**Urban Mass Transit Neg**

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## \*\*\*Case Defense\*\*\*

### No One Will Ride (1/3)

#### People won’t ride mass transit – requires exact change

Steven **Dutch** (Professor of Natural and Applied Sciences, University of Wisconsin - Green Bay) “Why People Don't Use Mass Transit,” June 02, **2010**.

Is there a single, more stupid tactic for discouraging mass transit than requiring exact change? Especially when fares change frequently enough that a new user can't find out the fare except by calling the transit company? Hopefully, rechargeable fare cards will become universal enough to remedy this problem. Systems like BART and many European systems that use vending machines for fare, of course, don't have this problem.

#### People won’t ride mass transit – can’t bring cargo

Steven **Dutch** (Professor of Natural and Applied Sciences, University of Wisconsin - Green Bay) “Why People Don't Use Mass Transit,” June 02, **2010**.

In New York City, someone who lives alone might be able to buy groceries every single day and tote them home. But what about someone with five kids? What about someone who needs to transport sheets of plywood or drywall, concrete blocks or sacks of fertilizer? In a few places, buses have provisions for carrying bicycles, but for the most part people who have frequent needs to haul cargo have no real alternative to the automobile. Delivery services might alleviate this problem somewhat.

#### People Won’t Ride - Three Reasons

Steve Lafleur (policy analyst and political consultant with a Masters Degree in Political Science) “MASS TRANSIT: COULD RAISING FARES INCREASE RIDERSHIP?,” New Geography, November 24, 2011.

There are three basic reasons that private automobiles have virtually crowded out transit. First, private automobiles are inherently more convenient for a large segment of the population. Transit routes are naturally limited to well-traveled corridors, which are often slower because of wait and stop times. On the other hand, you can get into your car and immediately take the most efficient route to your destination. The second factor is free roads. While people do pay for roads, they don't pay for using specific roads at specific times. Gas taxes go into general revenues, and road construction and repair isn't directly connected to usage. As a result, a large percentage of roads are subsidized by travelers who use a small percentage of highly traveled routes. Similarly, drivers don't pay more during peak times than non-peak times. They instead pay with their time, by waiting in traffic. The third factor is that the market dictates private automobile sales. This is important because automobile companies and dealerships have an incentive to keep prices competitive while selling a high quality product. It also ensures that there are a multitude of different types of automobiles, and differing finance schemes and secondary markets tailored to a range of needs. The private sector is great at marketing things to people; government isn't.

### No One Will Ride (2/3)

#### People won’t use mass transit—they won’t give up their privacy

Ayanna Guyhto (contributor) “Why People Don't Use Public Transportation” Yahoonews Oct 27 2008

In recent months, more communities of people have discovered the wonders of public transportation. With wildly fluctuating [gas prices](http://voices.yahoo.com/topic/6037/gas_prices.html) and a weakened economy, people have been looking to save money any way they can. Amazingly, even through these difficult times, the roads have still been saturated with traffic. It's easy to wonder why more people don't opt to use public transportation, instead of stressing their cars. The reasons may seem obvious. But even through the simplest questions in life, one can learn some interesting things about human nature. So, why don't more people save money by hopping on the bus or train? "An Island Unto Myself" People enjoy their privacy. Driving alone allows commuters the opportunity to meditate, have personal conversations, and blast their favorite music as loudly as they like. But in general, people simply are not particularly fond of sharing their space with strangers. In metro Atlanta, the reality of taking public transportation is that the system is populated with many of the city's poor, and lower-middle class. Though people from all walks of life use **MARTA**, unlike bigger cities such as New York, the crowds are not as diverse. Because of this, some are a bit apprehensive, if not downright afraid, to leave the sanctity of their vehicles in exchange for a potentially uncomfortable ride with a group of strangers.

#### No One Will Use Mass Transit—Takes up Too much time

Ayanna Guyhto (contributor) “Why People Don't Use Public Transportation” Yahoonews Oct 27 2008

It's common knowledge that city buses and trains make a seemingly infinite number of stops between their initial and final stations. During the average rush hour, taking public transportation often pads one's commuting schedule by at least 30-40 minutes. That may not seem like a long period of time. But when you consider the extra minutes that rush hour traffic adds to the commute itself, you will see how much time a person can save by driving him/herself to work. I recently did an "experiment" where I parked my car for a week and used Atlanta's MARTA system to commute to and from work. Fortunately, my home is situated within a comfortable walking distance from the nearest bus stop. But upon reaching my business complex (w/no transfers), there is a slight walk to the actual building my office is located in. I noticed that in the end, my commute using MARTA required me to awaken an entire hour earlier than I would have, had I driven to work.

**Plan irrelevant—people have already distanced themselves from mass transit**

Jenny **Rosenkvist** **et al**, “The Challenge of Using Public Transport: Descriptions by

People with Cognitive Functional Limitations” Journal of Transport and land use **2009**

In the statements suggesting that **the use of public transport was a distant thought in the participants’ minds the use of public transport was described as an activity that belonged to the past or was considered as an activity the participants did not think about nor had to care about.** One woman, who was very definite in her answer, emphasized that she did not want to think about activities that she did not judge herself able to manage. She stated that she became depressed when thinking about activities that she could not manage, such as using public transport. For her, it was better to be grateful for what she could do today than to think about activities that she could not perform. She had accepted, and was satisfied with, her situation as it was.

### No One Will Ride (3/3)

#### Transit ridership will not go up despite gas prices, no demand

Randal **O'Toole** (Cato Institute Senior Fellow working on urban growth, public land, and transportation issues )“Debunking Portland: The Public Transit Myth” Cato Institute August 15, 20**07** http://www.cato.org/publications/commentary/debunking-portland-public-transit-myth

Remember **last year's high gas prices that led some transit agencies to record** 15 to 20 percent **gains in ridership**? **Oregon had some of the highest gas prices** in the nation, **yet Portland transit ridership only grew by 0.1 percent**. So much for Portland being "the city that loves transit." **Light rail and streetcars may be cute, but they are S-L-O-W**. Portland's fastest light-rail line averages 22 miles per hour. Portland's streetcar goes about 7 miles per hour. I am waiting to see a developer advertise, "If you lived here and rode transit home from work, you'd still be sitting on the train." The developments supposedly stimulated by new light-rail and streetcar lines? They were built only after the region started handing out billions of dollars in subsidies after the transit lines were built.

#### No one will use Mass-Transit- Consumer confidence is increasing at the pump.

Bill **Roth**, the founder of Earth 2017. Through Green Builds Business Roth has coached hundreds of business owners across the U.S. in the development of projects that have created jobs, grown profits and reduced environmental impacts. “How High Gasoline Prices are Creating Jobs and Growing The Economy” **April 18th, 2012**, http://www.triplepundit.com/2012/04/high-gasoline-prices-creating-jobs-growing-economy/ The Income Effect is when consumers have more money and feel wealthier even if something like gasoline prices increase. That is what is now happening in today’s economy. The Thomson Reuters/University of Michigan March 2012 consumer confidence index hit its highest levels of consumer confidence in 13 months with only a slight slip in April as higher consumer prices slightly eroded consumer confidence. Consumer confidence is overwhelming the painful news at the pump. Collectively we are beginning to feel a little better about the economy and our personal finances so as consumers we conduct a comparative analysis with a growing number of us realizing we have the income to buy a higher mileage vehicle rather than pay more and more at the pump. The Income Effect along with comparative economics are working as “invisible hands” in our free market economy to create job and economic growth. Counter-intuitively the high prices at the pump are creating the demand for investment in vehicles offering pump pain relief that is sparking new jobs with a multiplier effect that is creating the projected 2+ percentage increase in our country’s economic growth.

#### The US public transportation system is based off of consumer choice-Cars are preferable.

Joe R. **Feagin** and Robert **Parker**, “The Rise and Fall of Mass Rail Transit”, Building American Cities: The Urban Real Estate Game, June 1, **2002**, www.people.uvawise.edu

Because of the dominance of autos and trucks in the U.S. transportation system, the traditional social

scientists, have typically viewed that transportation as preordained by the American “love” for the

automobile. For example, in a recent book on Los Angeles, historian Scott Bottles argues that “America’s present urban transportation system largely reflects choices made by the public itself”; the public freely chose the automobile as a “liberating and democratic technology.” Conventional explanations for auto-centered patterns focus on the response of a market system to these consumers.

### A2: Economy

#### Aff doesn’t solve for econ-when econ improves people use cars

John **Semmens** “Public Transit: A Bad Product at a Bad Price” Heritage Foundation February 13, 20**03** http://www.heritage.org/research/reports/2003/02/public-transit-a-bad-product-at-a-bad-price

**Urban public transportation systems have been in** decline since the end of World War II. At that time, public transit vehicles provided 50% of travel in urban regions. **Last year, 2% of urban travel in America was** provided by **public transit**. This decline has occurred **despite** Herculean **government efforts to prevent it**. **Non-riders are forced to pay two-thirds of the cost for every transit rider's transportation**. Per person mile of travel, government now spends twenty times as much on public transit as it does for roadways. The decline of public transit is the result of powerful demographic forces that show no sign of reversal. Basically, **the demand for public transit is inversely related to personal income**. **As people's incomes rise they** can **afford the more** **comfortable** and convenient **travel** provided **by** owning and operating an **automobile.**

### A2: Energy Use

#### Empirical studies prove there is no link between population densities and energy use.

Michael Neuman, (is an associate professor of urban planning at Texas A&M University) 2005, “The Compact City Fallacy,” http://courses.washington.edu/gmforum/Readings/Neuman\_CC%20Fallacy.pdf

Empirical studies by Breheny (1992) and Williams, Burton, and Jenks (2000) are not conclusive about the link between higher densities and reduced automobile trips. The type of auto trip influences the impact of land use intensification. While short trips to local activities may decrease, travel distances for those seeking specialized employment, unique shopping, or singular leisure pursuit can be independent of urban density. Growth in car ownership, weekend air travel, and business travel, as well as increasingly dispersed life patterns, have led to the inability of physical design alone to reduce travel demands of energy-rich transport modes (Williams, Burton, and Jenks 2000). Bouwman, using national data for the Netherlands, found that average personal energy use for transportation in different spatial settings ranged only 5 percent. “It is clear that supposed positive energy related effects of the compact city with regard to its mobility pattern cannot be observed within the Dutch situation” (Bouwman 2000, 235). This is in a country with compact cities and high levels of nonautomobile travel (for more on personal energy use, see Table 1)

#### Studies prove that transportation doesn’t significantly effect energy use.

Michael Neuman, (is an associate professor of urban planning at Texas A&M University) 2005, “The Compact City Fallacy,” http://courses.washington.edu/gmforum/Readings/Neuman\_CC%20Fallacy.pdf

While energy used by the transport sector is significant, other sectors are more important. In the United States in the year 2000, the transport sector used 27 percent of all energy, a 3 percent increase from 1950. Buildings consumed 38 percent, up from 29 percent in 1950 (Energy Information Agency 2002). Notably, the year 1950 precedes interstate highways, when urban transit use was common, and rail freight exceeded long-distance trucking by a wide margin. It is also prior to widespread air travel, the most energy inefficient form of travel. If we want sustainable cities, then personal, household, and business consumption patterns must fall, as they have a greater effect on overall energy consumption and air quality than car travel. Even in environmentally conscious Holland, Van der Wal found that total household energy use rose thirteenfold between 1950 and 1992 (Van der Wal 1995), while population rose only 50 percent in this same period (Netherlands Interdisciplinary Demographic Institute 2002).

### A2: Oil Dependency

#### Oil dependency argument is over blown- High Oil Prices actually are improving the economy.

Bill **Roth**, the founder of Earth 2017. Through Green Builds Business Roth has coached hundreds of business owners across the U.S. in the development of projects that have created jobs, grown profits and reduced environmental impacts. “How High Gasoline Prices are Creating Jobs and Growing The Economy” **April 18th, 2012**, http://www.triplepundit.com/2012/04/high-gasoline-prices-creating-jobs-growing-economy/ For the first time in U.S. history the pain at the pump is not killing our economy. Counter-intuitively, high gasoline prices are creating jobs and helping restore America’s manufacturing and commercial strength. Here are the facts on our country’s economic recovery: Retail sales strength March retail sales were up .8 percent on top of February’s 1% sales volume increase. The sales leader? Cars and light trucks sold at a 14.3 million unit annual rate. March capped the strongest quarter of car sales since 2008. Jobs Growth: America is creating jobs. 120,000 jobs were added in March with almost a third coming in manufacturing. Year to date, approximately 700,000 jobs have been created in the U.S. This type of economic performance in the face of record high gasoline prices is NOT supposed to be happening based upon historical economic trends. Here is the economics of how high gasoline prices are creating jobs and helping our economy grow: Consumer’s capital substitution of $4 gasoline: Consumers have finally accepted that the price of gasoline is not coming down. 2011 was the first time gasoline prices did not fall below $3 per gallon and diesel prices remained above $4 per gallon. The recent gasoline price spike into $4+ per gallon may have been the straw that broke the camel’s back by convincing the American consumer that high gasoline prices are here to stay. Americans may still vote for “drill baby drill,” but with their wallets they are voting for higher mileage automobiles. For the first time in American history the average gas mileage for new cars, light trucks, minicans, and SUVs purchased in March 2012 was above 24 miles per gallon. In economics what the American consumer is doing is called a “capital substitution effect.” In this case, consumers are substituting the operating cost of gasoline consumed in a low MPG vehicle by making a capital expenditure to buy an energy efficiency vehicle. The American consumers are the best in the world at comparative economics. In financial terms they are “going long” by investing in vehicle energy efficiency betting that the days of higher gasoline prices are here to sta

### A2: Pollution (1/2)

#### Scientists compare U.S., China pollution

John Heilprin,Associated Press, 2007**,** <http://www.usatoday.com/tech/science/environment/2007-09-06-us-china-pollution_N.htm>

Los Angeles and Pittsburgh provide examples of what to do — and not to do — about China's severe air pollution in the face of surging energy use from rapid economic growth, U.S. and Chinese scientists say. The study released Thursday compared the world's two biggest energy consumers, the United States and China.One of the most important lessons? It makes more sense to try to prevent pollution, rather than clean it up afterward. The study also found that national controls are important though focusing on small sources of pollution also can have a broad impact.According to the study, the result of a 2 1/2 year collaboration between U.S. and Chinese academies of engineering and sciences, both countries still have major problems with dirty air and must improve their energy efficiency. U.S. efforts in the past 30 years have reduced the biggest risks from lead in gasoline, acid rain-causing sulfur dioxide and some soot pollution, the study says, though in some areas the Chinese are ahead — such as in research on coal gasification — to use it more efficiently and emit less pollution. Coal gasification is the conversion of coal into gaseous fuels. By contrast, Dalian's urban planning to minimize sprawl and its local transit — more bicycles, pedestrians, buses and light rail — is seen as an example for Los Angeles. "In China, they have very good rules but they don't have good enforcement for air pollution," said John Watson, a co-chairman of the report and professor at Reno-based Desert Research Institute. "They're making a lot of the same mistakes we made in our air pollution history. You can just see the parallels: they're building more highways and encouraging more sprawl." Though fossil fuel burning dominates both nations, a major difference is the source for roughly two-thirds of their energy needs: for China, which has some of the world's filthiest air, it is coal; for the United States, it is petroleum and natural gas. China is the world's biggest emitter of sulfur dioxide; both countries lead the world in their emissions of industrial carbon dioxide, a heat-trapping gas blamed for warming the atmosphere like a greenhouse. But the study skirted the issue of global warming. Another recommendation is that the Chinese government focus on collecting and providing good quality data on air pollution and energy uses. According to the Organization for Economic Co-operation and Development, by 2020 China will have 20 million cases of respiratory illness a year because of air pollution. "We're not saying we're the best example. We're saying, Learn from our experience, look at our successes, but also our failures," said Derek Vollmer, an associate program officer for the National Academy of Sciences, who oversaw the study. "But we have a longer history of dealing with air pollution."

#### China Leads World to Higher Carbon Pollution

SETH BORENSTEIN, AP Science Writer, 2009, <http://www.usnews.com/science/articles/2009/11/17/china-leads-world-to-higher-carbon-pollution>

WASHINGTON—Pollution typically declines during a recession. Not this time**.** Despite a global economic slump, worldwide carbon dioxide pollution jumped 2 percent last year, most of the increase coming from China, according to a study published online Tuesday. "The growth in emissions since 2000 is almost entirely driven by the growth in China," said study lead author Corinne Le Quere of the University of East Anglia. "It's China and India and all the developing countries together." Carbon dioxide emissions, the chief man-made greenhouse gas, come from the burning of coal, oil, natural gas, and also from the production of cement, which is a significant pollution factor in China. Worldwide emissions rose 671 million more tons from 2007 to 2008. Nearly three-quarters of that increase came from China. The numbers are from the U.S. Department of Energy's Oak Ridge National Laboratory and published in the journal Nature Geoscience. According to the study, the 2008 emissions increase was smaller than normal for this decade. Annual global pollution growth has averaged 3.6 percent. This year, scientists are forecasting a nearly 3 percent reduction, despite China because of the massive economic slowdown in most of the world and in the United States. The U.S. is still the biggest per capita major producer of man-made greenhouse gases, spewing about 20 tons of carbon dioxide per person per year. The world average is 5.3 tons and China is at 5.8 tons Last year, the U.S. emissions fell by 3 percent, a reduction of nearly 192 million tons of carbon dioxide. Overall European Union emissions dropped by 1 percent.The U.S. is still the No. 2 biggest carbon polluter overall, emitting more than the next four largest polluting countries combined: India, Russia, Japan and Germany. China has been No. 1, since pushing past the United States in 2006.

### A2: Pollution (2/2)

#### Polluting Countries

AFOP, NDG [<http://www.actionforourplanet.com/#/about/4536924757>]

China wins the number one spot for the world’s most polluting country as it emits 6,018 million tones of greenhouse gases each year. This comes at little surprise as huge amounts of goods are manufactured in China, then exported all over the world. China also has the world's largest population of 1,324,655,000 so it consumes vast amounts of fossil fuels for transportation, cities, workplaces and food production.

#### Chinese Electric Car Pollution More Harmful to Humans Than Gas Cars

JASON KOEBLER, February 13, 2012, <http://www.usnews.com/news/articles/2012/02/13/chinese-electric-car-pollution-more-harmful-to-humans-than-gas-cars>

The good news is that **America relies less heavily on fossil fuels that emit fine particles, American coal plants are cleaner than Chinese ones, and America has relatively few people who live near power plants. "The U.S. power sector is much cleaner than China's, even the coal plants are cleaner,"** Cherry says. "The EPA has enacted some pretty advanced pollution control measures. "**Coal accounts for only** about **half of American electric power, while cleaner natural gas and nuclear energy accounts for about 20 percent each.** Because **America depends less on coal for its electricity, electric cars a more appealing option** here, says Justin Kitsch, vice president of communications at The Electrification Coalition, which advocates a switch to electric vehicles. "The advantage of the U.S. power sector is the diversity of our energy resources, many of which are domestically produced," he says.

### A2: Solvency - Mass Transit Fails (1/2)

#### Mass Transit Improvement is ineffective; too many barriers

**Kenneth A. Small, October 6th, 2011, “The Concise Encyclopedia of Economics of Urban Transit”,** <http://www.econlib.org/library/Enc/UrbanTransportation.html>

**The effectiveness of building capacity to relieve urban congestion is limited not only by its high cost, but also by the phenomenon of “latent demand” or “induced demand.” Because many potential peak-hour trips are already deterred by the congestion itself, any success in reducing that congestion is partially undone by an influx of these previously latent trips from other routes, hours of the day, or travel modes.** As a consequence, adding capacity may still provide considerable benefits by allowing more people to travel when and where they want to, but it will not necessarily reduce **congestion. The same problem afflicts other anticongestion policies, such as** employer carpooling incentives**, mass transit improvements**, and land-use controls; moreover, these policies usually provide only weak incentives to change travel behavior. Now consider mass transit, where economies of scale are critical. Researchers who have compared the costs of serving passenger trips in a given travel corridor via various modes consistently find that automobiles are most economical at low passenger densities, bus transit at medium densities, and rail transit at very high densities. (There is some disagreement about exactly where these thresholds occur, but not about their existence.) As passenger density increases, it becomes worthwhile at some point to pay one driver to serve many passengers by carrying them in a single vehicle, and eventually to incur the high capital cost of building a rail line.

#### Public Transit Fares will Be TOO HIGH for people to want to use it

Yoni **Levinson**, April 2nd**, 2009** ecogeek.org, “Mass Transit is getting De-Railed”, <http://www.ecogeek.org/automobiles/2533>

Our country’s mass transit systems are in serious trouble. New York, Chicago, St. Louis, Washington DC, Charlotte, Boston, Atlanta, San Francisco.. the list goes on. **Bus and rail lines everywhere are being forced to raise fares**, lay off hundreds of employees and eliminate stops (sometimes even full lines). But the truly worst part of it all is that more people than ever before are using public transit. That means that more people are relying on those buses and trains to get to work, and are now stranded. The demand is there so why can’t public transit meet that demand? **The answer is that public transit fares only pay for a fraction (anywhere between 52% on the high end and 16% on the low end) of the service’s actual cost.** The rest comes from state and local subsidies, which in turn come from things such as sales taxes and since people aren’t buying much these days, sales tax revenue is slowing down to a trickle. In short, what was once a fight to improve, refurbish and modernize public transit systems seems to have become a fundamental struggle to keep it alive, period. What are we to do?

#### Mass transit is an unattractive option to the Public

**Kenneth A. Small, October 6th, 2011, “The Concise Encyclopedia of Economics of Urban Transit”,** <http://www.econlib.org/library/Enc/UrbanTransportation.html>

However, many rail transit systems recently constructed in the United States are uneconomical because the passenger volumes they carry are too low.5 **An attractive alternative in such cases is “bus rapid transit,” in which local bus transit is configured to offer rail-like service quality at costs between those typical of bus and rail.** Bus rapid transit was pioneered in Brazil and also operates on selected corridors in Ottawa, Los Angeles, Seattle, Boston, and other cities.**6In addition to the transit agency’s costs, scale economies have another dimension—costs incurred by its users. People using mass transit first have to access a station or bus stop and wait for the vehicle to arrive. Even if they know the schedule, they have to adjust their plans to match it, which is a cost to them.** The more transit lines there are in a given area and the more frequent the service, the lower is each user’s cost to reach the station and wait for a vehicle to arrive. Empirical evidence reveals that people care even more about avoiding time spent walking or waiting than about time spent inside a vehicle. So these access costs are quite significant, as are the scale economies that result when increased passenger density leads to greater route coverage and/or frequency of service.

#### Public Transportation Unfavorable and No One Wants it

Steve **Johnson,** Ehow contributor, May 15th, **2012,** “Reasons Why the Public Refuses to use Public transportation, <http://www.ehow.com/list_7649907_reasons-dont-use-public-transportation.html>

Compared to European countries, the current **public transportation** system **in the United States is not considered by the public as a convenient option for traveling.** Although larger cities offer better public transportation, there are only a few cities in the U.S. that have good railway systems. **A study made by the American Public Transportation Association proves this, noting that only one half of Americans have access to good public transportation. Public buses can be another option, but public buses aren't always punctual, and may not always go to specific locations on small streets.**

### A2: Solvency - Mass Transit Fails (2/2)

#### Even If Ridership Increases, they don’t solve because of population growth

**Honolulutrafic.com,** Dec 20, **2010,** ”rail project’s ridership projections highly improbable” <http://www.honolulutraffic.com/June_10_to_Dec_10.htm>

**In recent discussions about whether the City will achieve its transit ridership projections (bus and rail), many are missing the main point. Transit ridership has for many years suffered a declining market share locally and nationally. Ridership increases are not keeping up with urban population growth.** For example, Honolulu bus ridership has remained flat to down since the mid-1980s despite a significant increase in population and a major increase in the number of buses in service. For the rail project the City forecasts that O'ahu transit ridership (bus &rail) will by 2030 have increased from 6.0 percent of trips to 7.4 percent. That is an increase in market share. However, **no metro area with rail has ever increased their ridership percentage over any 20-year period even when the period included the building of its rail line. The data showing the decline among commuters is from the journey-to-work census data for metro areas available every ten years**. Check for yourself: Journey to Work Trends in the United States and its Major Metropolitan Areas, 1960-2000. FHWA. **In short, for the City to achieve its ridership projections it has to do what no other metro area has ever done -- increase its market share** — with one exception; between 1980-2000 San Diego transit increased its share from 3.3 to 3.4 percent. In summary, it means that if Honolulu transit (bus and rail combined) just maintained its market share, ridership in 2030 would be 20 percent less than what is being forecast. **But that would not be the prudent forecast**. We should determine the average decline in market share for Mainland metro areas with rail and go with that. According to FHWA data on the chart below we should use a decline of something like 30 percent from our current market share**. It would mean that even with rail our ridership will remain approximately the same despite increased transit service levels and population. We do understand that this is tough to believe. However, that is what is happening on the Mainland in virtually every metro area.** And please don't tell me again that Hawaii is different.

## \*\*\*Case Turns\*\*\*

### 1NC Auto Turn

#### Mass Transit is causing a decline in the automotive industry.

**JM Palacious December 9, 2008 http://www.transitmiami.com/transit/public-transit-up-auto-industry-down Public Transit Up; Auto industry down**

The American Public Transportation Association released [figures](http://www.apta.com/media/releases/081208_ridership_surges.cfm) Monday on third quarter growth in public transportation. Tri-Rail ranked as the second fastest growing commuter rail system in the country with a whopping 32.9%. **Public transit use overall jumped 6.5% between July and September across the country, while automobile use shrunk by a much larger 4.6%**. More people reduced their driving because the actual number of vehicle-miles is much higher to begin with than the passenger-miles for public transit. So these 4.6% who reduced driving are not all switching to public transit, but also carpooling and combining or eliminating trips. Few bothered to point out that aspect of our new transportation habits, as the released figures don’t include those changes. Personally, I know many coworkers who have started carpooling this year. Read the Miami Herald article on the subject [here](http://www.miamiherald.com/news/broward/breaking-news/story/804383.html). One phrase in the article that nearly makes me shiver with delight is that “meanwhile, **the U.S. auto industry is on the verge of collapse**…” While I wish it were the case, the statement is rather sensationalist. If they declare bankruptcy they will not be collapsing, just restructuring. Meanwhile, gas prices continue to drop, so we can only hope these changes last

Automobile manufacturing jobs are key to stimulating the economy.Bill **Roth**, the founder of Earth 2017. Through Green Builds Business Roth has coached hundreds of business owners across the U.S. in the development of projects that have created jobs, grown profits and reduced environmental impacts. “How High Gasoline Prices are Creating Jobs and Growing The Economy” April 18th, **2012**, http://www.triplepundit.com/2012/04/high-gasoline-prices-creating-jobs-growing-economy/ Manufacturing jobs are key to economic growth. What most people don’t realize is that America, the world’s largest economy, is also the world’s largest manufacturer. The two do go together due to what economists call a multiplier effect. A multiplier effect is when a person with a job buys something locally that then creates a local economic stimulus or multiplier effect that results in job growth. Manufacturing jobs have the highest multiplier effect. The growth in automobile manufacturing jobs is creating a multiplier effect that is stimulating our economy and creating jobs.

### 2NC Auto Turn Ext.

#### Automotive Industry provides millions of jobs. The plan wrecks the auto industry, taking away many jobs.

Yorgos **Papatheodorou**, senior project manager, CH2M HILL, and Michelle Harris, Project Consultant, P.E., CH2M HILL Jan. 10, **2007** http://www.industryweek.com/articles/the\_automotive\_industry\_economic\_impact\_and\_location\_issues\_13363.aspxThe Automotive Industry: Economic Impact And Location Issue

**The automotive industry is a major industrial and economic force worldwide**. It makes 60 million cars and trucks a year, and they are responsible for almost half the world's consumption of oil. **The industry employs 4 million people directly, and many more indirectly.** Despite the fact that many large companies have problems with overcapacity and low profitability, **the automotive industry retains very strong influence and importance**. **The industry** also **provides well-paying jobs with good benefits, has heavy linkages with supplier industries** (which gives it an oversized role in economic development), **and has a strong political influence.** The power of linkages is given by the following real but anonymous example of forecasted economic impacts of a proposed automotive assembly plant The industry is more than 100 years old. It started in Germany and France, and came of age in the U.S. in the era of mass production. Vehicle volumes, efficiency, safety, features and choice have grown steadily throughout the industry's history. It is so synonymous with 20th century industrial development, and so intertwined with its twin marvels, mass production and mass consumption, that it has been called the "industry of industries."However, all is not well in the automotive world. Worldwide, average margins have fallen from 20% in the 1920s to 5% now, with many companies losing money. This poor profitability performance is reflected in the industry's market capitalization: despite its huge revenues and employment, the automotive industry accounts for only 1.6% of the stock market in Europe, and 0.6% in the U.S. There is a big contrast between the industry's lackluster financial success and its oversized social role, share of employment and political influence.

#### Public Transportation Hurts The Automobile Industry

**-USCG**, United States Coast Guard member, writing for the government reform for competitiveness, and innovation industry, June 24th, **2011**

Our need for mass transit is rapidly increasing. Yet we buy all of our trains, streetcars, light rail cars, and gondolas from abroad. **At the same time our auto industry is having a hard time surviving.** If **we** can shift part of our auto industry to making mass transit vehicles we **can not only slow down on importing these vehicles from abroad, but perhaps we can start exporting vehicles as the worlds' cities grow. Urban Transit can only work in Cooperation with the Automobile Industry; They Claim to kill the Auto Industry in Favor of Mass Transit Joe R. Feagin and Robert Parker, June 1st 2002, Building American Cities: The Urban Real Estate Game book, Page 17** The auto-oil-rubber industrial complex has long been central to both the general economy and the urban transportation system in the United States. **Automobile and auto-related industries provide a large proportion, sometimes estimated at one-sixth, of all jobs, although this proportion may be decreasing with the decline and stagnation in the auto industry over the last two decades.** An estimated one-quarter to one-half of the land in central cities is used for the movement, storage, selling, and parking of automobiles, trucks, and buses**. The expanding production of automobiles and trucks has been coordinated with the expansion of highways and freeways and has facilitated the bulging suburbanization around today’s cities.**

#### The auto industry is key to the economy.

Joe R. **Feagin** and Robert **Parker**, “The Rise and Fall of Mass Rail Transit”, Building American Cities: The Urban Real Estate Game, **June 1, 2002**, www.people.uvawise.edu

The auto-oil-rubber industrial complex has long been central to both the general economy and the urban transportation system in the United States. Automobile and auto-related industries provide a large proportion, sometimes estimated at one-sixth, of all jobs, although this proportion may be decreasing with the decline and stagnation in the auto industry over the last two decades. An estimated one-quarter to one-half of the land in central cities is used for the movement, storage, selling, and parking of automobiles, trucks, and buses. The expanding production of automobiles and trucks has been coordinated with the expansion of highways and freeways and has facilitated the bulging suburbanization around today’s cities.

### 1NC Congestion Turn

#### Urban Mass Transit Increases Congestion and Workers will not Switch away from Cars

North Carolina Home Builders Association, June 5th, 2012, <http://www.nchba.org/wp/legislative-news/the-truth-about-traffic-and-mass-transit/>

**A UNC-C study****[[i]](http://www.nchba.com/mambots/editors/fckeditor/editor/fckeditor.html?InstanceName=fulltext&Toolbar=Default" \l "_edn1" \o "_ednref1) found that** cities without belt roads or with only a few miles completed were growing faster than cities with belt roads and that belt roads actually reduce overall traffic and slow its growth rate by providing a way for employment **to locate away from the present city street system that would be further overloaded if the employment located there***. . . public transit does not; . .* .**According to the UNC-C study2, public transit has no significant impact on congestion; the only factor influencing congestion being jobs. Only five percent of American workers take mass transit to work, and the number has been dropping. While the use of personal vehicles has increased more than 85 percent since 1970, the use of mass transit has dropped three percent.3**

### 1NC Disease Turn

#### Urban Mass Transit Causes Disease, Workers Prove

Steven **Markowitz** MD, July **2005** The Health Impact of Urban Mass Transportation Workin New York City

http://nycosh.org/uploads/hazards%20by%20occupation/transportation/TWU\_Report\_Final-8-4-05.pdf

**Transit workers develop** important, common **diseases** and injuries **to which their work is** likely to be **a** causal or **contributing factor. Such** injuries and **diseases have been identified by a substantial body of scientific research, including epidemiologic and mechanism-based studies.** **The major health outcomes of concern are cardiovascular diseases, which include hypertension, heart disease, and stroke; lung and bladder cancer and possibly other cancers; emphysema and asthma; post-traumatic stress disorder and other stress-related psychological disturbances; and low back pain and other musculoskeletal disorders.** Most available studies address the risk of disease among bus drivers; comparable studies among subway, maintenance and other transit workers are few.

### 2NC Disease Turn: MRSA Module

#### MRSA on Public Transit

**Joseph Rose,** 7/13/**11** Riding TriMet? Plenty of bugs could be sharing your seat

http://www.oregonlive.com/portland/index.ssf/2011/07/riding\_trimet\_plenty\_of\_bugs\_c.html

**As a Portland State University microbiologist, Pamela Yeh thought she knew where germs liked to ride** on TriMet: **the handstraps**. In fact, Yeh's refusal to hold the loops while standing on a train once resulted in her tumbling onto a bike. She limped off with a nasty hip bruise. "They've always grossed me out," she said of the hand holds grabbed by countless strangers every day. "But I'm starting to rethink touching them." It wasn't the bruise that changed her mind. Rather, Yeh was swayed by a new analysis of the bacteria that lurks on TriMet vehicles. Those hand straps, it turns out, are nowhere near as dirty as the transit agency's 24,683 bus seats. Even as public health experts fret about the rise of drug-resistant superbugs, money-strapped TriMet has made deep cuts to cleaning crews charged with scrubbing down its vehicles. With Oregon's largest transit agency giving bus and train hygiene less attention, **The Oregonian asked Yeh's PSU biology lab to ride mid-day on several TriMet lines and conduct microbe tests.** Here's something to think about the next time a seat hog makes you stand on the bus ride home: **Germs are swimming in those cloth seats. In fact, only the floors are dirtier. And not by much. Yeh and her team sampled 2-inch patches on 13 random bus seats on Lines 4, 6, 8, 9 and 17. The average sample, they found, contained 80.1 bacteria colonies. Preliminary results show that oxacillin-resistant staphylococcus aureus could be among the 120 bacteria colonies found on trains and buses. Commonly known as MRSA, the bug is notorious for rejecting antibiotics, eating flesh and causing pneumonia.**

#### MRSA Kills

**Natural News,** 11/30/**09** Deadly MRSA superbug has 50 percent mortality rate in hospital patients

http://www.naturalnews.com/027619\_MRSA\_superbugs.html

**A recent Henry Ford Hospital study revealed that a new strain of Methicillin-resistant Staphylococcus aureus (MRSA), the deadly bacterial "superbug" that becomes resistant to many antibiotics, is five times more deadly than other previously-seen strains. Fifty percent of patients who become infected with the new virulent strain die within 30 days; other MRSA strains kill only about 11 percent.**

### 2NC Disease Turn Ext.

#### Urban Mass Transit Full of Sick People

**ABC News,** September **2008** Mass Transit: Subways and Buses a Breeding Ground to Catch Cold and Flu?

http://abcnews.go.com/Health/ColdandFluNews/story?id=5826929&page=1#.T-foCCtYu\_N

We have all been in this situation before: **The person you're sitting next to is constantly coughing and sneezing.** It is pretty obvious that they are sick, and you start to get that creepy sensation as if some of their illness has seeped into your system. How does one escape from this scenario to avoid getting sick?

**"Get somewhere and sit somewhere else," advises Dr. Howard Markel, professor of the history of medicine and of pediatrics and communicable diseases at the University of Michigan Medical School.** "If someone is coughing, I would avail myself that opportunity. Our mothers were right when they said, 'Don't let anyone cough on you.'" **More often than not, however, trains and buses are so packed that it's difficult to remove yourself from such situations**. So, what do you do when you find yourself trapped?

#### Mass Transit is Full of Bacteria

**Antimicrobial Copper, 2009** Every day, nearly 8 million commuters take the train or bus in New York City alone. Antimicrobial Copper continuously kills bacteria\* on Mass Transit touch surfaces.

http://www.antimicrobialcopper.com/us/markets--applications/markets/public-transport.aspx

**Mass transit touch surfaces are optimal reservoirs for infectious bacteria. Close quarters and crowded conditions make the spread of bacteria all too easy for billions of commuters worldwide. In addition to the impact on public health and safety, contaminated mass transit surfaces may affect productivity and attendance. Community outbreaks of infections and illnesses can be amplified by rapid transfer fueled by ideal conditions in public transportation leading to absenteeism and decreased ridership. In Mexico City, government officials threatened to shut down all public transportation in response to an outbreak of the H1N1 virus. According to the U.S. Dept of Transportation: "A severe pandemic flu may cause extended absences for essential workers… During a severe pandemic influenza, workforce absenteeism may range from 25 to 40 percent." Typical subway and bus grab rails made of stainless steel appear clean, but harmful organisms can survive on stainless steel for months.**

#### Mass Transit is Gross

**Huffington Post,** 6/20/**11** MetroMitt Is Company's Cure For New York City Subway Germs

http://www.huffingtonpost.com/2011/06/20/metromitt\_n\_877907.html

**Step into a New York City subway and it can seem like you're witnessing biological warfare. Riders cough and sneeze all over the place, nauseating smells waft through the closed confines of the rail cars and unidentifiable puddles frequently ooze across the floor**. That's the image of rampant disease created by officials at one company that's marketing a plastic, disposable glove called the MetroMitt as the ultimate defense against the clouds of sickening, invisible germs in the transit system. The company started giving out the mitts for free earlier this week at busy subway stations during rush hour. **"Any time you touch a subway pole or handrail in New York City you are contaminated until you wash your hands thoroughly,"** said MetroMitt president and co-founder Jason Lipton. **"There are thousands upon millions of people touching them every day."**

### 1NC Terrorism Turn

#### Access, and vulnerability of transit makes terrorism likely - empirically proven

**UCLA,**(University of California Los Angeles) "Terror on Mass Transit", 06/07**/2005,** http://www.international.ucla.edu/burkle/news/article.asp?parentid=26530

**Public transit systems around the world have for decades served as a principal venue for terrorist acts.** While the most significant of these attacks – such as the Sarin gas attack in Tokyo or the bombing of the Paris Metro – garnered worldwide public attention during the 1990s, **response in the U.S. was generally muted.** This all changed, of course, on September 11 th, 2001. While the focus of the 9-11 attacks was on a different part of the transportation system, the effects on the affected public transit systems were dramatic and, in the case of New York, long-lasting. **The vulnerability of open, accessible public transit systems and their passengers to terrorist acts was cast in sharpest possible relief.** Concern over the vulnerability of transit systems was heightened further by the recent, deadly March 11 th, 2004 attacks on commuter rail trains in Madrid, Spain.

#### These attacks hurt the economy and having psychological impact

**TSAOI**(Transportation Security Administration Office of Intelligence), "Mass Transit System Threat Assessment" **2005,** http://msnbcmedia.msn.com/i/msnbc/sections/tvnews/masstransitsystemthreatassessment.pdf

Multiple, simultaneous attacks against rail could cause significant economic

**disruption and psychological impact.** Al-Qa’ida and affiliated groups have attacked heavy

and passenger rail systems overseas with a variety of improvised explosive devices

(IEDs) and improvised incendiary devices (IIDs). **These devices are especially effective**

**against subway and passenger rail targets because stations and trains are highly accessible**

**and concentrate large numbers of people in confined spaces. The closed nature of trains,**

**stations, and subway tunnels enhances the blast effect of explosives.**

### 2NC Terrorism Turn Ext.

#### After Bin Laden's death mass transit is becoming especially vulnerable to terrorist threats

**VOA(**Voice of America) "US Lawmakers Examine Terrorist Threats on Mass Transit Systems", 04/03/**2011**

http://www.voanews.com/articleprintview/174672.html

**In the aftermath of al-Qaida leader Osama bin Laden's killing** by U.S. forces, a number of U.S. lawmakers are expressing concern about the possibility of a retaliatory strike by al-Qaida supporters.  **The House Homeland Security Committee examined the terrorist threats posed to mass transit systems** in big cities across the United States. House Homeland Security Committee Chairman Peter King, a Republican from New York, expressed the anxiety felt by many Americans after the killing of Osama bin Laden that some kind of retaliatory terrorist attacks may be in the works. "Especially **now in the wake of bin Laden's death, we have to assume that al-Qaida or its affiliates, al-Qaida in the Arabian peninsula, any of the others, any of the radicalized terrorists here at home, self-starters, if you will, loan wolves or organized terrorist operations in this country will launch a domestic attack,"** said kinf. "And to me clearly, **if we are talking about potential targets, no one is more of a potential target than our mass transit systems**."Today, transit security is widely viewed as an important public policy issue, and is a high priority at most large transit systems and at smaller systems operating in large metropolitan areas. Research on transit security in the U.S. has mushroomed since 9-11; this study is part of that new wave of research.

### 1NC Urbanization Turn (1/2)

#### Urban transit causes urbanization

David King is Assistant Professorof Urban Planning in the Graduate School of Architecture,PlanningandPreservationatColumbiaUniversity,NewYork 2011 “Developing densely” <https://www.jtlu.org/index.php/jtlu/article/download/185/175>

Two hypotheses about the development of New York City’stransit system along with residential and commercial densi-ties were tested.e first hypothesis is that subway develop-ment preceded residential development throughout the city.While it is certain that subway construction preceded residen-tial development in some areas (Figure 1), analysis performed in this research does not confirm any correlation between sub-way growth and residential densities, suggesting that placeswhere the subway system was built first were uncommon.e second hypothesis tested is the converse of the first,namely that land development was a leading indicator of sub-way growth.e analysis in this research suggests that thishypothesis is partially confirmed, but rather than residentialgrowth, it is commercial land use that is correlated with the density of subway stations.e conventional narrative oftran-sit development o en assumes that transit growth precededland development.is paper argues that the conventionalnarrative is incomplete in the context of New York City, andthat the growth of the subway system was partially dependent on land uses, and in particular that transit network growth largely followed land development.is is especially true for commercial land uses, the growth of which is associated with the increasing density of subway stations. While residential densities were not found to be significantly correlated with subway growth, they were found to be positively associated with commercial densities. Two additional issues may have affected subway network growth and land development. First, the subway system was largely completed in the absence of substantial competition from automobiles. In fact, because of the underground and elevated characteristics of the New York system, the trains did not compete for road space with automobiles, as was the casein Los Angeles and in most other streetcar cities. Private au-tomobile ownership did ourish in New York, but not at the expense of rapid rail transit. Second, land development was loosely regulated through the zoning code in most parts of the city. Developers were largely able to pursue speculative activi-ties and could relatively easily receive variances to build more densely or more intensively than allowed under law in areas where they saw demand.is allowed developers to pursue commercial activities in areas where they perceived demand. One generalizable implication from this research is that transportation networks are in uenced by developed land. While transportation improvements increase the value of land by enhancing accessibility, under the right circumstances ex-isting land development enhances the value of transportation investments. In New York, the subway was built partly as a response to existing demand, and the result is a dense subway network that continues to be a symbol of the city.

### 1NC Urbanization Turn (2/2)

#### Urbanization causes lots of problems – laundry list

Jitendra K. Trivedi, Himanshu Sareen, and Mohan Dhyani Indian J Psychiatry. 2008 Jul-Sep; 50(3): 161–165. “Rapid urbanization - Its impact on mental health: A South Asian perspective” <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2738359/>

However, rapid and often unplanned urban growth is often associated with poverty, environmental degradation, and population demands that outstrip service capacity. These conditions place human health at risk. Reliable urban health statistics are largely unavailable throughout the world. Disaggregated intra-urban health data, i.e., for different areas within a city, are even rarer. Data that are available indicate a range of urban health hazards and associated health risks: substandard housing, crowding, air pollution, insufficient or contaminated drinking water, inadequate sanitation and solid waste disposal services, vector-borne diseases, industrial waste, increased motor vehicle traffic, stress associated with poverty and unemployment, among others. Local and national governments and multilateral organizations are all grappling with the challenges of urbanization. Urbanization has brought its own set of problems pertaining to mental health and well-being. Mostly because of increased speed and decreased costs of communication and transportation, cities are growing increasingly diverse in their population. Consequently, cultural factors have taken center stage in the understanding of urban mental health. It is often thought whether the increased scale and proportion of the cities are exceeding human capabilities to live under conditions of security and mutual support and concern. Some feel the sheer scale of urban life is forcing individual identity to yield to anonymity, indifference, and narrow self-interest. Commentaries on the growing fear, powerlessness, and anger of urban residents are numerous. The multiculturalism of today's cities contributes to increased tolerance, better quality of life, and sociocultural stimulation; at the same time, it often contributes to heightened social tensions, interethnic striving, and cultural conflicts - all of which undoubtedly carry mental health ramifications. The range of disorders and deviancies associated with urbanization is enormous and includes psychoses, depression, sociopathy, substance abuse, alcoholism, crime, delinquency, vandalism, family disintegration, and alienation. Such negative impact often results in unreasonable means which may result in communal violence.[3] Negative impact is also experienced by behavior constraints practiced or imposed upon the urban people. If behavior is unduly suppressive, it may result in learned helplessness leading to stress-related disorders.[4] Conflicts, wars (e.g., in Afghanistan), and civil strife (e.g., in Pakistan and Myanmar currently) in the deprived countries cause higher rates of mental health problems (as reflected in increased rates of post-traumatic stress disorder [PTSD], anxiety, and depressive disorders). Migration to cities has increased dramatically over the past few decades. Most migrants come from rural areas, bringing values, beliefs, and expectations about mental health that are often very different from the ones they encounter in their new location. In many instances, people coming from rural areas have endured years of isolation, lack of technologic connection, poor health, poverty, unemployment, and inadequate housing. They need to acculturate and adapt not only to a new challenging urban environment, but also to alternative systems of symbols, meanings, and traditions. There have been suggestions that social deviance could be traced to many of the social processes accompanying urbanization, including competition, class conflict, accommodation, and assimilation.

### 2NC Urbanization Turn: Poverty

#### Compact cities increase poverty, turning their poverty impact.

Michael Neuman, (is an associate professor of urban planning at Texas A&M University) 2005, “The Compact City Fallacy,” http://courses.washington.edu/gmforum/Readings/Neuman\_CC%20Fallacy.pdf

Preliminary evidence testing the compact city vis-à-vis sustainability suggests that the relation between compactness and sustainability can be negatively correlated, weakly related, or correlated in limited ways. In this section, I review the empirical evidence. In her study of twenty-five English cities, Burton found that social equity, as measured by forty-four social equity indicators, was more often than not negatively affected by urban compactness (measured by fourteen indicators). “When looked at in its entirety—that is, as a combination of all the different indicators—social equity has a limited relation with compactness” (Burton 2000, 1987).

### 2NC Urbanization Turn: Deer Module (1/2)

#### Sprawl causes deer to be killed by cars.

Gregory D. Squires, April 2002, “Urban Sprawl: Causes, Consequences, & Policy Responses” (p. 34)

http://books.google.com/books?hl=en&lr=&id=1s0URQ6sYyIC&oi=fnd&pg=PA23&dq=%22suburban+sprawl%22+AND+%22deer+population%22&ots=ITR2LTF5uB&sig=teKjL3s9uIS7hmjadft8sg0GCeY#v=onepage&q=deer%20population&f=false

Two elements contribute to car-deer accidents. One, of course is rising human and deer populations. A factor often ignored, however, is the presence of more cars on rural highways. Following a pattern that has become typical across the United States, the amount of vehicle miles driven on rural Wisconsin highways has nearly doubled since 1983, owing to sprawling development patterns. An analysis done by 1000 Friends of Wisconsin found the number of rural miles riven explains nearly three times as many of the car-deer accidents as does herd size.

#### Deer overpopulation cause disease spread.

Robert Miller (Staff Writer )11/27/2009, Coalition of Connecticut Sportsmen “Deer overpopulation helps spread Lyme. Fairfield County ticks laden with disease, study shows” http://www.ctsportsmen.com/deeroverpop08.htm

In recent testing, 70 percent of the deer ticks collected at the Newtown Middle School tested positive for Lyme bacteria (compared to around 30 percent of ticks from statewide collections). As bad as Lyme disease is, there are other potentially fatal diseases, such as ehrlichiosis and babesiosis, that infest the same ticks. And therefore, one tick can cause, in a single bite, two or even three diseases. For this reason, the Newtown Lyme Disease Task Force urgently supports renewed efforts on education about tick-borne diseases and measures that we can take to keep people from being bitten. Every parent, and child of age, should be able to recognize the deer tick, know how to safely remove it (there are wrong ways that can increase the hazard) and recognize the symptoms of the diseases. Unfortunately, while education and prevention are very important, it has been shown that these measures cannot give us full relief from tick-borne diseases. There is a deer overpopulation problem in our region, and it is interlocked with the Lyme disease problem because of the deer tick. The deer tick has a two-year life cycle. In the second year, the adult female tick gets to lay 2,000 to 3,000 eggs only if it feeds on a large mammal present in dense herds. The only mammal in this region that serves this task well is the white-tailed deer. It is a matter of a threshold density. If the deer population remains at about 10 or 12 deer per square mile, the tick life cycle cannot be sustained, and you break the cycle of Lyme disease. The problem is, the deer density in Fairfield County is at 40 to 60 per square mile, and there are pockets of 80 or above. When the deer problem is properly addressed, the incidence of Lyme disease drops within a few years to a dramatically smaller rate.

### 2NC Urbanization Turn: Deer Module (1/2)

#### Deer overpopulation hurts the environment and kills biodiversity.

Emile D. DeVito, (PhD Manager of Science and Stewardship, New Jersey Conservation Foundation) and Milan G. Bull (Senior Director of Science and Conservation Connecticut Audubon Society, Fairfield.) October 14, 2008, Deer Aliance, “Public Event: Environmental destruction and loss of biodiversity by deer overpopulation,” http://www.deeralliance.com/node/47

The Fairfield County Deer Management Alliance hosted its second fall seminar on the impact of deer overabundance this past Tuesday, October 14, 2008 at the Weston Public Library. The full house was welcomed by Weston’s First Selectman, Woody Bliss, who conveyed his personal accounts of how deer overabundance has impacted his family through Lyme disease. He also spoke of the commitment the Town of Weston has to reducing the deer herd density for environmental reasons. Ridgefield representative to the Alliance, Chairman Patricia Sesto introduced the expert speakers, noting that “damage to our natural areas and the consequences to other wildlife are probably the least recognized negative impacts associated with deer overabundance.” Dr. Emile DeVito, Manager of Science and Stewardship at New Jersey Conservation Foundation spoke of the loss of native vegetation below the browse line of five feet and the opportunity this browse line provides for non-native vegetation. “If you want your forests to recover”, stated Dr. DeVito, “you are going to have to reduce the deer population to single digits.” Once the wooded area is healthy again, which could take a decade or more, the forest can support 15-20 deer per square mile. DeVito also spoke to the need to create seed banks within the recovering woodlands. He recommends fencing off plots within the damaged natural areas and replanting those with native species to provide the desired seed source.

### 2NC Urbanization Turn Ext. (1/2)

#### Mass transit causes increased Urbanization

Thomas J. Nechyba and Randall P. Walsh Journal of Economic Perspectives—Volume 18, Number 4 —Fall 2004 —Pages 177–200 “Urban Sprawl” http://www.vwl.tuwien.ac.at/hanappi/AgeSo/rp/Nechyba\_2004.pdf

Similarly, mass transit accessible to lower-income residents of inner cities is often advocated as a possible policy prescription to minimize the effects of sprawl, but mass transit also provides incentives for city footprints to expand along the rays of the mass transit system, with commuters driving to outer mass transit stations and then commuting on the train or bus. Furthermore, stretching mass transit systems into suburbs is likely to lead to residential income sorting, with the poor concentrated along mass transit access points. This sorting may lead to lower concentration of poverty in inner cities while increasing income segregation outside the central city. Alternative methods of addressing transportation costs for the poor, ranging from subsidized car purchases for the poor (Glaeser and Kahn, 2003) to subsidized van or taxi rides might help to open opportunities throughout cities. However, transportation costs are only one of the reasons for spatial sorting, and mass transit may have only a small effect on current levels of segregation. Again, it is difﬁcult to say more without a better and economically more relevant model of cities and suburbs.

#### Plan Encourages Urbanization

**Corey Hogan, Hoganwilling news, march 7th, 2012, “Fare Free mass Transit in WYT – IS it possible?”** <http://hoganwilligblog.com/2012/03/fare-free-mass-transit-in-wny-is-it-possible/>

Let’s now imagine **a system without fare boxes on its buses and light rail cars, where passengers freely board these mass transit vehicles to go to work, school, or shopping** (nationally these three categories comprise 75% of all mass transit rides). Further imagine **the same system** safely transporting our aging population, **encouraging increased urbanization,** reducing traffic congestion, avoiding the need for roadway expansion costs, parking lots, and also providing increased health and environmental benefits.

#### Suburbs good for the environment

Phil McDermott, 06/12/2011, New Geography, “WHY COMPACT CITIES AREN'T SO SMART,” http://www.newgeography.com/content/002279-why-compact-cities-arent-so-smart

If we are serious about sustainability, the suburbs are where it must happen. Here we can deliver smart urban design, strengthen social relationships, and provide capacity for improving the quality of life at all levels. It’s also at a sub-regional if not suburban level that labour markets operate most efficiently, and employment opportunities might best be promoted. And while we’re at it, we need to make sure that the suburbs are well interconnected by generous arterial corridors. This call for some difficult retrofitting. It may mean reviewing how we use motor-ways; thinking more creatively about buses and bus-ways; and getting over an all-consuming desire to focus everything on the CBD, turning it into a giant interchange instead of a great destination.

### 2NC Urbanization Turn Ext. (2/2)

#### Urban transit causes urbanization

David King is Assistant Professor of Urban Planning in the Graduate School of Architecture,PlanningandPreservationatColumbiaUniversity,NewYork 2011 “Developing densely” <https://www.jtlu.org/index.php/jtlu/article/download/185/175>

Two hypotheses about the development of New York City’stransit system along with residential and commercial densi-ties were tested.e first hypothesis is that subway develop-ment preceded residential development throughout the city.While it is certain that subway construction preceded residen-tial development in some areas (Figure 1), analysis performed in this research does not confirm any correlation between sub-way growth and residential densities, suggesting that places where the subway system was built first were uncommon.e second hypothesis tested is the converse of the first, namely that land development was a leading indicator of sub-way growth.e analysis in this research suggests that this hypothesis is partially confirmed, but rather than residential growth, it is commercial land use that is correlated with the density of subway stations.e conventional narrative of tran-sit development o en assumes that transit growth preceded land development.is paper argues that the conventional narrative is incomplete in the context of New York City, and that the growth of the subway system was partially dependent on land uses, and in particular that transit network growth largely followed land development.is is especially true for commercial land uses, the growth of which is associated with the increasing density of subway stations. While residential densities were not found to be significantly correlated with subway growth, they were found to be positively associated with commercial densities. Two additional issues may have affected subway network growth and land development. First, the subway system was largely completed in the absence of substantial competition from automobiles. In fact, because of the underground and elevated characteristics of the New York system, the trains did not compete for road space with automobiles, as was the case in Los Angeles and in most other streetcar cities. Private au-tomobile ownership did ourish in New York, but not at the expense of rapid rail transit.

### 2NC Urbanization Turn Ext. (Impact) (1/2)

#### Urbanization bad – environment, toxic waste, justice

Michael P Johnson H John Heinz III School of Public Policy and Management, Carnegie Mellon University Received 19 February 2000; in revised form 12 January 2001 “Environmental impacts of urban sprawl: a survey of the literature and proposed research agenda” http://www.envplan.com/epa/fulltext/a33/a3327.pdf

Researchers generally focus on those communities whose development is the source of the sprawl phenomenon in order to identify environmental impacts of urban sprawl. From this perspective, the following environmental impacts have been identified: loss of environmentally fragile lands, reduced regional open space, greater air pollution, higher energy consumption, Environmental impacts of urban sprawl, decreased aesthetic appeal of landscape (Burchell et al, 1998), loss of farmland, reduced diversity of species, increased runoff of stormwater, increased risk of flooding (Adelmann, 1998; PTCEC, 1999), excessive removal of native vegetation, monotonous (and regionally inappropriate) residential visual environment, absence of mountain views, presence of ecologically wasteful golf courses (Steiner et al, 1999), ecosystem fragmentation (Margules and Meyers, 1992). These impacts can be divided into those that pose immediate human risk as opposed to those for which the associated human risk will not be fully known for years. These risks can also be divided into those that primarily affect the aesthetic appeal of an area as opposed to those that affect the viability of ecosystems. An alternative viewpoint for environmental impacts of sprawl is that of environmental justice, whereby poor and minority communities suffer disproportionately from urban disinvestment and/or hazardous land uses. Both of these outcomes can be viewed as correlates of urban sprawl, inasmuch as urban sprawl incorporates a transfer of people and resources from the inner city and inner-ring suburbs to more distant suburbs, and such transfer is performed with very tight local control over land uses (Downs, 1994). Such impacts include: toxic and hazardous wastes from abandoned brownfields, toxic and hazardous wastes from landfills located in least-desirable areas, toxins such as lead and asbestos persisting in older buildings because of disinvestment in inner cities (Bryant, 1995; USHUD, 1999). These impacts may pose a more direct threat to human health than those associated directly with suburban development yet conceivably they are less likely to be remedied in a timely manner than those associated with suburban development. This is because the costs of remediation must be borne by those who own land in these areas. Owners of inner-city sites such as urban municipalities, factories who have relocated, and so on generally have fewer available resources than do growing suburban municipalities.

#### Sprawl is good-Aff authors are wrong

Peter **Gordon and** Harry W. **Richardson** (Peter Gordon and Harry W. Richardson are professors in both the Department of Economics and the School of Policy, Planning, and Development at the University of Southern California) “Critiquing Sprawl’s Critics” Cato Institute January 24, 20**00** http://www.cato.org/pubs/pas/pa365.pdf

The assertions by the **critics of urban sprawl do not stand up to scrutiny**. Widely available **data undermine most of their claims**. **The charge that urban sprawl fosters inequality, unemployment, and economic blight is disproven** by the fact that lack of human capital, not workplace inaccessibility, is the main cause of poverty. Moreover, smart-growth plans exacerbate the problem of workplace inaccessibility by increasing housing costs for the poor, making it difficult for them to locate near areas that are growing economically. **The argument that urban sprawl gives rise to excessively costly infrastructure, excessive transportation costs, and environmental damage is wrong.** The **facts point** directly **to the opposite** conclusion.

### 2NC Urbanization Turn Ext. (Impact) (2/2)

#### Urbanization hurts environment – laundry list

Debra E. Einstein University of California, Irvine March 1999 Instructor: Dr. Peter Bowler “Urbanization and its Human Influence” <http://darwin.bio.uci.edu/sustain/global/sensem/Einsteinw99.htm>

Human land use affects soils in the environment and increases the potential for erosion. There is a sharp peak in the amount of soil and sediment erosion after the construction phase of urbanization. Sediment can either be blown or washed away with rain and movement. Soil can also be scraped off and lost inducing desertification. Once sensitive soil are disturbed, they may lower strengths when they are altered. This loss of strength increases the potential for landslides. This is especially true in areas of high densities of people and supporting structures such as roads, homes, and buildings. Urbanization disturbs soil and sediment which leads to erosion. Human use of land in the urban environment has increased both the magnitude and frequency of floods. In the process of urbanization, raw land is converted and covered with pavement. This causes an increase in the amount of runoff after rainfall leading to flash floods. The rate of increase is a function of the percentage of the land that is covered with pavement and cement and the percentage of area served by storm sewers. Storm sewers are important because they allow urban runoff from impervious surfaces to reach stream channels quickly. Urban runoff can also carry polluted water from cities to streams and oceans, disturbing environments even outside the city. In order to urbanize, natural land must be paved and turned into cities. This requires that flora and fauna either lose their homes or are relocated. Urbanization is virtually irreversible. Whole habitats are eliminated and permanent resources are depleted. Even though the consequences of human activity are unintended, the effects can be far reaching and potentially damaging (Merrifield and Swyngedouw, 1997). Urbanization is a permanent land use application. Urban ecological policies should clean up and rebuild cities in balance with nature (Merrifield and Swyngedouw, 1997) rather than destroy natural environments. With more and more people living and moving to cities, the problem will extend beyond existing boundaries and result in more damage to the natural environment. The effects of urbanization on the environment are permanent and extensive and urban policy must change in order to save what is left in the natural world.

#### Urban Sprawl is key to American lifestyle.

JAN K. BRUECKNER, Department of Economics and Institute of Government and Public Affairs, University of Illinois at Urbana–Champaign, “URBAN SPRAWL: DIAGNOSIS AND REMEDIES INTERNATIONAL REGIONAL SCIENCE REVIEW” 23, 2: 160–171, April 2000

Policy measures designed to attack urban sprawl will ultimately affect a key element of the American lifestyle, the consumption of large amounts of living space at affordable prices. A simple supply-and-demand argument establishes this conclusion. Restricting urban spatial growth means limiting the supply of land for residential development. With supply limited, urban land prices and ultimately the price of housing (measured on a per square foot basis) must rise. In response to such price escalation, consumers would reduce their consumption of housing space, making new homes smaller than they would have been otherwise. Therefore, an attack on urban sprawl would lead ultimately to denser cities containing smaller dwellings.