable nonpersons and assuming the license - even the duty - to kill, maim, or soul-murder. We realize that in referring to a violence and a genocide continuum we are flying in the face of a tradition of genocide studies that argues for the absolute uniqueness of the Jewish Holocaust and for vigilance with respect to restricted purist use of the term genocide itself (see Kuper 1985; Chaulk 1999; Fein 1990; Chorbajian 1999). But we hold an opposing and alternative view that, to the contrary, it is absolutely necessary to make just such existential leaps in purposefully linking violent acts in normal times to those of abnormal times. Hence the title of our volume: Violence in War and in Peace. If (as we concede) there is a moral risk in overextending the concept of “genocide” into spaces and corners of everyday life where we might not ordinarily think to find it (and there is), an even greater risk lies in failing to sensitize ourselves, in misrecognizing protogenocidal practices and sentiments daily enacted as normative behavior by “ordinary” good-enough citizens. Peacetime crimes, such as prison construction sold as economic development to impoverished communities in the mountains and deserts of California, or the evolution of the criminal industrial complex into the latest peculiar institution for managing race relations in the United States (Waquant, Chapter 39), constitute the “small wars and invisible genocides” to which we refer. This applies to African American and Latino youth mortality statistics in Oakland, California, Baltimore, Washington DC, and New York City. These are “invisible” genocides not because they are secreted away or hidden from view, but quite the opposite. As Wittgenstein observed, the things that are hardest to perceive are those which are right before our eyes and therefore taken for granted. In this regard, Bourdieu’s partial and unfinished theory of violence (see Chapters 32 and 42) as well as his concept of misrecognition is crucial to our task. By including the normative everyday forms of violence hidden in the minutiae of “normal” social practices - in the architecture of homes, in gender relations, in communal work, in the exchange of gifts, and so forth - Bourdieu forces us to reconsider the broader meanings and status of violence, especially the links between the violence of everyday life and explicit political terror and state repression, Similarly, Basaglia’s notion of “peacetime crimes” - crimini di pace - imagines a direct relationship between wartime and peacetime violence. Peacetime crimes suggests the possibility that war crimes are merely ordinary, everyday crimes of public consent applied systematic- ally and dramatically in the extreme context of war. Consider the parallel uses of rape during peacetime and wartime, or the family resemblances between the legalized violence of US immigration and naturalization border raids on “illegal aliens” versus the US government- engineered genocide in 1938, known as the Cherokee “Trail of Tears.” Peacetime crimes suggests that everyday forms of state violence make a certain kind of domestic peace possible. Internal “stability” is purchased with the currency of peacetime crimes, many of which take the form of professionally applied “strangle-holds.” Everyday forms of state violence during peacetime make a certain kind of domestic “peace” possible. It is an easy-to-identify peacetime crime that is usually maintained as a public secret by the government and by a scared or apathetic populace. Most subtly, but no less politically or structurally, the phenomenal growth in the United States of a new military, postindustrial prison industrial complex has taken place in the absence of broad-based opposition, let alone collective acts of civil disobedience. The public consensus is based primarily on a new mobilization of an old fear of the mob, the mugger, the rapist, the Black man, the undeserving poor. How many public executions of mentally deficient prisoners in the United States are needed to make life feel more secure for the affluent? What can it possibly mean when incarceration becomes the “normative” socializing experience for ethnic minority youth in a society, i.e., over 33 percent of young African American men (Prison Watch 2002). In the end it is essential that we recognize the existence of a genocidal capacity among otherwise good-enough humans and that we need to exercise a defensive hypervigilance to the less dramatic, permitted, and even rewarded everyday acts of violence that render participation in genocidal acts and policies possible (under adverse political or economic conditions), perhaps more easily than we would like to recognize. Under the violence continuum we include, therefore, all expressions of radical social exclusion, dehumanization, depersonal- ization, pseudospeciation, and reification which normalize atrocious behavior and violence toward others. A constant self-mobilization for alarm, a state of constant hyperarousal is, perhaps, a reasonable response to Benjamin’s view of late modern history as a chronic “state of emergency” (Taussig, Chapter 31). We are trying to recover here the classic anagogic thinking that enabled Erving Goffman, Jules Henry, C. Wright Mills, and Franco Basaglia among other mid-twentieth-century radically critical thinkers, to perceive the symbolic and structural relations, i.e., between inmates and patients, between concentration camps, prisons, mental hospitals, nursing homes, and other “total institutions.” Making that decisive move to recognize the continuum of violence allows us to see the capacity and the willingness - if not enthusiasm - of ordinary people, the practical technicians of the social consensus, to enforce genocidal-like crimes against categories of rubbish people. There is no primary impulse out of which mass violence and genocide are born, it is ingrained in the common sense of everyday social life. The mad, the differently abled, the mentally vulnerable have often fallen into this category of the unworthy living, as have the very old and infirm, the sick-poor, and, of course, the despised racial, religious, sexual, and ethnic groups of the moment. Erik Erikson referred to “pseudo- speciation” as the human tendency to classify some individuals or social groups as less than fully human - a prerequisite to genocide and one that is carefully honed during the unremark- able peacetimes that precede the sudden, “seemingly unintelligible” outbreaks of mass violence. Collective denial and misrecognition are prerequisites for mass violence and genocide. But so are formal bureaucratic structures and professional roles. The practical technicians of everyday violence in the backlands of Northeast Brazil (Scheper-Hughes, Chapter 33), for example, include the clinic doctors who prescribe powerful tranquilizers to fretful and frightfully hungry babies, the Catholic priests who celebrate the death of “angel-babies,” and the municipal bureaucrats who dispense free baby coffins but no food to hungry families. Everyday violence encompasses the implicit, legitimate, and routinized forms of violence inherent in particular social, economic, and political formations. It is close to what Bourdieu (1977, 1996) means by “symbolic violence,” the violence that is often “nus-recognized” for something else, usually something good. Everyday violence is similar to what Taussig (1989) calls “terror as usual.” All these terms are meant to reveal a public secret - the hidden links between violence in war and violence in peace, and between war crimes and “peace-time crimes.” Bourdieu (1977) finds domination and violence in the least likely places - in courtship and marriage, in the exchange of gifts, in systems of classification, in style, art, and culinary taste- the various uses of culture. Violence, Bourdieu insists, is everywhere in social practice. It is misrecognized because its very everydayness and its familiarity render it invisible. Lacan identifies “rneconnaissance” as the prerequisite of the social. The exploitation of bachelor sons, robbing them of autonomy, independence, and progeny, within the structures of family farming in the European countryside that Bourdieu escaped is a case in point (Bourdieu, Chapter 42; see also Scheper-Hughes, 2000b; Favret-Saada, 1989). Following Gramsci, Foucault, Sartre, Arendt, and other modern theorists of power-vio- lence, Bourdieu treats direct aggression and physical violence as a crude, uneconomical mode of domination; it is less efficient and, according to Arendt (1969), it is certainly less legitimate. While power and symbolic domination are not to be equated with violence - and Arendt argues persuasively that violence is to be understood as a failure of power - violence, as we are presenting it here, is more than simply the expression of illegitimate physical force against a person or group of persons. Rather, we need to understand violence as encompassing all forms of “controlling processes” (Nader 1997b) that assault basic human freedoms and individual or collective survival. Our task is to recognize these gray zones of violence which are, by definition, not obvious. Once again, the point of bringing into the discourses on genocide everyday, normative experiences of reification, depersonalization, institutional confinement, and acceptable death is to help answer the question: What makes mass violence and genocide possible? In this volume we are suggesting that mass violence is part of a continuum, and that it is socially incremental and often experienced by perpetrators, collaborators, bystanders - and even by victims themselves - as expected, routine, even justified. The preparations for mass killing can be found in social sentiments and institutions from the family, to schools, churches, hospitals, and the military. They harbor the early “warning signs” (Charney 1991), the “priming” (as Hinton, ed., 2002 calls it), or the “genocidal continuum” (as we call it) that push social consensus toward devaluing certain forms of human life and lifeways from the refusal of social support and humane care to vulnerable “social parasites” (the nursing home elderly, “welfare queens,” undocumented immigrants, drug addicts) to the militarization of everyday life (super-maximum-security prisons, capital punishment; the technologies of heightened personal security, including the house gun and gated communities; and reversed feelings of victimization).

### The status quo approach to car crashes degrades the quality of our lives

Mckenna 12 [Laine McKenna author on EzineArticles and multiple current event blogs 2012 “The Impact of Drunk Driving Accidents and How a Personal Injury Lawyer Can Help” EDF publishing <http://www.abcarticledirectory.com/Article/...Accidents.../1456114>]

Car accidents can be devastating mentally, physically, psychologically, and financially. Even more devastating – when the accident was caused by a drunk driver or a driver under the influence of drugs. These accidents can have a substantial impact on peoples’ lives, and a personal injury lawyer can help you during a very turbulent, uncertain time in your life. In 2009, of the 6,788 car accidents in the city of Tampa, 480 of them (7%) involved drivers impaired by alcohol. While that doesn’t seem like a large number, nearly 40% of the area’s 900+ traffic fatalities involved drunk drivers. That is because alcohol impairs the body’s ability to react and rationalize. Add in the effects of fatigue from a late night, and it’s a recipe for disaster. Those statistics don’t even factor in the serious injuries sustained from drunk driving accidents, injuries that can have implications for victims and their families for the rest of their lives. Some drunk driving accident victims suffer such severe injuries that they no longer can care for themselves and require round-the-clock, daily care from nurses and family members, as well as rehabilitative therapy. Perhaps you were able to recover from your injuries, to an extent. You don’t require round-the-clock medical care, but you can no longer work or are limited as to how much you can work. Your quality of life has been impacted severely. You can’t sit for longer than 30 minutes at a time. You can’t imagine a day without back or leg pain. Your personal relationships, including your friendships and your marriage have suffered. Perhaps you are a college student who cannot attend school full-time any more because the course load is too physically draining, or because your short-term memory is still affected by the accident. Perhaps the highly-sought independence you once had as a college student, living on your own in the dorms has been taken from you because you need help getting around the house and need to be closer to doctors and your concerned parents.Do any of these scenarios sound familiar? Whether it’s you or a loved one, you deserve to be compensated for your suffering and the impact the accident has had on your life. That is why it is advised that you contact a personal injury lawyer, particularly an attorney with experience representing the victims of drunk driving accidents. A personal injury attorney can work with your insurance company, doctors, and therapists to ensure you’re receiving the proper medical care, particularly when insurance companies are looking to cut corners any way they can. An attorney can see that you’re compensated for the pain and suffering you and your loved ones have endured, and see to it that you’re cared for in the future. An attorney can also see that you’re compensated for lost wages and future lost wages because of your inability or limited ability to work. Most of all, a personal injury attorney can advocate for your rights and seek justice for you during a very turbulent time in your life. Most of the time they don’t collect money unless you do, which means you have nothing to lose and everything to gain by contacting one.

### Car culture is unsustainable – the only question is when and how we make the transition

Graves-Brown’97 ( Graves-Brown, P , “From Highway to Superhighway: The Sustainability, Symbolism and Situated Practices of Car Culture Social Analysis. Vol. 41, pp. 64-75. 1997”, http://md1.csa.com/partners/viewrecord.php?requester=gs&collection=ENV&recid=5182080&q=car+culture&uid=789848837&setcookie=yes)

Car culture is unsustainable: not only are the emissions harmful to the environment, but vast resources are required in their manufacture. For cars to be sustainable, a new community of practice focusing on repairing & recycling used parts must be created. Cars also foster individual alienation, making them socially unsustainable. While some have argued that cyberspace offers an alternative to car culture, it is contended that cyberspace intensifies alienation created by car culture. Thus, neither the automobile highway or the electronic superhighway will prove to be culturally sustainable technologies

### High speed rail is insanely safe – zero recorded crashes after 40 years of operation in Japan or France

California High-Speed Rail Authority, 8 (state agency planning future high speed rail network, 2008, “Safety”, California High-Speed Rail Authority, http://www.cahighspeedrail.ca.gov/safety.aspx)

High-speed train systems have been operated safely every day in other parts of the world for many years. The unparalleled safety record for high-speed trains is based upon their actual operating experience. For example, in Japan high-speed train operations began in 1964. In over 44 years of operation, Japanese high-speed trains (the “Shinkansen”) have carried more than 9 billion passengers without a single train related fatality. In France, their high-speed trains (the “TGV”) have been operating for 27 years and currently carry more than 100 million passengers a year. Like Japan, the French high-speed train system has never had a single high-speed train related passenger fatality on the completely dedicated new line such as will be built in California. In contrast, the automobile is unquestionably the most used and most dangerous when comparing auto, air and rail modes of transportation. In 2004 alone, there were over 4,000 fatalities and more than 200,000 nonfatal injuries on California highways. The National Highway Traffic Safety Administration estimates that deaths and injuries resulting from motor vehicle crashes are the leading cause of death for persons between the ages of 4 and 33 in the United States. With more and more vehicles on our highways, the potential for automobile accidents increases.

### HSR will reduce dependency on cars and car crashes

CoPIRG 11, Organization for college students to tackle the world’s problems, Nov. 10, 2011

“A Track Record of Success: High-Speed Rail Around the World and Its Promise for America”, <http://www.copirgstudents.org/reports/co/track-record-success-high-speed-rail-around-world-and-its-promise-america>

A U.S. high-speed rail network could help offer alternatives to congestion on the nation’s overcrowded highways. Congestion problems in 2007 cost Americans more than $87 billion in delay and fuel costs, according to the Texas Transportation Institute. Americans spent 4.2 billion hours of extra time sitting in traffic — the equivalent of 2.1 million work-years, or a year’s work from the entire civilian labor force of the state of Alabama. Meanwhile, the 2.81 billion gallons of fuel wasted in traffic in 2007 “could fill 370,000 18-wheeler fuel delivery trucks — bumper to bumper from Houston to Boston to Los Angeles. Evidence from around the world suggests that high-speed rail can reduce automobile travel between cities, possibly contributing to reductions in congestion. This comes with another benefit. By reducing congestion and general vehicle count on the highways, accident rates will also significantly drop. Most automobile journeys are local or within a given region, meaning that high speed rail can only avert a small proportion of total traffic. Moreover, long-distance intercity drivers often have chosen to drive rather than fly for reasons that would also make them unlikely to use high-speed rail, such as the need to carry cargo or concerns about cost. Still, the experience of other nations with high-speed rail systems suggests that high-speed rail can deliver measurable reductions in intercity automobile traffic reductions that, while small in absolute terms, can have a significant impact on reducing traffic congestion. In addition, there are some examples from overseas in which high-speed rail has made a bigger impact in reducing vehicle travel by providing an alternative for long-distance commuters. Diverting travel from highways to high-speed rail could also reduce pressure for costly highway expansions.

### HSR not only immediately relieves the need for millions to use cars, but will spur other public transportation projects which cause a cultural shift away from automobile use

Kambitsis, 10 (Jason, editor for Wired Magazine and senior planner for City of Pittsburgh, “High-Speed Rail As a Conduit of Sprawl”, March 16, Wired, http://www.wired.com/autopia/2010/03/high-speed-rail-and-sprawl/)

Proactive land use policies focused on increasing urban density coupled with incentives for transit-oriented development and suburban infill must be embraced by communities along high-speed rail lines — especially those with planned stops. This will help create a market for transportation and the subsequent development tied to it. Regional and local transportation planning initiatives that create infrastructure connecting pedestrians, bicycles and mass transit and place it on a level playing field with automobiles will reduce dependence on cars for commuting. Parking should be provided in garages, not lots, and it must be integrated into the development. And, finally, stations must be landmark, not utilitarian, structures that compliment their communities and welcome riders. Grand Central Station in New York is an excellent example. Focusing on these ideals will reduce the risk of sprawl and make high-speed rail — and the communities it connects — a guidepost to the future of transportation.

## A2: Spending DA

### Car crashes cost the government tons of money

Rocky Mountain Insurance Information Association, ’12 (“Crash Costs and Statistics”, http://www.rmiia.org/auto/traffic\_safety/Cost\_of\_crashes.asp)

The highest price we pay for car crashes is in the loss of human lives, however society also bears the brunt of the many costs associated with motor vehicle accidents. The [Centers for Disease Control and Prevention](http://www.cdc.gov) says in 2010 that the cost of medical care and productivity losses associated with motor vehicle crash injuries was over $99 billion, or nearly $500, for each licensed driver in the United States. In addition, every 10 seconds an American is treated in an emergency department for crash-related injuries, based on data from 2005. New findings from the Insurance Research Council's (IRC) 2011 Trends in Auto Injury Claims report indicate that insurance claim costs countrywide have recently increased, reversing previous trends of declining or relatively stable costs. Although injury claim severity (the average cost of injury claims) has been increasing steadily in the last several years, much of the increase has been offset by declining claim frequency, which produced relatively stable injury claim costs per insured vehicle. However, recent data indicate that claim frequency, on a countrywide basis, is no longer decreasing. A 2008 report by the [Automobile Association of America](http://www.aaa.com) states that according to the [Federal Highway Administration](http://www.fhwa.dot.gov/), the per-person cost of traffic fatalities in 2005 dollars is $3.2 million and $68,170 for injuries. AAA estimates the cost of traffic crashes to be $166.7 billion. Costs include medical, emergency services, police services, property damage, lost productivity, and quality of life. Read [AAA executive summary](http://www.aaanewsroom.net/Assets/Files/200835920140.CrashesVsCongestionExecutiveSummary2.28.08.pdf) (PDF). In 2010, an estimated 32,885 people died in motor vehicle crashes, down 2.9 percent from 2009, according to the U.S. Department of Transportation. In 2009, 33,808 people died in motor vehicle crashes and an additional 2,217,000 people were injured. Private insurers pay approximately 50% of all motor vehicle crash costs. Individual crash victims pay about 26%, while third parties such as uninvolved motorists delayed in traffic, charities and health care providers pay about 14%. Federal revenues account for 6%, while state and local municipalities pick up about 3%. Overall, those not directly involved in crashes pay for nearly three-quarters of all crash costs, primarily through insurance premiums, taxes and travel delay . Crash Type & Driver Behavior In 2010 there were 5,419,000 police-reported motor vehicle traffic crashes, down 1.6 percent from 5,505,000 in 2009. Of total crashes in 2010, 1,542,000 caused injuries and 3,847,000 caused property damage only. The National Highway Traffic Safety Administration estimates about 10 million or more crashes go unreported each year. Alcohol-Related Crashes: In 2009, 10,839 people died in alcohol-impaired crashes, down 7.4% from 11,711 in 2008. In 2009, alcohol-impaired crash fatalities accounted for 32% of all crash deaths. There is an alcohol-impaired traffic fatality every 48 minutes in the U.S. Drunk Driving and Speeding: In 2010, 10,228 people died in alcohol-impaired crashes, down 4.9 percent from 10,759 in 2009. In 2010, alcohol-impaired crash fatalities accounted for 31 percent of all crash deaths. There is an alcohol-impaired traffic fatality every 51 minutes. Speeding: In 2009, 10,591 lives were lost due to speed-related accidents. Speed-related crashes cost Americans $40.4 billion each year. In 2009, 39% of 15- to 20-year-old male drivers who were involved in fatal crashes were speeding at the time of the crash. Red Light Running: More than 900 people a year die and nearly 2,000 are injured as a result of vehicles running red lights. About half of those deaths are pedestrians and occupants of other vehicles who are hit by red light runners. Fatigue: A study released in November 2010 conducted by the AAA Foundation for Traffic Safety using NHTSA data for 1999-2008 found that 16.5%, or about 1 in 6 fatal crashes, involved a drowsy driver. Distracted Driving: A September 2010 study from the National Highway Traffic Safety Administration (NHTSA) found that in 2010 5,474 people were killed and 448,000 people were injured in motor vehicle crashes involving distracted driving. The percentage of people killed in such crashes rose from 10% of all motor vehicle crash fatalities in 2005 to 16% in 2009. Of those people killed, 995 involved reports of a cellphone as a distraction, or 18% of all distracted driving crash fatalities. Cellphone Use: In December 2010 the National Center for Statistics and Analysis of the National Highway Traffic Safety Administration released the results of their National Occupant Protection Use Survey (NOPUS), which found that in 2010, 0.9 percent of drivers were text-messaging or visibly manipulating hand-held devices, up from 0.6 percent in 2009. Driver use of hand-held cellphones, measured as the percent of drivers holding phones to their ears while driving, was 5 percent in both 2009 and 2010. Non-Use of Seatbelts=$20 billion. Source: [National Highway Traffic Safety Administration](http://www.nhtsa.gov) Injuries The per-capita costs for each state vary from roughly $600-$1,200 compared to the nationwide average of $819. Smaller, less populated states may have lower overall costs, but they may also have fewer resources to draw on. Differences between states may also result from different reporting practices that result in more or less complete reporting of injuries from state to state.

## HSR S> Oil Dependence

### Environmental feasibility allows high speed rails to end dependence on foreign oils preventing resource wars

USHSRA 12 [United States High Speed Rail Association is a non-profit organization dedicated to the rapid development of a national, state-of-the-art high speed rail network across AmericaPublished by USHSRA“Energy Security” no specific date in 2012 http://www.ushsr.com/benefits/energysecurity.html]

A national high speed rail system ends our oil dependency quickly & permanently building an electrically-powered national high speed rail network across America is the single most powerful thing we can do to get the nation off oil and into a secure, sustainable form of mobility. A national network of high speed trains can be powered by a combination of renewable energy sources including wind, solar, geothermal, and ocean/tidal energy.America's dependency on oil is the most severe in the world, and inevitably pulls us into costly resource wars. It also pushes us into exploring for oil in extreme locations such as 10,000 feet deep below the Gulf of Mexico. We use 25% of the entire world's oil supply, yet we only have 5% of the world's population. We use 8-10 times more oil per person per day than Europeans, and they have faster, easier and better mobility than we do. The extremely high daily oil consumption of Americans is not due to a higher standard of living, but because of the extremely inefficient nature of our national transportation system – based on individual vehicles powered by internal combustion engines, combined with our sprawling community designs that force people into cars for every trip. As the world oil supply begins to peak and then irreversibly declines, prices will rise faster, and the situation will get far worse for America if we don't quickly reduce our national oil dependency. This dependency cuts across our entire society and affects our daily survival. Oil provides 95% of the energy to grow, process and deliver food to the nation. Our entire national transportation system is powered mostly by oil. Numerous daily products we use are made from oil. We use 20 million barrels of oil every day - just in America - 70% of it for transportation. Of the 20 million barrels we consume, we import 2/3 of this oil (13 million barrels per day) from foreign sources, many in unstable places. No combination of drilling off our coasts, hydrogen fuel cells, natural gas, biofuels, and used french fry oil will solve this and carry 300 million Americans into the future. None of these fuels can be scaled up to anywhere near the amount of liquid fuel we use daily in any practical, economical, or sustainable way.

### HSR will reduce dependence on cars and oil.

Chamberlain ’12 ( Doni, 6/27. Journalist, founder of anewscafe.) aNewsCafe. <http://anewscafe.com/ 2012/06/27/my-vote-goes-to-anyone-wholl-get-u-s-high-speed-passenger-railways-on-track/>

Take Shasta County, for example, and our double-digit unemployment rate. If our citizens had access to a modern railway system, workers could hop on a train and ride to work in nearby cities with more job opportunities. Likewise, trains could bring workers here from other places, too, to fill the demand of companies that lack a qualified workforce. Plus, with access to that more qualified workforce, companies would have one less excuse to not set up shop here. A modern passenger railway system would mean we'd have less reliance on cars, which would mean less reliance upon oil, which would mean a happier planet, too. (Maybe fewer wars, too.) A modern passenger railway system would lure aging drivers (read: baby boomers) off freeways and highways, which would be safer and less stressful for everyone.

## Ext – HSR is safe

### High-Speed Rails are the safest form of transportation that exists

California High-Speed Rail Authority, 8 (state agency planning future high speed rail network, 2008, “Safety”, California High-Speed Rail Authority, http://www.cahighspeedrail.ca.gov/safety.aspx)

High-speed trains have the proven record as the safest and most reliable form of transportation in the world as a result of separating high-speed trains from other forms of traffic and implementing automated positive train control that safeguards against human error. High-speed trains operate on grade separated tracks designed for high-speeds. Most train accidents are the consequence of passenger and freight trains using the same tracks and with a signaling and switching system that depends on humans. 87% of California’s 800-mile route will be on new completely separate track reserved for the exclusive use of high-speed trains. The key distinguishing reasons for the near perfect safety record of high-speed train travel in Europe and Asia are summarized below. (The California High-Speed Rail Project will incorporate all of these safety features, building upon the proven safety and design criteria used for existing high-speed train systems in Europe and Asia): The entire high-speed train system is fully access controlled and grade-separated (there are no at grade crossings with roads, pedestrians, or other rail services), eliminating pedestrian and motor vehicle conflicts. The high-speed train systems are completely double-tracked with additional tracks at intermediate stations to support express operations. The trains are centrally monitored and controlled, effectively preventing operators from making serious errors, stopping or slowing trains automatically in the event of external problem such as earthquakes, objects falling on the tracks, or gale force winds. High-speed train traffic control and communications systems are state-of-the-art, regulated, and managed during all hours of operation. These systems monitor and limit the train’s speed, schedule, routing, and headway (following distance behind another train). These systems, combined with the operator, have integral redundancy and ensure safety. Heavy, conventional freight trains do not share infrastructure designed for high-speed operations. High-speed trains use a cab signaling system that transmits commands directly to the driver. This technology makes high-speed operation possible in darkness, rain, and fog. In Japan, even moderate snowfall does not slow the Shinkansen because of special ice-melting equipment built into the rail bed. Unlike aircraft, high-speed train systems are not subject to turbulence. Passengers may sit without seat restraints and may stand and walk comfortably even at maximum speeds and around curves. Although high-speed train systems do operate in highly seismic areas, such as Japan, no fatalities have ever occurred as a result of a seismic event. The control system is linked to motion detectors close to faults having the potential to affect the line, even hundreds of miles from the line The systems stops the trains when an earthquake is detected, and at-grade construction in fault zones further improves safety. Like airplanes, and other public intercity modes, high-speed trains and the infrastructure they operate on (tracks, control systems, and electrification systems) are be maintained on a regular schedule and the maintenance records would be subject to inspection by the Federal Railroad Administration. This regular inspection of both rolling stock and track would ensure the safety of the high-speed train system. In California, key safeguards will prevent unwarranted access to the system. The California high-speed train system would be a fully grade-separated and fully access-controlled guideway with intrusion monitoring systems in place. This means that the train system’s infrastructure (e.g., mainline tracks and maintenance and storage facilities) would be designed to prevent access by unauthorized vehicles, persons, animals, and objects and to detect breaches of the system. The capital cost estimates include allowances for appropriate barriers (fences and walls), state-of-the-art communication, access-control, and monitoring and detection systems. All aspects of the California high-speed train system would conform to the latest federal requirements regarding transportation security. High-Speed trains will not require lengthy “airport style” screenings because like other passenger rail transportation services operating throughout the United States, high-speed trains do not present as great a security risk as air transportation.

## Ext – HSR S Car Crashes

### High Speed Rail is safe, Japan and France prove this.

CoPIRG 11, Organization for college students to tackle the world’s problems, Nov. 10, 2011

“A Track Record of Success: High-Speed Rail Around the World and Its Promise for America”, <http://www.copirgstudents.org/reports/co/track-record-success-high-speed-rail-around-world-and-its-promise-america>

High-speed rail systems can be engineered to be extraordinarily safe. Accidents on high-speed rail systems are possible and have occurred—the most notorious of which was the derailment of an Intercity Express train in Eschede, Germany, in 1998 that killed 101 people. But the world’s two oldest and most well-traveled high-speed rail lines—the Japanese Shinkansen and French TGV—have posted impressive safety records. In Japan, no passenger has ever been injured or killed due to an accident, such as derailment or collision, on the Shinkansen during its 46 years of service, despite carrying more than 340 million passengers per year**.** The Shinkansen employs automatic train control, which will automatically decelerate or halt the train based on the conditions of the route ahead and distance to preceding trains. The Shinkansen system is also equipped with an earthquake alarm system that automatically brings trains to a rapid halt when seismic activity is detected. Similarly, in France, no passenger has ever been killed due to an accident caused by the TGV in high-speed operation during its 29 years of service, despite ridership of 48 million passengers per year. In France, TGV railcars are designed such that adjacent TGV cars rest atop a shared two-axle connector, which decreases weight and increases speed, but also prevents the cars from dangerously jack-knifing during a collision as would a conventional train.

## A2: Cap K

### The fetishization of cars is the single strongest element sustaining capitalism today – any attempt to challenge it MUST include our affirmative

Dawson, 2006 (5/7, Michael, a paralegal and sociology teacher in Portland, “"Our" Real Addiction: Capitalist Waste in Transportation,” <http://mrzine.monthlyreview.org/2006/dawson050706.html>)

The problem, however, is that to say "America is addicted to oil" is to peddle a double distraction. First of all, by speaking of "America," the statement blames us all -- rich and poor, capitalists and commoners -- equally. But some "Americans" are far more addicted than others to the substances and arrangements connected to what Bush calls "oil." Secondly, despite the seeming concession to realism, to say that "America is addicted to oil" is to misdiagnose the problems at hand, to treat a symptom as a cause. In reality, as political analyst and historian Kevin Phillips observes, in America, the non-automotive use of petroleum "is small stuff next to transportation." "Cars and trucks," Phillips notes, "burn an overwhelming two out of every three barrels of oil used in the United States." As Phillips says, this means that "the critical yardstick" for realistically thinking through our purported "oil" problems "must be automotive." Cars, not petroleum barrels, are the object of "our" debilitating dependency in truth. Car-Addiction's Root Cause In the most recent edition of the famous "big book," Alcoholics Anonymous, it still says "The fact is that most alcoholics, for some reason yet obscure, have lost the power of choice in drink." In other words, despite huge advances in brain science confirming that drug dependencies do indeed have a physiological basis, A.A. is not yet quite comfortable enough "to write a book which would contain no basis for contention or argument" about the causes of alcoholism. "Of necessity," A.A. says, to understand drug dependency, "there will have to be discussion of matters medical, psychiatric, social, and religious. We are aware that these matters are from their very nature, controversial." In the case of car-addiction, however, the heart of the matter is actually much simpler and easier to understand, if one is willing to look. The core truth there is that, contrary to long-standing dogma, it is capitalists, not commoners, who cannot live without the perpetuation of autos-über-alles in America. No other capitalist product could possibly sustain the status quo like the car. To understand why this is so, it helps to realize that all capitalists have faced what I call "the problem of products." This is the reality that only certain things make good capitalist wares (a.k.a. "commodities" in Marx's term). Take oxygen, for instance. Because air is a gift of nature that ordinarily requires no labor for delivery, except in hospitals, you can't make profits by selling people bottles of air, despite its extreme value to all of us. Likewise, while you can make profits by hiring wage laborers to manufacture and distribute candles, the candle is extremely simple and inexpensive, so it's bound to remain a minor capitalist commodity. So, how is an enterprising investor class to reap large, growing, sustained profits, the raison d'etre of capitalist endeavor? What products are really ideal as commodities? The answer is: products that are as large, complex, and prone to as frequent repair and replacement as possible, within the limits of keeping customers happy enough to keep using and buying. Other things being equal, the bigger the product and the more parts (and "parts" can be either physical materials or human services) the product has, the more opportunities there are for capitalists overseeing the production chain to do what they do to "make" their money -- namely, to pay workers less than the final market value of the products the hired workers make. Hence, even in the time of Adam Smith, making and selling horse-drawn carriages or steam engines was a much more exciting and important capitalist endeavor than pin-making. Now, those already familiar with Baran and Sweezy's magnum opus (which I personally would rank as the most powerful work of social science in the twentieth century), Monopoly Capital, will know that the triumph of corporate capitalism in the late 1800s quickly produced a quantum leap in "the problem of products." Once leading capitalists were able to enjoy the pricing, financial, and organizational advantages of big corporations, they found themselves living in a much more stable and stratified business climate -- i.e., a capitalist's Garden of Eden. Unfortunately, as Baran and Sweezy explained, for the investing class, the one big downside of this triumph was its tendency toward over-accumulation, the systemic outcome of piling up too much wealth at the top, of creating capital gluts. Like a poker player who's winning too often, major corporate capitalists, thanks to their increased powers, find themselves becoming increasingly dependent upon political and managerial artifice both to stimulate new investment opportunities and to sustain old ones. Now, if the simple truth be told, this is far and away the most important back-story of the tragic dominance of the automobile in American life. Speculate all you want about ordinary Americans' "love affair with the car," but the institutional fact stands that the triumph and perpetuation of an automobile-intensive way of getting around town in the United States has long been, in the words of the National Association of Manufacturers, the "lifeblood" of capitalism in the United States and around the globe. And the most important reason for this institutional fact resides in the automobile itself, which is as close as anybody could realistically imagine to the ideal capitalist commodity. Consider the mundane reality: Cars are fantastically large and complicated machines. To manufacture, deliver, maintain, make roads for, insure, store, and fuel them in the United States alone requires a trillion-plus-dollar-a-year mega-industrial complex, almost all elements of which are provided by exploited/profitable business employees. And this is all before mentioning the huge secondary economic spending on doctors and lawyers necessitated by another great capitalist virtue of cars: their tendency to collide with one another. And the icing on this capitalist cake? The peculiarly large fetishizability of cars: by altering the size, style, and features of cars, capitalists are able to churn out a wide array of methods for encouraging ordinary people to perceive their automobiles as important extensions of their personae. The importance of all this to the perpetuation of corporate capitalism is hard to overstate. If you doubt this, imagine what would happen if a magical genie snapped his or her fingers and tomorrow converted the United States from a society built to encourage car-driving to one centered on walking, biking, and train-riding. Even with universal distribution of the most luxurious imaginable shoes, bicycles, and trains, the consequences of the genie's conversion would be extremely dire for capitalists. Without the ability to sell tens of millions of fancy steel, plastic, and glass boxes, along with their supporting services and fuels, every year, the big business economy would implode. In comparison, the instant and complete shut-down of the U.S. military would look like a hiccup. Capitalism would simply be doomed. What is to Be Done? The truth is that, when used as the dominant mode of transportation, the automobile is a supremely wasteful, destructive, unsustainable technology. From a public (rather than capitalist) perspective, it would take a team of the most fanciful science-fictionists to dream up a more costly and wasteful transportation system than the one we now have in the United States. It is as if we all have our own personal train-car parked in our driveway, and one we must, thanks to the laws of physics and the realities of the road, replace every 7-10 years, at that. And the massive, massive squandering of energy to which "we" are all consequently addicted is but a subordinate element of a nation-gone-capitalist. Hence, while good petro-politics is certainly crucial, the genuinely breakthrough in our democratic debate will come only when we start to acknowledge and discuss the reality that capitalists are addicted to making and selling automobiles, whatever the general costs and dangers of doing so may be. Like hard-core junkies, unless and until we intervene, our business overlords simply will continue to push their product-of-choice, the private automobile, the world be damned. The reason for this entirely predictable and intractable elite behavior lies in the very purpose and structure of the system from which they draw their distinguishing powers and privileges. So, help spread the real diagnosis: "Capitalists are addicted to cars."

# Neg

## A2: Car Crashes I/L

### Car crashes could be prevented through individual behavioral changes – displacing blame on abstract systems perpetuates the problem

O’Brien 01, <Assistant Professor of Literature at the Maryland Institute College of Art> “Car Crash Culture” by Wendy O’Brien 2001. Pg. 9

In contemporary American culture, however, the nature of any form of "accident" is particularly ambiguous because the term is so inextricably bound up with the discourse of tort law and the jiggery-pokery of insurance policy. "Accidents" in the legal sense always involve a civil wrong. Indeed, in terms of the law, the "accident" is defined as "negligence and causation for which one party is held responsible and liable for damages incurred"14-a definition heavily invested with notions ofblame and accountability that has application only within the strictures of a capitalist economy. In one sense, however, the law is right: Most car "accidents" are actually the result of bad driving, alcohol, or faulty mechanics, and could easily be avoided. But unlike the phrase "car crash," the term "car accident" does not generally include a sense of blame, evoking instead a metaphysical paradigm to describe the kind of random event that is popularly attributable only to the caprice of destiny.

## A2: Systemic Violence

### Solving structural violence doesn’t solve war – solving war solves structural violence.

Quester, Professor of Government and Politics at the University of Maryland, PhD from Harvard, 1989 (George H., July, “International-Security Criticisms of Peace Research,” Annals of the American Academy of Political and Social Science, Vol. 504, Peace Studies: Past and Future, p. 101)

More broadly, the peace researcher is convinced that the elimination of social ills will almost always tend to reduce the risks of war as well. No one in the more realistic international-securities community is op-posed to the spread of literacy or to the eradication of disease and starvation and poverty. Yet what are we to make of the fact that the Mediterranean country with the highest per capita income has been Cyprus? There is, unhappily, no real evidence that the conflicts that cause a nation to be ready to go to violent warfare disappear when other problems disappear; the link-age often seems to be the reverse.

### Refuse their definitional games – only focusing on structural violence makes us less likely to work to combat macro-violence

Quester, Professor of Government and Politics at the University of Maryland, PhD from Harvard, 1989 (George H., July, “International-Security Criticisms of Peace Research,” Annals of the American Academy of Political and Social Science, Vol. 504, Peace Studies: Past and Future, p. 103)

A third major problem to be raised about some forms of peace research and peace studies, again related to what we have al-ready discussed, arises in the tendency to define peace as much more than an absence of the organized violence of warfare, to define it indeed as the elimination also of poverty and injustice and of prejudice and tyranny, and so on-namely, to define peace simply as a synonym for what is good, for what an economist would call utility. Sometimes we are thus told that an op-position to violence must include an opposition to "structural violence,"7 with the latter phrase presumably meaning any organizational or power relationships that violate the moral standards of the beholder, or we are also told that we must be in favor of "positive peace," which will include all of these good things, accomplished some-how simultaneously, rather than being content with a "negative peace," limited merely to an absence of warfare. Surely there is a great deal that is lost from all of these definitional innovations, but what is there to be gained? If someone assumed, as noted previously, that consciousnesses somehow have to be raised, then it may well seem important, as an educational and motivational vehicle, to insist that peace includes an end to poverty or racism. If one assumes that there can never be an avoidance of war unless one simultaneously has an avoidance of poverty or racism or other social evils, then this causal link will also suggest a definitional link. But, if there is indeed no such one-to-one link in causal relationships and if motivation is not the entirety of the problem of war and peace, then we surely will have thrown away a great deal of clarity if we insist on calling everything bad "war" or "violence" and if we insist on referring to everything we favor as "peace." This would be a little like telling the American Cancer Society that every disease now has to be referred to as "cancer," including heart disease and cholera and meningitis. Can medicine make any progress at all if it is not allowed to use different words for different ailments? Is it really true that to use different words for war and dictator-ship and poverty is to weaken our motivation or to accept the inevitability of some evils or actually to favor the existence of such evils? If one goes far enough in accepting the definitional innovations produced by some peace studies curricula, it becomes possible then to define violent attacks as peaceful, as long as they are intended to eliminate racism or injustice, because these attacks are to oppose "structural violence." At the worst, this kind of redefinition is deliberately misleading, as war and violence are defined as being inappropriate for any cause except one's own. At a less duplicitous level, we simply have some need-less confusion brought into the process, by some relatively honest and well-meaning people

### Their root cause arguments are flawed – ending the means/ability to wage nuclear war can still solve war – focusing on structural violence makes war more likely

Quester, Professor of Government and Politics at the University of Maryland, PhD from Harvard, 1989 (George H., July, “International-Security Criticisms of Peace Research,” Annals of the American Academy of Political and Social Science, Vol. 504, Peace Studies: Past and Future, p. 103-104)

Advocates of peace research sometimes justify their approach by asserting that they alone are addressing the ultimate or root causes of conflict. Unless one eliminates injustice or racism or prejudice or tyranny, they contend, there can never be a real peace or positive peace. This argument runs the risk, however, of becoming a play on words. Real peace can mean that we approve of every step of the causal chain, going back as far as it can be traced, which might indeed be ideal; but this might hardly be so essential for some-one caught in the crossfire of Beirut, some-one who is merely pleading and praying that the shooting might stop. To imply that a termination of conventional war and an avoidance of nuclear war and an abatement of terrorism are not somehow real would be to blur our understanding of a great deal of what most men and women indeed care about. Similarly, to refer to such an absence of warfare as "negative peace"-as compared with something more positive in "positive peace"-is to use these words of our English language in a manner that substantially underrates the human priority of eliminating warfare, whatever its causes and whatever the remedy. Critics of peace studies would thus come back to argue that these ultimate and genuine reforms of human arrangements for which peace researchers claim such priority are all well and good, but that these may not be capable of being attained in anything less than several centuries. Rather than eliminating all ideological suspicions between Marxists and non-Marxists or eliminating all ethnic dislikes between Greeks and Turks, would it not be a major accomplishment in the meantime to eliminate those kinds of weapons that tend to make wars between such contending factions more likely, and to stress instead the defensive types that discourage military forces from launching attacks? Peace researchers then often reply that any such resignation to intermediate and proximate improvements implies a welcoming of permanent conflict or even a relishing of it or at least an assumption that conflict and hostility are in the natural order of things. But the real issue is surely much more one of whether certain kinds of improvements can be made over certain ranges of time.

### Stopping structural violence does not translate into stopping personal violence- they are not intimately linked

Johan Galtung, Professor of Sociology @ Colombia & Oslo, founder of the discipline of Peace and conflict studies, “Violence, Peace, and Peace Research,” Journal of Peace Research, Vol. 6, No. 3 (1969), pp. 181

Structural violence is sufficient to abolish personal violence. This thesis seems to have a certain limited and short-term validity. If all the methods mentioned above for sustaining structural violence are implemented, then it seems quite possible that personal violence between the groups segregated by the structure is abolished. The underdogs are too isolated and too awed by the topdogs, the topdogs have nothing to fear. But this only holds between those groups; within the groups the feudal structure is not practised. And although the structure probably is among the most stable social structures imaginable, it is not stable in perpetuity. There are many ways in which it may be upset, and result in tremendous outbursts of personal violence. Hence, it may perhaps be said to be a structure that serves to compartmentalize personal violence in time, leading to successions of periods of absence and pre- sence of personal violence. 2.Structural violence is necessary to abolish personal violence. This is obviously not true, since personal violence will cease the moment the decision not to practise it is taken. But this is of course begging the question: under what condition is that decision made and really sustained? That structural vio- lence represents an alternative in the sense that much of the 'order' obtained by means of (the threat of) personal violence can also be obtained by (the threat of) structural violence is clear enough. But to state a relation of necessity is to go far outside our limited empirical experience.

## A2: HSR Solves

### They’re overhyping solvency – an empirical study concluded implementing a high speed rail between Rochester and the twin cities would only prevent 10 lives over 25 years – and this is from someone with a financial interest in the rail

R.L Banks & Associates, 2012 (March 21, Report prepared for Rochester Area Economic Development, Inc., “Preliminary Economic Benefit Analysis of the Rochester - Twin Cities High - Speed Passenger Rail Program,” <http://www.slideshare.net/postb/zip-rail-benefit-analysis>)

6. Preliminary Economic Benefit Analysis of the Proposed[4] Rochester - Twin Cities High - Speed Passenger Rail Program SUMMARY OF KEY FINDINGS The addition of Zip Rail is expected to increase economic activity by facilitating interaction and synergy among Twin Cities and Rochester key industry sectors, most notably health care, biomedical and high tech. A one percent increase in these critical sectors’ economic outputwould result in the following economic impacts:Economic Growth  Zip Rail would contribute annual incremental economic activity of $987 million to the State of Minnesota, $84 million of that benefitting Olmsted County. Over 25 years, this incremental economic activity would total more than $16.8 billion to the state, including more than $1.4 billion to Olmsted County.  Additional annual income from employment growth would be $446 million across the State of Minnesota, $45 million of that benefitting Olmsted County. Over 25 years, this additional income from employment growth would total more than $7.6 billion for the state and more than $765 million for Olmsted County.  Annual tax revenues would increase by $46 million to the State of Minnesota, $3 million to Olmsted County and $94 million to the federal government. Over 25 years this additional tax revenue would total more than $784 million to the state, including more than $59 million to Olmsted County, and nearly $1.6 billion to the federal government.Job Creation  The increased economic activity described above will, over 25 years, increase employment in Minnesota by 7,888 jobs, including an increase of 610 in Olmsted County.  During the course of construction of the line, 3,250 jobs would be created.  Over the long term, 150 rail operations and maintenance jobs would be sustained.User Benefits  The value of time savings to businesses is estimated at $25 million in the first year of operation resulting from worker productivity while in transit on Zip Rail versus the non- productive time of driving.  The value of time savings to individuals using Zip Rail is estimated at $4 million in the first year of operation.  An estimated 40 motor vehicle crashes would be avoided in the first year of Zip Rail operations, a monetized savings of $4 million. Over 25 years, 1,188 crashes would be avoided, 10 of which would be classified as fatal; total monetary savings is estimated to be $88 million.  Zip Rail use would reduce motor vehicle petroleum use by approximately 2.5 million gallons and emissions by 22,000 metric tons in the first year of operation with a value of $750,000 in the first year and $16 million over the entire 25-year period.