1-1-2009

A Political Turn: Highways and Mass Transit in American Mobility History

Michael R. Fein Ph.D.
Johnson & Wales University - Providence, mfein@jwu.edu

Follow this and additional works at: http://scholarsarchive.jwu.edu/humanities_fac

Part of the Cultural History Commons, European History Commons, Other History Commons, and the United States History Commons

Repository Citation
http://scholarsarchive.jwu.edu/humanities_fac/3

This Book Chapter is brought to you for free and open access by the School of Arts & Sciences at ScholarsArchive@JWU. It has been accepted for inclusion in Humanities Department Faculty Publications & Research by an authorized administrator of ScholarsArchive@JWU. For more information, please contact egearing@jwu.edu.
For decades scholars in diverse fields have examined problems in the history of mobility. Their diversity was their strength but also their limitation, as disciplinary boundaries impeded the exchange of ideas that let scholarship flourish. Since 2003 the International Association for the History of Traffic, Transport and Mobility (T²M) has served as a free-trade zone, fostering a new interdisciplinary vitality in a now-flourishing field.

Now, with the publication of its first yearbook, T²M has surveyed these gains in the form of a comprehensive state-of-the-art review of research in the field. Here, twenty-seven scholars in the history of mobility, from sixteen countries and five continents, present synopses of recent research.

Besides reviews of research in thirteen countries, contributions also include thematic reviews relating mobility to the environment, automobile fetishism, race, gender, and other transnational themes. All in all, more than sixty scholars within and beyond T²M cooperated in this project, making it a truly collective work.

Gijs Mom is Programme Director for Mobility History at Eindhoven University of Technology. In November 2003 he co-founded the International Association for the History of Transport, Traffic and Mobility (T²M), of which he was nominated President (until September 2008). His most recent publications include (with Laurent Tissot) Road History: Planning, Building and Use (Neuchâtel, Alphil, 2007).

Gordon Pirie teaches and researches transport and travel. He has published widely on aspects of past and present railway and air transport in southern Africa. He has begun researching the history of municipal airports in South Africa. His research into roads and automobility in colonial Africa is ongoing.

Laurent Tissot is professor of contemporary history at the University of Neuchâtel. He is currently dean of the Faculty of Humanities and Human Sciences. His main fields of research are: business history, tourism and transport history. His last publications: ‘Le tourisme.’ Special issue of Entreprises et histoire (Paris, 2007).
A POLITICAL TURN: HIGHWAYS AND MASS TRANSIT IN AMERICAN MOBILITY HISTORY

Michael Fein
Johnson & Wales University

Mark Rose’s *Interstate: Express Highway Politics* (1979) and Bruce Seely’s *Building the American Highway System: Engineers as Policy Makers* (1987) signaled the opening of U.S. highway politics as a field for sustained scholarly investigation. In *Interstate*, Rose examined the political competition among interest groups, such as truck operators, that produced the landmark 1956 highway legislation. Seely’s focus was the road engineers themselves, led by Thomas MacDonald, whose uncanny ability to present themselves as ‘apolitical’ experts paradoxically allowed them to dominate the highly politicized drafting of the main contours of American highway policy. Together these two texts opened a range of questions in U.S. transportation policy, and in the grinding politics through which citizens, interest groups, experts and politicians directed the development of America’s transportation infrastructure.¹ Rose’s and Seely’s mode of analysis appeared particularly well suited to capturing the complex

ways in which transportation systems and societies shape each other, and, since then, a wave of new highways and transit scholars has built on their insights. This development constitutes a political turn in mobility history, with recent scholarship placing politics, political actors, and political ideology front and center. In 2006, the publication of the deliberately policy-oriented and admirably wonkish text, *The Best Transportation System in the World: Railroads, Trucks, Airlines and American Public Policy in the Twentieth Century*, co-authored by Rose, Seely and Paul Barrett, indicated the durability of a political approach to American mobility history.

This trend is most visible among urban historians and historians of technology, who have sought to untangle the complex political machinations behind highways’ transformation of the nation’s cityscapes. In a series of special issues in the *Journal of Urban History* (1979, 1987, 1999, and 2004), Rose and Joel Tarr (whose early work was in urban-political history)2 sewed together the fields of urban history and the history of technology with the thematic thread of politics. By 1999, Rose and Tarr noted that historians of urban mobility had found ‘politics and political choice’ to be the forces that defined the relationship between technology and the city.3 According to one vital contribution to the 1979 issue, Clay McShane’s ‘Transforming the Use of Urban Space: A Look at the Revolution in Street Pavements, 1880-1924’, technology alone cannot explain changes in paving practices: changing cultural uses of public space and municipal administration were important too.4 McShane returned to these themes in his masterful *Down the Asphalt Path*, published in 1994. By this time, scholars of mass transit, automobiles, and city planning—most notably Barrett and Mark Foster, writing in the early 1980s—had decisively shifted historical analysis away from the technological determinism of earlier studies, revealing the multifaceted ways in which politics and urban culture mediated the adoption or rejection of competing transport technologies.5

---

3 Rose and Tarr, ‘Technology, Politics and the Structuring of the City’, *Journal of Urban History*, 30 (July 2004), 643-47. See also the preceding special issues in the *Journal of Urban History*, 5 (May 1979); 14 (November 1987); 25 (March 1999).
Over the past decade, policy analysts, urban and cultural historians, and historians of technology have situated these conflicts—and the growing reliance on cars and trucks as a form of mass transportation—in even more expansive, though still politically inflected, frameworks. David Jones combines comparative historical investigation and economic and environmental policy studies to account for the divergent histories of mass motorization and mass transit in the twentieth century, and to assess their prospects in the early twenty-first. David Blanke studies America’s oft-cited ‘love affair’ with the automobile, examining it alongside the deadly consequences of automobile accidents. His *Hell on Wheels* is both cultural and regulatory history, and it illuminates the unresolved tension between the collective risk of automobility and the promise of individual freedom. Peter Norton asks what it meant to ‘control’ the streets in the early twentieth-century city, exploring these efforts through the competing paradigms of justice, efficiency and freedom. Like Rose and Barrett’s important 1999 article on the politics of transportation statistics, Norton’s *Fighting Traffic* proceeds from the assumption that much is at stake in how roads and the practice of road building are defined. Early twentieth-century public officials tended to define transportation planning as a technocratic exercise best handled by engineers, establishing a powerful—and often unresponsive—road-building regime by the mid-twentieth century. This regime met tremendous public resistance by the 1950s and 60s. These clashes have been documented by many scholars, most thoroughly by Raymond Mohl. Mohl’s analysis of the ‘freeway revolts’ moves beyond the hackneyed dichotomies that pitted citizen activists against unfeeling technocrats, illuminating multiple vectors of change—in grassroots activism, race politics, urban dynamism, political discourse and leadership.

Recent state-centered case-studies examine not just how politics structured transportation choices, but how transportation policy influenced broader patterns of American governance. Paul Sabin’s *Crude Politics* reveals how the political construction of the California oil market produced a user-financed highway system that ultimately stymied advocates of alternative energy and mass transportation programs for decades. Michael Fein’s *Paving the Way* reveals how small-scale policy debates, over such issues as who would pay the costs of securing rights-of-way for new highways, led New Yorkers to embrace a roads program that overwhelmed longstanding local checks on road-building authority. And as engineer-administrators consolidated their control over road-building bureaucracy, even the most adept political figures of the twentieth century stumbled in their efforts to secure a transportation system that reflected an increasingly hard-to-define public interest. That such a ‘balanced’ system has proved elusive is demonstrated by the travails of the nation’s most ambitious recent road-building initiative: Boston’s Central Artery/Tunnel project, commonly known as the ‘Big Dig.’ Scholars of contemporary transportation politics have probed the contradictory impulses that continue to drive urban highway policy. They have found pressures to develop ‘open-system’ design processes and a more participatory ‘bottom-up federalism’, but also a tendency of project managers to limit citizen control by privatizing construction processes, obfuscating the escalating (real and opportunity) costs of multi-billion dollar projects, and making risky trade-offs between project costs and public safety.

While many investigations into American mobility history turn on the political mediation of new technologies, the politicization of social groups or the institutionalization of policy regimes, other scholars have ascribed greater importance to the power of an ascendant political ideology to shape transportation initiatives. John Lauritz Larson’s *Internal Improvement* elegantly argues for the significance of the republican ideal of activist national planning in setting the terms of transportation development during the decades after

---

the nation’s founding.14 But until recently, such visionary ideals seemed out of place in twentieth-century analyses of builders and bureaucrats. In an age when power brokers and hard-headed engineers called the shots, it seemed that historians needed to be conversant in the raw exercise of power, not ideological discourse.15 Two important texts suggest that both matter. Jason Scott Smith’s Building New Deal Liberalism demonstrates that massive New Deal expenditures on public works (and on road building in particular) can be seen as the physical manifestation of New Dealers’ larger effort to recast the liberal state around a commitment to economic growth through broad-based public investment.16 Zachary Schrag, in Great Society Subway, sees evidence in the history of Washington, D.C.’s mass transit system that ‘even in matters of pragmatic planning, idealism has its place.’ Power politics mattered, but so did political philosophy. Lyndon Johnson’s Great Society liberalism shaped the Metro’s development; otherwise, asks Schrag, how do we account for Washington’s embrace of a large-scale public rail system at the very height of the nation’s commitment to building auto-centric freeways?17

Schrag demonstrates that transportation historians need not just an urban perspective, but a broader, metropolitan one. Contributors to Colin Divall and Winston Bond’s collection, Suburbanizing the Masses, demonstrate the varied ways in which transportation technologies acted as a powerful force in shaping urban and suburban development, and as a ‘junction’ between politics, technology and culture.’ Louise Nelson Dyble, in her superb article, ‘Revolt Against Sprawl: Transportation and the Origins of the Marin County Growth-Control Regime’, braids together the San Francisco freeway revolt and the emergence of Marin County as an archetypal suburb, defined primarily by racial exclusivity, lack of affordable housing, and general inaccessibility. For Dyble, the rejection of urban expressways went hand-in-hand with the politicization of a wide array of social groups (environmentalists, real estate developers, property owners, business leaders) that together, for various and often conflicting reasons, helped usher in a new transportation policy regime aimed at stemming rather

than promoting suburban growth. Dyble shows that transportation policy choices influenced larger political processes, social geography, and urban and suburban landscapes. Most historians studying the interplay of mobility and governance agree that these developments have hastened the fragmentation of metropolitan regions.

Historians of mobility have also studied the politics of preserving, transforming and creating ‘natural’ environments by regulating road construction. For example, Paul Sutter’s *Driven Wild* explores how Americans came to redefine ‘nature’ as ‘scenic’, and ‘wilderness’ as ‘roadlessness.’ To Sutter, just as automobile use has always been politically mediated, so too has the world we see through the windshield. Contributors to Christof Mauch and Thomas Zeller’s important collection, *The World Beyond the Windshield*, explore not just the relationship between technology and the environment, but also the social and political construction of roadscapes in the United States and Europe. These comparative studies continue to draw on the brand of pioneering political analysis first adopted by Rose and Seely, an analysis that has emerged as a primary means of interpreting American mobility history.

---


CONTENTS

PREFACE .................................................................................................................. 7
Gijs Mom, Gordon Pirie and Laurent Tissot

I THE STATE OF THE ART

TOWARDS A PARADIGM SHIFT? A DECADE OF TRANSPORT AND MOBILITY HISTORY ..... 13
Gijs Mom, Colin Divall and Peter Lyth

MOBILITY: TRAJECTORY OF A CONCEPT IN THE SOCIAL SCIENCES ......................... 41
Vincent Kaufmann

A NATURAL INTERSECTION: A SURVEY OF HISTORICAL WORK ON MOBILITY AND THE ENVIRONMENT ....................................................................................... 61
Tom McCarthy

THE HISTORY AND FUTURE OF AUTOMOTIVE FETISHISM ..................................... 83
David Gartman

II CONTINENTS AND COUNTRIES

URBAN MOBILITY WITHOUT WHEELS: A HISTORIOGRAPHICAL REVIEW OF PEDESTRIANISM ................................................................................................. 111
Peter Norton

A POLITICAL TURN: HIGHWAYS AND MASS TRANSIT IN AMERICAN MOBILITY HISTORY ................................................................................................................ 117
Michael Fein

MOBILITY IN AUSTRALIA: UNSETTLING THE SETTLED ............................................. 123
Georgine Clarsen

AFRICAN MOBILITY HISTORY: RECENT TEXTS ON PAST PASSAGES .................... 129
Gordon Pirie

KNITTING A NATION TOGETHER: THREE THEMES IN CANADIAN MOBILITY HISTORY .... 137
Liz Millward

TRANSPORT IN CHINA BEFORE THE INDUSTRIAL AGE: COMPARATIVE RESEARCH ISSUES .................................................................................................................. 141
Nanny Kim

FROM THE SCYTHIANS TO THE SOVIETS: AN EVALUATION OF RUSSIAN MOBILITY HISTORY ............................................................................................................. 149
Tracy Nichols Busch
<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>New developments in a neglected field: transport and mobility in Latin American recent historiography</td>
<td>159</td>
</tr>
<tr>
<td>Rodrigo Booth and Melina Piglia</td>
<td></td>
</tr>
<tr>
<td>Niche development or wider renaissance? Italian mobility history</td>
<td>167</td>
</tr>
<tr>
<td>Growth in the last decade</td>
<td></td>
</tr>
<tr>
<td>Massimo Moraglio</td>
<td></td>
</tr>
<tr>
<td>National and transnational transport history: trends in recent Dutch research</td>
<td>173</td>
</tr>
<tr>
<td>Hans Buiter</td>
<td></td>
</tr>
<tr>
<td>All is politics: fifty years of mobility history in Belgium</td>
<td>179</td>
</tr>
<tr>
<td>Donald Weber</td>
<td></td>
</tr>
<tr>
<td>Swiss traffic history: a research report</td>
<td>187</td>
</tr>
<tr>
<td>Hans-Ulrich Schiedt</td>
<td></td>
</tr>
<tr>
<td>Still focusing on the railway: transport and mobility history in Austria</td>
<td>193</td>
</tr>
<tr>
<td>Bernd Kreuzer</td>
<td></td>
</tr>
<tr>
<td>An indistinct constellation: mobility history in Greece</td>
<td>201</td>
</tr>
<tr>
<td>Aristotle Tympas and Irene Anastasiadou</td>
<td></td>
</tr>
<tr>
<td>Bulgarian state of the art: more transport than mobility history</td>
<td>213</td>
</tr>
<tr>
<td>Emiliya Karaboeva</td>
<td></td>
</tr>
<tr>
<td>III Topics</td>
<td></td>
</tr>
<tr>
<td>European mobility policy: a topic to be discovered</td>
<td>221</td>
</tr>
<tr>
<td>Christian Henrich-Franke</td>
<td></td>
</tr>
<tr>
<td>Mobilizing race, racializing mobility: writing race into mobility studies</td>
<td>229</td>
</tr>
<tr>
<td>Cotten Seiler</td>
<td></td>
</tr>
<tr>
<td>Gender and mobility: historicizing the terms</td>
<td>235</td>
</tr>
<tr>
<td>Georgine Clarsen</td>
<td></td>
</tr>
<tr>
<td>Public transport: at the crossroads of urban history and the history of mobility</td>
<td>243</td>
</tr>
<tr>
<td>Arnaud Passalacqua</td>
<td></td>
</tr>
<tr>
<td>Production versus mobility? new perspectives for an old dilemma</td>
<td>247</td>
</tr>
<tr>
<td>Valentina Fava</td>
<td></td>
</tr>
<tr>
<td>Notes on contributors</td>
<td>253</td>
</tr>
</tbody>
</table>
For decades scholars in diverse fields have examined problems in the history of mobility. Their diversity was their strength but also their limitation, as disciplinary boundaries impeded the exchange of ideas that lets scholarship flourish. Since 2003 the International Association for the History of Traffic, Transport and Mobility (T2M) has served as a free-trade zone, fostering a new interdisciplinary vitality in a now-flourishing field.

Now, with the publication of its first yearbook, T2M has surveyed these gains in the form of a comprehensive state-of-the-art review of research in the field. Here, twenty-seven scholars in the history of mobility, from sixteen countries and five continents, present synopses of recent research.

Besides reviews of research in thirteen countries, contributions also include thematic reviews relating mobility to the environment, automobile fetishism, race, gender, and other transnational themes. All in all, more than sixty scholars within and beyond T2M cooperated in this project, making it a truly collective work.

Gijs Mom is Programme Director for Mobility History at Eindhoven University of Technology. In November 2003 he co-founded the International Association for the History of Transport, Traffic and Mobility (T2M), of which he was nominated President (until September 2008). His most recent publications include (with Laurent Tissot) Road History: Planning, Building and Use (Neuchâtel, Alphil, 2007).

Gordon Pirie teaches and researches transport and travel. He has published widely on aspects of past and present railway and air transport in southern Africa. He has begun researching the history of municipal airports in South Africa. His research into roads and automobility in colonial Africa is ongoing.

Laurent Tissot is professor of contemporary history at the University of Neuchâtel. He is currently dean of the Faculty of Humanities and Human Sciences. His main fields of research are: business history, tourism and transport history. His last publications: "Le tourisme." Special issue of Entreprises et histoire (Paris, 2007).