Grammar Gurus

Deweerdt and Orwell both proposed speaking as plainly as possible. Deweerdt wanted the impact of the discussion and topic to reverberate throughout the general public. *This makes sense as the sweeping change of which climate change requires, will necessitate the utilization of the invisible hand of public pressure*.

Orwell, on the other hand, wants us to avoid using common metaphors (ex. Invisible hand). He also wants to avoid using passive terms (ex. Will necessitate vs necessitate). And he wants to use shorter words, and less words, for easier consumption.

The slides discussed the ambiguity of language and how meaning falls on a spectrum between the speaker’s intention and the audience’s interpretation.

To re-write the italicized line, “This makes sense as climate change requires pressure from the public.”

Now, onto climate change… The source I used below seems to have been a good one for this discussion. Of the 8 terms studied by Deweerdt, the very first sentence in my article included “Transition”, “Sustainable”, and “Net-Zero.” Deweerdt would strongly critique this article with more technical terms than necessary. Even a reference to a political policy of “redlining” wasn’t defined within the article, neither was “equity” in the “center of the planning process”. Orwell would be even more aghast at the article with its constant nebulous fluff.

“Why Bicycle Advocacy Must Go Beyond Infrastructure.” The Climate Reality Project, [https://www/.climaterealityproject.org/blog/why-bicycle-advocacy-must-go-beyond-/infrastructure. Accessed 9/11/2022](https://www/.climaterealityproject.org/blog/why-bicycle-advocacy-must-go-beyond-/infrastructure.%20Accessed%209/11/2022).

Riding a bicycle to work, even just one day a week, can cut your average carbon dioxide emissions by 67%. Bicycling, unfortunately, is not inherently safe – even though it is great for the environment and your personal health. Low-income persons and persons of color are facing a higher risk of death from bicycling accidents and higher rates of tickets for silly things like riding on the sidewalk. These groups also have less access to bike lanes and live in street layout’s not friendly to bicycling. Another thing to consider is who has a voice in the design of the bike infrastructure. A committee who does not listen to the community and only looks at a partial group of cyclists will not hit the mark. Each city is different and even within the city, different areas may have different needs.