



BAD

CAR

1/2

chukware '00 Bellarmine

# CARS KILL ~~THOUSANDS~~ IN CRASHES

ENVIRONMENTAL WORKING GROUP 4.8.97 "Mean Streets"

Cars  
bad  
ok

Thousands of Pedestrians Are Killed Each Year by Automobiles  
Between 1986 and 1995, approximately 6,000 pedestrians died every year in the United States after being hit by cars. This is a significant public health and safety problem -- the equivalent of a commercial airline crash with no survivors every two weeks. And for every pedestrian who is killed by an automobile, almost 20 more are injured -- more than 110,000 pedestrians are injured by automobiles each year.  
Highway Safety Money Is Not Being Used To Protect Pedestrians  
Pedestrians account for 14 percent of all motor vehicle-related deaths, yet only 1 percent of federal highway safety funds are spent on pedestrian safety. The remaining 99 percent is spent on automotive safety measures (such as road widening) that typically remove the

Obstacles to more rapid traffic flow. The Highway Capacity Manual -- one of the industry bibles -- provides the typical highway engineer's definition of a pedestrian: a traffic "flow interruption." Traffic safety features are designed primarily to allow drivers to move at higher speeds. This basic tenet of highway engineering often makes roads more dangerous for pedestrians.

# CAR POLLUTION KILLS ~~THOUSANDS~~ ~~THOUSANDS~~ MORE

The Scotsman 9/20/94

Cars  
bad

One of the fastest growing causes of mortality, however, is the expanding automobile fleet.  
Apart from fatal accidents - estimated to kill almost 900,000 people every year - the pollution from exhaust fumes is combining with industrial emissions to produce a deadly atmospheric cocktail in many cities.  
"For children, breathing the air in cities with the worst air pollution, such as Beijing, Calcutta, Mexico City, Shanghai and Tehran, is equivalent to smoking two packs of cigarettes a day," said Mr Brown.

# CAR POLLUTION DELIMATES PUBLIC HEALTH

ENVIRONMENTAL HEALTH PERSPECTIVES 6.98 v.106 n.6

Cars  
bad  
clear  
New

The EPA is holding its ground, however. Citing data gathered by the same EPA trends report from the previous year, Tregoning makes the point that, although it is true that the country appears to be enjoying improved air quality, pollutants given off by increased VMT will eventually reverse this trend by the year 2005. "This is in spite of advances in engine design, and the use of reformulated fuel," she says.  
Ironically, the use of catalytic converters to reduce vehicle emissions is inadvertently increasing emissions of nitrous oxide (N<sub>2</sub>O). This is because catalytic converters get so hot during their normal use that they facilitate the oxidation of nitrogen in the air. According to the draft EPA report 1998 Inventory of U.S. Greenhouse Gas Emissions and Sinks (1990-1996), N<sub>2</sub>O emissions increased 44% from 1990 to 1996, primarily due to the rates of emission in new vehicles. These emissions impact directly on public health. Like other nitrogen oxides, N<sub>2</sub>O molecules react with volatile organic compounds in the atmosphere to form smog, which can cause breathing difficulty for asthmatics, coughs in children, and general respiratory illnesses. Additionally, like a number of other vehicle-related pollutants, especially carbon dioxide (CO<sub>2</sub>), N<sub>2</sub>O plays a major role in the greenhouse effect. Although its emissions are much lower than those of CO<sub>2</sub>, N<sub>2</sub>O is approximately 310 times as powerful when it comes to trapping heat in the earth's atmosphere.  
According to the same EPA report, all greenhouse gas emissions have been increasing in the United States over the last decade. Much of the increases are due to rising VMT, although emissions from stationary sources, particularly power utilities, are also important. There is now a near-consensus in the scientific community that greenhouse gas emissions are causing global climate change, with potentially catastrophic consequences. The United States is the world's largest producer of CO<sub>2</sub>, and transportation is gradually assuming an increasing share of the total output.

303



impact

chukware '00 Bellarmine

GOOD

CAR 2/2

# CARS DON'T POLLUTE + THEY STREAMLINE THE ECONOMY

ENVIRONMENTAL HEALTH PERSPECTIVES 6.98 V10606

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Even with the increase in VMT, the EPA Office of Air Quality Planning and Standards' report National Air Pollutant Emission Trends, 1900-1995 states that overall the United States' air quality continues to improve. Says Gordon, a vocal critic of the anti-sprawl movement, "The data are clear about what we have: better, though far from perfect, air. The projections are the usual doomsday forecasts. Internal combustion engines are ever better and cleaner. This explains the paradox of better air but more VMT."

