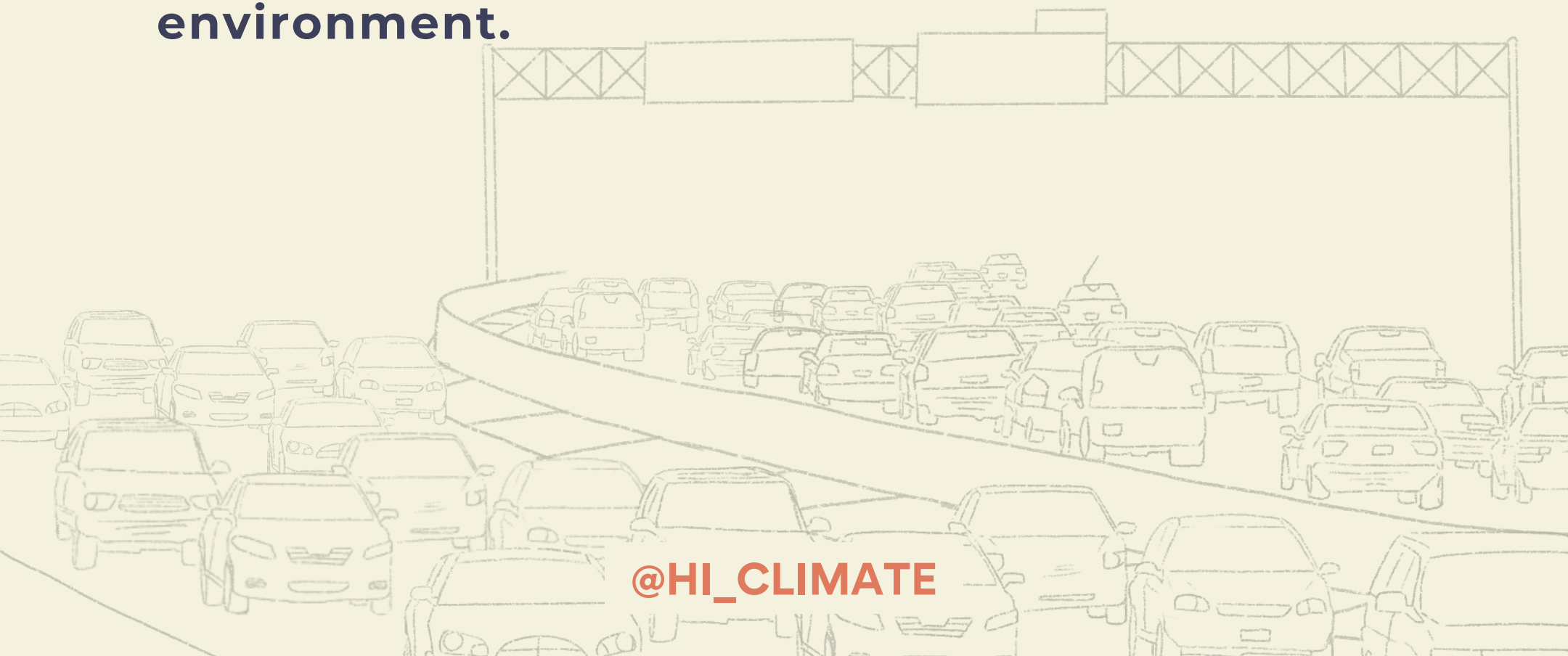




MYTH #1

ROAD WIDENING MYTHS THAT ARE DELAYING CLIMATE ACTION

Car idling is bad for the environment, so wider roads with free flowing traffic is good for the environment.



@HI_CLIMATE



UNPACKING THE MYTH

The Department of Energy estimates that idling only accounts for **2 percent of total emissions** from a car.

REASONING BEHIND THE MYTH Highway departments frequently claim congested roads and a lack of free flowing traffic leads to cars stopped in traffic with the engine on, increasing carbon emissions and pollution.

While idling certainly does emit carbon, widening roads leads to **induced demand**, where more roads make people want to drive more and so, increases emissions.





INDUCED DEMAND

When you provide more of something at little to no cost, people are more likely to use it.

DEFINITION In the context of transportation, induced demand refers to the idea that increasing roadway capacity encourages more people to drive, creating more congestion on our roads.

There are **academic studies that go back to the 1960s** that demonstrate the existence of induced demand.

This is likely to **crush any benefits of reduced idling** by increasing the number of miles driven by cars, and likely **lead to the return of congestion and idling**, only now with more cars.



LEARN MORE

Information from this post derived from

Five road widening myths that are delaying climate action

STREETBLOG USA

Check out these articles that break down the common misconceptions in transportation that are delaying climate action:

Urban myth busting: Congestion, idling, and carbon emissions

CityCommentary

CityLab University: Induced Demand

Bloomberg CityLab

@HI_CLIMATE

