

## 1: The Automobile - How did living standards change in the 's?

*The invention of the automobile has brought more positive and negative effects than any other invention throughout transportation history. As the most widely accepted method of transportation, cars have changed the way people live all over the world. They have affected all aspects of society such as.*

How autonomous cars could redefine our society How autonomous cars could redefine our society By Ben Algaze on March 18, at 1: Legislators, consultants, designers, engineers, entrepreneurs and politicians all weighed in on the potential impact of autonomous autos – how it will affect liability, security, ownership, cities, space planning, and the actual mobility experience. When they really become mainstream – in reality, years away – autonomous automobiles will be nothing less than a revolution. A vast infrastructure and ecosystem was built around it, to help fuel it, store it, and maintain it. Roads and highways changed the design of cities, and led to development of suburbs and exurbs, where people could live far away from their places of work and recreation. It also had negative consequences, leading to decay in some urban cores in America, as newer homes, jobs and other infrastructure moved to the suburbs. In some cities, highways divided neighborhoods, creating economic divides as development flourished on one side over the other. Google self-driving car prototype. These days the promise of the autonomous automobile has spurred new thinking in urban planning, mobility, and infrastructure development. Are we thinking about the potential impact of this technology on our future infrastructure needs? Given the long term planning time frames and high cost of infrastructure today, are we planning for the future based on the technology of yesterday or tomorrow? What would road design be if all cars and the infrastructure were connected? Theoretically, autonomous cars could go down the road within inches of each other, and they could all communicate with each other and traffic signals. What if cars were not owned, but available on demand? What does that do to parking space requirements? How might that dynamic change the relationship between city cores and suburbia? For people that like to drive and control the machine, what happens to the driving experience? The promise of real safety One common theme across the discussions about autonomous cars is that it has the potential to greatly increase safety. One is far more likely to die in an automobile accident than in a plane crash. The most likely scenario is unforeseen situations caused by human drivers sharing the road with autonomous cars, and that presents interesting challenges. If traffic deaths – and injuries, property damage, and the inevitable lawsuits – can be minimized, that alone could make the business case for autonomous vehicles. Along that line, Volvo has announced a goal to reduce accident deaths to zero in their automobiles by through better safety design and active and passive technology. Further, if its autonomous driving systems fail, it will assume responsibility. In the s, the unintended acceleration lawsuits almost drove Audi out the U. More recently, Toyota and GM have had highly publicized multibillion-dollar settlements around safety related equipment failures. Infrastructure and sharing While safety is a big motivator in the path to autonomous vehicles, there is much more to be gained. Cities built around the automobile, especially newer ones, have found it hard to add public transportation infrastructure. Part of the issue involved what parts of the city the rail would serve, and many people from the parts of the city unable to take advantage of light rail did not see the need to vote to raise their taxes to finance it. In contrast, the appeal of the autonomous auto is that it would require relatively moderate changes in existing infrastructure and potentially use existing roads more efficiently. That efficiency also implies the potential for less cars on the road, less wasted energy and carbon emissions, and overall a cleaner planet. However, less cars on the road are not good news to auto manufacturers. Naturally not everyone does so, and people are keeping their cars much longer than ever before, in part because of increased reliability and less model design changeover than in the past. Connected cars What about the driving experience? Does it go away? BMW, like other carmakers, have seen that users want their smartphone connectivity, entertainment, and communication capabilities better integrated in current automobiles. BMW was a pioneer in advanced infotainment systems with the original iDrive, and the latest version features hand gestures as another control mechanism. In fact, virtually all the automakers are rolling out connected car systems in new models, and also making them software updatable, much like our smartphones. The car

experience is moving beyond just control of the machine itself, into a more immersive mobile entertainment and communication cocoon. Semi-autonomous and ultimately fully autonomous driving systems will further exacerbate this trend. It is also a serious challenge for automakers to keep their differentiation over time, as the Google and Apple ecosystems have invaded the car with Android Auto and CarPlay, which the automakers have had to integrate due to customer demand. Regulations and smart cities There are still many hurdles to the nirvana of autonomous cars. But states control licensing drivers, and that can present issues with respect to autonomous driving. States are trying to work through the aspects of licensing software as a driver, and the issue of liability will always come up when something goes wrong. What is clear is that if states enact a patchwork of different laws with respect to autonomous cars, then it will significantly slow down the adoption of the technology. Recently, the California DMV drafted a law that allows autonomous cars to operate on public roads, but it requires a licensed driver in the vehicle and a steering wheel and brake pedals. Google announced it will be testing autonomous cars in Austin, and presumably our business friendly Texas laws will be more accommodating. The cities that were eligible had to meet size and population limits midsize cities , which ruled out larger cities such as New York, Chicago, and Los Angeles. Several mayors all spoke about the potential of new mobility technology to help bridge the socio-economic divides in their respective cities. Some talked about the potential for autonomous vehicles to deliver services to underprivileged neighborhoods, such as mobile hotspots for high-speed internet access. Others noted the potential for autonomous vehicles to enable affordable transportation alternatives to retain creative and lower income people being priced out of central urban living areas. All talked about the need to reduce traffic and congestion, the lost productivity of sitting in traffic, and how cities need to rethink space planning and utilization around the new technology. Telematics and services Like any connected device, cars generate lots of data. They have been doing so for a long time, and much of that data has been available through the OBD-II port built into cars since The port has long been used for vehicle diagnostics and repair purposes, and it can be thought of as the USB port standard for automobiles. What has become interesting is that new IoT devices can connect to that port and connect vehicle data to the Internet. This means there are opportunities for connected car applications without the latest connected car technology – and not necessarily desirable ones. Some current applications include dongles from Progressive and Liberty Mutual Insurance companies, where if you opt in you can share car data that monitors driving habits – how fast you accelerate, how hard you brake, how many miles driven, etc. The incentive for this Big Brother-esque app is lower rates for good driving habits. The data in cars, just like smartphones, is and will be valuable. As automakers roll out more connected new vehicles, the car will become another app platform and market to deliver services and content. In the context of smart cities, connected cars can tap into better information as they navigate around a city – such as real-time traffic information, parking availability and pricing, street closings, charging station locations, and more. Devices like Automatic may bridge the gap to make dumb cars smarter, but ultimately the direction is that all cars will be connected platforms in the future. History says that with any big technology platform shift, new winners often emerge. Connected cars will offer other services as well. Capital One talked about Apple Pay-like capability built into the car. Instead of pulling out your smartphone or wallet at the drive through, pay with your car. At CES, Kia was demonstrating a future car interior with a built in fingerprint reader, to authorize payments like you can on Apple or Samsung Pay. Transactions could go much quicker at fuel and charging stations as well as drive through services. Instead of having your online order delivered to your home, you could authorize a delivery service to open your trunk to deliver your package. From the point of view of efficiency, you might imagine delivery trucks making multiple deliveries in a single parking garage, versus significantly more miles logged delivering packages to individual homes. The road ahead Getting to connected and autonomous car and smarter city utopia will not be easy. We will still be driving our own cars for years, and may have to share the road with autonomous ones. There will be significant challenges with the aging American infrastructure, and congestion will get worse before it gets better. The London Times predicted in that by London would be nine feet deep in horse manure.

### 2: How Dependence on Cars has Changed Our Lifestyle and Planet

*The automobile's impact on American life is everywhere, for the car is much more than a means of traveling from one place to another. This web site explores some of that vast impact.*

Are you sure you want to delete this answer? Yes Sorry, something has gone wrong. Henry Ford had at least three major impacts on society. First, he introduced the assembly line. By breaking down production into very simple tasks, he lowered the skill level needed to work in a factory any factory not just automobiles. This allowed huge amounts of products to be created at lower prices. This actually expanded the middle class by lowering the entry point into the middle class. If a base car costs 10, in , middle class is people who have 10, to spend on a car. If a car costs in , then the middle class is people who have to spend on a car. These numbers are not historical. Second, just as importantly, he introduced the living wage concept. Before Ford, most large companies based their pay structure on immediate cost needs. They paid their employees the bare minimum they could to get workers and control costs. Ford thought long term. If he paid his employees enough to be able to afford cars, he would have a ready made market for his product. Also, a lot of the money he paid out would come back to him. This is the modern basis for the minimum wage. The idea is that people have to be able to afford the stuff they produce in order for the industrial economy to function. A third, unpleasant impact, was that he reinvigorated antisemitism in America. Ford deeply disliked Jews. Until America entered the war, Ford refused to produce or sell to the British war effort. This had really bad consequences. Make no mistake, there was widespread bigotry against Jews in the US, but Americans, even then, are deeply protective of their public image as a land of religious freedom. Ford crossed a line. He latter distanced himself from these articles claiming he was publisher in name only and not directly involved. Still, Ford was the most high-profile antisemite in the country.

### 3: The Automobile - Effects / Impact on Society and Changes in Cars Made by Generation | AxleAddict

*Eng. , Essay #3 Final Draft (Cause and Effect) Due 11/9/09 The Effect of the Automobile on American Society When talking about the most influential inventions of the 20th century in America, the automobile immediately comes to mind.*

Contact Author The invention of the automobile has brought more positive and negative effects than any other invention throughout transportation history. As the most widely accepted method of transportation, cars have changed the way people live all over the world. They have affected all aspects of society such as family life, the economy, and even the environment. It is hard to find a movie, book, or TV show that does not have some type of automobile in it. The advancement of automobiles over time has directly affected the advancement of society as a whole. Over the generations automobiles have influenced every aspect of society in many ways and have changed to keep up with the times. With the development of suburbia, cars made it easier for people to travel in this world, which was beginning to spread out at a rapid pace. They quickly gained fame as the new and fast way to travel. In the beginning, automobiles were considered to be a luxury, but as they became more mass produced, more people were able afford them. Changes that were made in the manufacturing process lowered the cost to the point where the average American could own a vehicle. His low production cost enabled the final cost of the car to be lowered as well. This was largely in part because of lowered production costs. The more widely used automobiles became, the more they began to affect the daily lives of Americans. During this time suburbs were also becoming popular. The automobile played a major role in the spreading out of these suburbs. It heavily influenced family life, and made for a more mobile society. The role of women in society was also affected by the automobile. It was unnecessary for women who lived in the city to own cars, because they lived within walking distance of everything that they needed. Growing suburbs meant that women needed a comfortable and fast way of transportation. Women were not just limited to the house anymore. Now, women were not limited to their domestic roles any longer. They obtained more gender equality by competing with men for the same types of jobs. Automobiles helped change the role of women in society. However, there were negative effects brought on by the introduction of automobiles. Old fashioned beliefs of family and unity were forgotten. Anyone could escape from their current surrounding and go off on personal endeavors. As people began to spend more time on the road than in their own homes, business minded individuals such as Ray Kroc took advantage of the situation by opening up fast-food restaurants. The idea of creating a drive-through restaurant was sparked by the popularity of the automobile. Other modes of transportation had to be pushed aside in order to make room for the more comfortable and convenient automobile. Bicycle usage dropped significantly with the invention of the automobile. However, the most widely used method of transportation before the onslaught of automobiles was the horse and carriage. A benefit of getting rid of the horse and carriage system was that the cities became cleaner. Horses used to clutter up the city streets with their foul manure. Now, the streets were manure-free and people thought that the automobile was making their cities cleaner. Another valued method of transportation during this time period was the railroad. Trains were used to transport people and cargo long distances across the country in a short period of time. As soon as automobiles became popular, trains saw a decline in passengers. Railroad companies started to overlook the passenger aspect of the railroad, and focused more on the cargo transportation. When airplanes were invented, the railroad became squeezed in the middle. People began to use planes for longer trips and cars for shorter trips. Today, trains are still mainly focused on cargo. The passenger trains of today are equivalent to that of a fast bus with no traffic. Car engineers now focused on making the car more efficient, because the regular A to B car was already invented. A major update added to the options of cars was the air-conditioning. People could now spend hours in their cars on hot days and not have to worry about the heat. The temperature of the car could be changed with the touch of a button, and people enjoyed being able to control this. Car innovators looked for small details of a car that would possible make the passengers feel more comfortable. The more comfortable and suitable the car was to your travel needs, the more popular it was. During this generation people began to take more pride in their vehicles than ever before. Some people wanted the fastest car and some wanted the prettiest, but all drivers had one thing in

common. They used their cars for fun and not just as a tool of transportation Hess 9. People would pile in cars with all their friends and cruise for half of the night because gas was so cheap. Car enthusiasm became more popular with each passing year. Drivers took pride in the size of their engines, which could be tuned to have more power than a modern day Ferrari. Automobile manufacturing companies were hiring workers to put together the cars. This created numerous jobs in the U. If cars were non-existent thousands of Americans would be out of work. Highways and interstates were being paved to allow large numbers of truck and car drivers to arrive at their destinations faster. The Interstate Highway System was formed. Without the automobile these roads and quick ways of transport would not even be around. The Cold War at the time was also a major factor in influencing President Eisenhower to endorse this system. He wanted a faster and more efficient way to travel in cars. Highways were his solution, and they helped in the mass transit of troops quickly around the country. Overpasses are 16 feet high because that was the size needed at the time to allow military vehicles to pass through. However, this major societal change was due largely in part because of the automobile. Source Another societal change due to the automobile in this time period was the creation of drive-in movies. People would meet at the nearest movie location, park their cars in front of the huge screen, and watch the movie in comfort. Drive-in theatres became a major hot spot for teenagers, who would take their dates to the movies. Families could pack into the car with their snacks, and watch movies late into the night. They use to put little sound boxes on each car so that everyone could hear the movie. What better form of entertainment could there be for teenagers with newly acquired licenses? Even entertainment was brought to a new level with the help of the automobile. Currently, cars still dominate when it comes to the most popular form of transportation. They have become essential to the functioning of people in everyday life. The average family has at least one car and spends more on transportation than on food Young Politics and Society 1. Especially today, with rising gas prices, people are finding it more economically beneficial to take public transportation instead of using their own personal automobile. Everyone would rather travel in the comfort of their own vehicle, but sometimes the costs of doing this are too great for the people that are struggling financially. Gas prices are a major issue in America today, and without the automobile, there would be no problem. With modern advances such as digital television and the internet, people are finding that they do not even need to leave their homes for entertainment. This takes away the necessity of the automobile in going to the rental store. Some people are even able to do all of their shopping, banking, and working all on their home computers, which eliminates the automobile from day-to-day usage. As society becomes more technologically advanced, people are finding more reasons to stay at home, instead of going out whenever they have errands or want to do something fun. However, automobiles are still widely used by most people, and will continue to be used as long as people have a need for transportation. As cars become more advanced, the means by which humans are kept protected must advance as well. For example laws were passed that forbid people from not wearing a seat-belt. Also, new inventions such as the airbag and in-car sensors protect not only the passengers, but whatever or whoever may be near the car on the outside. These inventions all came about because they are demanded by our current car buying market. As the world becomes a more populated place, parents want safe vehicles to transport their children in. Automobile manufacturers began to realize that if they wanted to sell their cars, they would have to find new innovative ways of protecting passengers from the dangers of the road. They are coming up with new safety features in order to stay ahead of the industry. SUVs allow for more people and belongings to be driven in the same vehicle comfortably. As convenient as they are, do not be fooled into thinking that there are no negatives. Larger vehicles typically burn more gas because of their size. The extra burning of gasoline is dangerous to our environment. However, most types of cars harm the environment. People are starting to realize that Global Warming is a real issue that needs to be dealt with. Pollution is causing this and it can permanently damage the face of the Earth. Pollution is a major environmental problem caused mostly by automobiles.

## 4: Cars Positive and Negative Effects by Matthew Phillips on Prezi

*The development of the car has contributed to changes in employment distribution, shopping patterns, social interactions, manufacturing priorities and city planning; increasing use of cars has reduced the roles of walking, horses and railroads.*

History[ edit ] cartoon, warning about road troubles of the future. In the early 20th century, cars entered mass production. The United States produced 45, cars in , but 28 years later, in , this had increased nearly fold to 3., In there were 13, people working for Ford Motor Company , but by this had increased to 18, Sacrifices to the Modern Moloch , a cartoon published in The New York Times , satirising the indifference from the society regarding the increasing on automobile related traffic fatalities. Though, when the motor age arrived in western countries at the beginning of the 20th century, many conservative intellectuals opposed the increase in motor vehicles on the roads. These increases removed space for pedestrians, and brought a tremendous increase in pedestrian deaths caused by car collisions. Gilbert , a famous British librettist , wrote to The Times on 3 June Not only would this provide a speedy and effective punishment for the erring motorist, but it would also supply the dwellers on popular highroads with a comfortable increase of income. Access and convenience[ edit ] Convenience store in a rest area serving New Jersey Turnpike users. Worldwide, the car has allowed easier access to remote places. However, average journey times to regularly visited places have increased in large cities, as a result of widespread car adoption and urban sprawl , as well as the decommissioning of older tram systems. This is due to traffic congestion and the increased distances between home and work brought about by urban sprawl. Employment and consumption habits[ edit ] High signs attract the attention of drivers on the adjacent freeway. A street without a sidewalk, where the pedestrian must walk on the road pavement. The development of the car has contributed to changes in employment distribution, shopping patterns, social interactions, manufacturing priorities and city planning ; increasing use of cars has reduced the roles of walking , horses and railroads. The effect was to create many free parking spaces, and business places further back from the road. In aggregate, this led to less dense settlements and made a carless lifestyle increasingly unattractive. Many new shopping centers and suburbs did not install sidewalks , [15] making pedestrian access dangerous. This had the effect of encouraging people to drive, even for short trips that might have been walkable, thus increasing and solidifying American auto-dependency. Economic growth [19] in European countries whose population is greater than 1 million inhabitants. In countries with major car manufacturers, such as USA or Germany, a certain degree of car dependency might be positive for the economy at a macroeconomic level, since it demands automobile production, therefore resulting also in job demand and tax revenue. These economic conditions were particularly valid during the s when the number of automobiles, worldwide, had a substantial annual average increase, but also during the postâ€”World War II economic expansion. Notwithstanding the growing effects provided by the automobile on the economy of some countries, several other auto-dependent countries, deprived from automobile industry and oil resources, have to allocate substantial economic assets, to satisfy its mobility policies, affecting then their commercial balance. This situation is broadly valid in the majority of the European countries, since, disregarding some few exceptions such as Norway , Europe is largely dependent on imports for its fossil fuels. All these factors related to high motorisation rates, affect therefore the economic growth in the majority of the European countries. Finally, even countries with oil ressources could be deprived of refineries, such as Nigeria which has to import fuel even though it is a major oil producer. Employment in the automotive industry[ edit ] As of the U. Traffic Cycling steadily became more important in Europe over the first half of the twentieth century, but it dropped off dramatically in the United States between and Automobiles became the preferred means of transportation. From the early 20th century until after World War II, the roadster constituted most adult bicycles sold in the United Kingdom and in many parts of the British Empire. For many years after the advent of the motorcycle and automobile, they remained a primary means of adult transport. In several places - both high and low income - bicycles have retained or regained this position. In Denmark, cycling policies were adopted as a direct consequence of the oil crisis whereas bike advocacy in the Netherlands started in earnest

with a campaign against traffic deaths called "stop child murder". Today both countries have high modal shares of cycling despite high car ownership rates. Cultural changes[ edit ] Prior to the appearance of the automobile, horses, walking and streetcars were the major modes of transportation within cities. The wealthy could afford to keep horses for private use, hence the term carriage trade referred to elite patronage. Because cars did not require rest, were faster than horse-drawn conveyances, and soon had a lower total cost of ownership, more people were routinely able to travel farther than in earlier times. The construction of highways in the s continued this. Some experts suggest that many of these changes began during the earlier Golden age of the bicycle, from to Many of these have never returned, but some urban communities eventually installed rapid transit. Another change brought about by the car is that modern urban pedestrians must be more alert than their ancestors. In the past, a pedestrian had to worry about relatively slow-moving streetcars or other obstacles of travel. With the proliferation of the car, a pedestrian has to anticipate safety risks of automobiles traveling at high speeds because they can cause serious injuries to a human and can be fatal, [14] unlike in previous times when traffic deaths were usually due to horses escaping control. According to many social scientists, the loss of pedestrian -scale villages has also disconnected communities. Many people in developed countries have less contact with their neighbors and rarely walk unless they place a high value on exercise. Automotive city Advent of suburban society[ edit ] In the decades following World War II, the auto united in the United States with the single family dwelling to form suburbs. Suburban affluence led to a baby boomer generation far removed from the hardships of their parents. Community standards of the past, driven by scarcity and the need to share public resources, gave way to new credos of self-exploration. As the economy of the fifties and sixties boomed, car sales grew steadily, from 6 million units sold per year in the U. Married women entered into the economy and two car households became commonplace. In the seventies, however, the comparative economic stagnation then experienced was accompanied by societal self-reflection on the changes the auto brought. Critics of automotive society found little positive choice in the decision to move to the suburbs; the physical movement was looked upon as flight. Kenneth Schneider in *Autokind vs Mankind* called for a war against the auto, derided it for being a destroyer of cities, and likened its proliferation to a disease. Renowned social critic Vance Packard in *A Nation of Strangers* blamed the geographic mobility enabled by the auto for loneliness and social isolation. Auto sales peaked in , at The Arab-Israeli War was followed by the OPEC oil embargo, leading to an explosion of prices, long gas lines, and talk of rationing. The car was a private world that allowed for fantasy and escape, and Pawley forecasted that it would grow in size, and in technological capacities. He saw no pathology in consumer behavior grounded in freedom of expression. The car and the federal subsidies for roads and suburban development that supported car culture allowed people to live in low density residential areas even farther from the city center and integrated city neighborhoods.

### 5: Effects of the car on societies - Wikipedia

*Automobiles have had various positive and adverse effects upon society and some of these are discussed below. \* The automobiles or vehicles are one of the major causes of causing noise pollution and air pollution.*

Technology and Its Effects on Automobile Imagine a life without technology? What would humans be like? What would be their habitats? How does technology effect people and their ways of life? Technology refers to all the ways people use their inventions and discoveries to satisfy their need and desires. Ever since people appeared on the earth, they have had to work to obtain food, clothing, and shelter. They also have had to work to satisfy their desire for leisure and comfort. Through out years, people have invented tools, materials, and techniques to make-work easier. They also discovered how to harness water, wind, steam, electricity, and other sources of power that increased the rate at which they could work. Many people call the age we live in, the age of technology. Since , science has played a major role in modern technology. However, technology has often contributed to science. The advancement of technology has benefited people in numerous ways, but it has also created serious problems. Technology has helped people gain a degree of control over nature and build a civilized way of life. The earliest human beings had little control over nature. They had only simple tools and did not know how to raise animals or plants. Instead, they obtained food by hunting, fishing, and gathering. Animal skin was their only means of protection from the cold weather since they had no permanent homes. For instance, people would relay on the sun and the moon as their only sources of light. Throughout the ages, technology has benefited people in many ways. Technology has helped people by increasing production, reducing labor, and raising living standards. Although technology has benefited our society, it has also caused forms of damage. Such damages like environmental pollution, unsatisfying jobs, the depletion of natural resources, and unemployment are due to automation. Inventions have contributed to technology and made our lives easier. Inventions have given humans an enormous control over their environment and enabled them to live better, easier, and happier lives. The invention of the automobile has also helped determine where people live and the kind of work they do. These inventions have also helped determine what people eat and wear and how they play and relax. For example, automobiles are the most important means of personal transportation for millions of people around the globe. People depend on their cars and trucks to travel to and from work, to run errands, to visit friends and relatives, and to take vacations. Olds, Henry Ford, and other pioneer automakers began mass-producing cars. It became a major form of transportation in the United States because unsightly horse droppings would no longer litter the streets, creating a terrible stench and attracting disease-bearing flies. No longer would people be burdened by the need to keep horses or be limited to traveling short distances Carwell, The giant auto industry developed over the years as an increasing number of people bought cars. Americans were said to have a love affair with the automobile, and the United States became a nation on wheels. The automobile revolutionized the American way of life and changed living patterns in much such a the same way that spread to other countries. The automobile helped give people the freedom to live, work, and travel wherever they wanted. It ended the lonely lives of farm families by placing neighbors, cities, and towns within easy reach. The automobile led to the growth of suburbs, motels, shopping centers, superhighways, theme parks, drive-in restaurants, and drive-through banks. Probably no other invention, discovery, or technological advance has created greater or more rapid changes in society Pursell, The automobile has given people incredible freedom of movement. It enables them to decide where they want to go and when. The automobile influences where people live and work and how they spend their leisure time. Even in undeveloped nations, the automobile is increasingly reshaping patterns of living. When the first automobiles were produced, only the well-to-do could afford them. Soon, prices declined as production increased in response to the growing demand. The lower prices put the automobile within reach of more and more Americans. Well-off urban residents found car ownership cheaper than keeping a horse and carriage Scharchbury, The growth in car ownership led to building more and better roads, which further increased travel throughout the nation. Although cars were first bought mainly by affluent city folks, it was farmers who became the first large-scale group of car owners. Most rural Americans were farmers or residents of small

towns that served farmers. Automobiles enabled farmers to sell their goods faster and farther away, and to travel more often and in greater comfort than ever before Pursell, Before the development of automobiles, urban workers walked, bicycled, or rode horse-drawn carriages to their jobs. But as roads improved and car ownership expanded, workers no longer had to live near their jobs. Wherever people have easy access to automobiles, cars play a major role in social life and the choice of recreational activities. People find it fun to hop in the car and visit friends and relatives, whether the drive takes a few minutes, hours, or days. The automobile helps make it easy to organize picnics, family reunions, and other get-togethers. Trips by automobile to places such as theme parks, national parks, and mountain and seashore resorts are a favorite site of vacation for many people. Even though there are many benefits in owning an automobile, there are also many disadvantages in the invention of an automobile. The disadvantages deal with economic impact, problems of safety, and environmental impacts. One of the major disadvantages is the environmental impact. For example, As automobiles burn gasoline, it releases hydrocarbons, carbon monoxide, and nitrogen oxides into the air. Severe pollution occurs in such cities as Los Angeles, Mexico City, Tokyo, and Madrid, where the streets and highways are choked with traffic Bendick, In many countries, steps have been taken to control air pollution caused by automobiles as well as by other sources. In the United States, the Environmental Protection Agency EPA enforces federal emission standards that limit the amount of pollution new automobiles may produce. American automakers have made great progress in reducing the emission of major pollutants by meeting the increasingly strict federal standards Bendick, Some people may say that the creation of the automobile has caused more damages to our environment than others. According to James Q. Wilson, author of "Cars and Their Enemies" he believes differently. He explains that the increase taxes and increase mass transit options were ideas of Western Europe. The results of these politics of western Europe was an increase in autos per capita that was three times faster between Wilson, In my opinion, some more realistic ways to decrease traffic pollution, traffic congestion and car use would be to implement toll charges depending on the amount of traffic. Increasing gasoline taxes and offering more bicycle routes. Without a car, one would lose many benefits such as freedom, privacy, and flexibility. I feel that the author belief of automobiles is right! I feel that life without an automobile would disrupt my way of living. Maybe I am a "slave" of the car, but I do not feel like a slave to the system. My car allows me to travel anywhere I want to go at any time depending on my schedule. Although I fight traffic on a daily basis to and from school, I find it more convenient and relaxing being in my own car. I do not understand how a person could get up from a long day of work, walk a few blocks to a train station, fight a crowd, stand in a crowded train and walk another few blocks to go home to be more satisfying than fighting moderate traffic to get home earlier. I enjoy my car very much and the benefits it offers. I would not trade in my freedom, flexibility, and privacy for a cramp train ride. Work Cited Cardwell, Donald. The Norton History of technology. Norton, Pursell, Carroll. Of Automatic Engineers,

### 6: How Did The Automobile Change American Society? | Yahoo Answers

*The Future of Vehicles and What It May Mean for American Society Now that all-electric vehicles are old news, car engineers are turning their attention to new groundbreaking transportation technology.*

The Age of the Automobile Cruising in automobiles such as the Duesenberg pictured above was popular in America, but this typically Sunday afternoon family past time was largely discontinued during the depression. Perhaps no invention affected American everyday life in the 20th century more than the automobile. Although the technology for the automobile existed in the 19th century, it took Henry Ford to make the useful gadget accessible to the American public. Ford used the idea of the assembly line for automobile manufacturing. Furthermore, they might use their higher earnings to purchase a new car. Ford reduced options, even stating that the public could choose whatever color car they wanted "so long as it was black. By 1927, there were over 8 million registrations. The 1920s saw tremendous growth in automobile ownership, with the number of registered drivers almost tripling to 23 million by the end of the decade. Economic Spin-offs The growth of the automobile industry caused an economic revolution across the United States. Dozens of spin-off industries blossomed. Of course the demand for vulcanized rubber skyrocketed. Road construction created thousands of new jobs, as state and local governments began funding highway design. Although it is not the first race car ever built, it is certainly the first car to rise to the status of legend. Even the federal government became involved with the Federal Highway Act of 1916. Gas stations began to dot the land, and mechanics began to earn a living fixing the inevitable problems. Oil and steel were two well-established industries that received a serious boost by the demand for automobiles. Travelers on the road needed shelter on long trips, so motels began to line the major long-distance routes. Even cuisine was transformed by the automobile. The quintessential American foods " hamburgers, french fries, milk shakes, and apple pies " were hallmarks of the new roadside diner. Drivers wanted cheap, relatively fast food so they could be on their way in a hurry. Unfortunately, as new businesses flourished, old ones decayed. As European nations were strengthening mass transit systems, individualistic Americans invested in the automobile infrastructure. Effects of the Automobile The social effects of the automobile were as great. Freedom of choice encouraged many family vacations to places previously impossible. Urban dwellers had the opportunity to rediscover pristine landscapes, just as rural dwellers were able to shop in towns and cities. Teenagers gained more and more independence with driving freedom. Dating couples found a portable place to be alone as the automobile helped to facilitate relaxed sexual attitudes. Americans experienced traffic jams for the first time, as well as traffic accidents and fatalities. Soon demands were made for licensure and safety regulation on the state level. Despite the drawbacks, Americans loved their cars. As more and more were purchased, drivers saw their worlds grow much larger. In 1918, at age 25, he was appointed president of the Ford Motor Company. Following the tradition set by successful businessmen of the previous century, Edsel Ford turned to philanthropy and helped to establish the Ford Foundation. This website has a brief biography of Edsel Ford and his wife, along with a virtual tour of his house in Michigan.

### 7: Automobile In American Life and Society

*The invention of the automobile provided a means of easy transportation to much farther distances than were previously possible. It was purchased primarily by the rich until improvements in production allowed it to become accessible to the middle class. The widespread availability and usage of the.*

Harry Reisenleiter The auto industry is an ever-changing, continuously improving, competitive industry propelled forward through human ingenuity. Cars offer unprecedented freedom and are one of the great industrial success stories of the 20th century. When the auto industry became competitive, the price went down drastically and the market became saturated. There are over one billion vehicles worldwide today, and in another 40 years, this number could double. In America, there is one car for every 1. While this is good news for the automotive industry, it is a bad omen for our planet. Pawel Zdziarski Today, the pressure on car engineers is to design an environmentally friendly vehicle in an environmentally friendly process. This raises some serious environmental concerns about car production and final vehicle disposal that cannot be addressed through improved technology alone. One side effect of new production is the increased use of resources that harm the planet. New roads, parking lots, gas stations and factories to support our need and desire for vehicles will have to be built, upgraded and maintained. More cars also mean more pressure for oil and more oil exploration. Adding more plastics to reduce the weight and improve fuel consumption makes it more difficult to recycle the vehicle at its end-of-life cycle. Lisa Hossler Yet, the story of the automobile is a love story between man and machine. Where we once loved our horses, we now love our machine. Advertisers make vehicles beautiful, sexy, full of status, and fun Then we got married, moved to the suburbs and brought a station wagon, minivan or SUV. Since cars allow us to drive further to our jobs, schools and recreation, they soon became an office-storeroom-motorized cup holder that navigates away from the congestion of inner cities into the great wasteland of big-box stores and industrial parks, taking us on a continuous loop of dreary errands. All this leads to diminished family life and higher stress levels. Yet while vehicles are responsible for many intolerable, hurtful and unchangeable negative conditions in our lives, people are still fond of their cars. Hikosaemon Cars make walking dangerous. Since each new box store or office must supply enough parking for the facility, businesses have moved back from the road, the sidewalks disappeared and very few people walk while doing their errands. Those who do walk or ride a bike are breathing in all the fumes from the vehicles that whiz by. This also contributes to the rise in obesity in our society. Roger Wollstadt Cars will not disappear. They have transformed our lives and are one of the great industrial success stories of the 20th century. They brought on sweeping changes in employment patterns and social interactions. The English writer and activist George Monbiot believes that the increase in individualism and decrease in social interactions between members of different socioeconomic classes brought on by cars has shifted voter preference to the right of the political spectrum. Highways, roads and parking lots are often funded by the government and supported through government zoning and construction requirements. As a result, driving a car is subsidized, supported by businesses and the government that cover the costs of roads and parking. Unfortunately, the billion cars on the roads today are creating some serious problems. We are reaching our peak oil "the point where the maximum rate of petroleum production is reached and goes into an unstoppable decline, forcing us to turn to dirty tar sands oil. We may have also reached the peak car usage in many major cities. Public transportation, walking or riding bikes is on the increase in these cities. And what would we be without a car?

### 8: Automobile and the Environment in American History: Introduction

*The advantage of automobiles becomes evident if you try imagining life without them. Cars allow us to cross the United States in a matter of days, whereas before automobiles, the trek would be a long, arduous journey full of danger and physically tough terrain.*

## HOW DO AUTOMOBILES AFFECT SOCIETY? pdf

### 9: How autonomous cars could redefine our society - ExtremeTech

*Nowhere was the psychology of consumption more evident than in the automobile industry. Annual automobile production rose from 2 million during the s to million in*

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