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## FYI

THERE ARE A TON OF THINGS IN THE CORE THAT LINK TO THE AFF…ESPECIALLY GIVEN CERTAIN ADVANTAGES.

FOR EXAMPLE, THE ECONOMY ADV. IS ANSWERED BY THE ECON. CORE FILE and MORE IN HERE….SAME WITH WARMING, ETC.

THERE ARE A FEW SECTIONS OF THE AFF. FILE THAT CAN BE USED ON THE NEG…I.E. “REDUCES FF / OIL” AND “SOLVENCY – REDUCES DRIVING” AND “SOLVENCY – INVESTMENT = USE / SWITCH” SERVE AS INTERNAL LINKS TO ALL OIL DISADS, POLITICS, WARMING GOOD, AUTO INDUSTRY, ETC. OTHER LABS HAVE ALSO TURNED OUT ADV. CPs THAT APPLY. ALSO, THERE ARE A TON OF K ANSWERS IN OTHER FILES AS WELL, BUT THERE ARE A FEW ADDITIONAL ONES HERE THAT COULD BE USED ELSEWHERE

THE ADVS. ARE:

WARMING (Extinction/Henderson)

ECONOMY (Extinction/Generic)

SMART GROWTH

HEALTH (Happiness/V2L)

BIOPOLITICS (k)

## FAST CAPITALISM LINKS

#### THE PLAN IS A DRIVE TOWARD CAPITALIST EFFICIENCY; THEIR AUTHORS GIVE US UNIQUENESS

Thomas Gotschi, Ph.D. and Kevin Mills, J.D., ‘8

“Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking,” <http://www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf>, ACC. 7-5-12, JT

In all aspects of our lives, Americans expect a variety of options from which to choose. Consumer preference is a powerful tool to increase efficiency in any free market economy, and yet our transportation system makes no use of it, lacking viable choices. For some trips, cars will always be the best option. However, keeping our transportation system efficient requires that drivers have adequate alternatives for those trips for which they would prefer to ride their bicycle or walk, and avoid high gas prices and endless congestion.

#### THE PLAN INCREASES THE EFFICIENCY OF THE OVERALL TRANSPORTATION SYSTEM

Thomas Gotschi, Ph.D. and Kevin Mills, J.D., ‘8

“Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking,” <http://www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf>, ACC. 7-5-12, JT

With the availability of the necessary safe and convenient infrastructure, many drivers will shift some of their trips to bicycling and walking. By doing so they will not only improve the efficiency

of their own travel experience, but America’s transportation system overall.

#### ACTIVE TRANSPORTATION IS A DRIVE FOR EFFICIENCY AND SPEED

Todd Litman 25 May 2012

Victoria Transport Policy Institute “Evaluating Non-Motorized Transportation Benefits and Costs ” ACC. July 8th 2012

Critics sometimes argue that, since non-motorized modes are slower, they are inefficient, as discussed in the Costs section of this report. While it is true that walking and cycling are often slower than automobile travel, they have an important role to play in an efficient transport system. Improving walking and cycling conditions can contribute to time and money savings that increase efficiency. Walking and cycling are the most efficient modes for shorter trips, which often support motorized travel, for example, by allowing motorists to walk from vehicles to destinations, or to walk rather than drive among various destinations located close together, such as various shops in a commercial center. Improvements, such as pedestrian shortcuts and better roadway crossings improve non- motorized travel speeds. From some perspectives, such as when evaluated based on effective speed (total time spent in travel, including time devoted to working to pay for vehicles and fares) non-motorized travel is often more time-efficient than motorized travel overall. Improving non-motorized travel can save drivers’ time by reducing traffic congestion and the need to chauffeur non-drivers. The most efficient transport system is one in which travelers have viable options, including good walking and cycling conditions, so they can choose the most efficient mode for each trip, considering all benefits and costs.

## OIL DA LINKS

#### Bike paths reduce foreign oil dependency

Courant, ‘11

Courant Newspaper: Feds Should Do More — Not Less — To Boost Bicycling. <http://articles.courant.com/2011-06-02/news/hc-ed-bike-lanes-federal-funding-20110602_1_bike-lanes-bike-paths-bicycles>. 06/02/2012. DA- 07/01/2012

Bicycles move people without combusting fossil fuels, thus reducing greenhouse gas emissions and lessening dependence on foreign oil. At the same time, bikes provide life-sustaining aerobic exercise and make transit-oriented development work well.

#### Reducing demand for oil causes prices to collapse – hurting Russia’s economy.

Carey 2/24/2003 (John, Business Week, "Taming the Oil Beast," http://www.businessweek.com/magazine/content/03\_08/b3821001.htm)

Yet reducing oil use has to be done judiciously. A drastic or abrupt drop in demand could even be counterproductive. Why? Because even a very small change in capacity or demand "can bring big swings in price," explains Rajeev Dhawan, director of the Economic Forecasting Center at Georgia State University's Robinson College of Business. For instance, the slowdown in Asia in the mid-1990s reduced demand only by about 1.5 million bbl. a day, but it caused oil prices to plunge to near $10 a barrel. So today, if the U.S. succeeded in abruptly curbing demand for oil, prices would plummet. Higher-cost producers such as Russia and the U.S. would either have to sell oil at a big loss or stand on the sidelines. The effect would be to concentrate power--you guessed it--in the hands of Middle Eastern nations, the lowest-cost producers and holders of two-thirds of the known oil reserves. That's why flawed energy policies, such as trying to override market forces by rushing to expand supplies or mandating big fuel efficiency gains, could do harm.

#### Active Transportation leads to decrease of oil consumption

Higgins et al 5

Paul A.T. Department of Biological Sciences, Stanford University, Millicent Higgins Department of Epidemiology, School of Public Health, University of Michigan. Energy Policy, “A healthy reduction in oil consumption and carbon emissions,” <http://econpapers.repec.org/article/eeeenepol/v_3A33_3Ay_3A2005_3Ai_3A1_3Ap_3A1-4.htm> Accessed 7/8/12, CD

In contrast, the reduced gasoline demand possible (equivalent to the amount that comes from as much as 116.1% of domestic oil production) through wide spread adoption of healthier lifestyles could substantially reduce foreign oil dependence and the need to extract oil from environmentally sensitive habitat. Over a 10-year period the reduced oil consumption possible would exceed even upper estimates of recoverable oil from the Arctic National Wildlife Refuge—the 95% confidence interval lies between 5.7 and 16 billion barrels (EIA, 2000b). Unlike the oil contained in ANWR, however, this reduction in oil consumption is inexhaustible. Furthermore, the carbon dioxide emissions reduction (up to 10.9% of 1990 emissions) constitutes a substantial step toward satisfying the Kyoto protocol. That agreement requires the US to reduce carbon dioxide emissions to 7% below 1990 emissions.

## OIL DA LINKS

#### Walking and biking dramatically lower oil consumption

Higgins et al 5

Paul A.T. Department of Biological Sciences, Stanford University, Millicent Higgins Department of Epidemiology, School of Public Health, University of Michigan. Energy Policy, “A healthy reduction in oil consumption and carbon emissions,” <http://econpapers.repec.org/article/eeeenepol/v_3A33_3Ay_3A2005_3Ai_3A1_3Ap_3A1-4.htm> Accessed 7/8/12, CD

If weights of all US adults were healthy (i.e., BMIs less than 25) avoiding future weight gain, which averaged 0.44 kg per person per year from 1991 through 1998 (Mokdad et al., 1999), would require balancing energy input with energy expenditure. Eliminating the current annual energy imbalance for the total population (Table 1) through substitution of walking or biking for driving would reduce annual gasoline demand by the equivalent amount produced from roughly 1.90\_107 or 3.56\_107 barrels of crude oil, respectively (see Table 3 for all calculations). This is equivalent to 0.89% and 1.67% of annual US oil production. The concomitant reduction in carbon dioxide emissions would be approximately 3.26 and 6.10 Tg for walking and biking, respectively (Table 3). This is equal to 0.08% and 0.16% of the US 1990 net carbon dioxide emissions.

## AUTO INDUSTRY 1NC

#### Auto industry recovering now

[Waldron](http://thinkprogress.org/author/twaldron/) 12

Travis, reporter/blogger for ThinkProgress.org at the Center for American Progress Action Fund, Think Progress, “Auto Industry Adds Thousands Of Jobs To Meet Growing Demand, Proving Auto Rescue’s Success Yet Again,” May 23, 2012, <http://thinkprogress.org/economy/2012/05/23/489024/auto-industry-add-jobs/?mobile=nc>, accessed 7/8/12, CD

The automobile industry has been a consistent bright spot in the American economy over the last several months, as automakers have added jobs to meet growing demand. And news from the industry is only getting better, as new estimates expect automakers to sell 14.3 million cars in the United States in 2012 — 1.5 million more than they sold last year. Factories for both foreign and domestic automakers are now working “at maximum capacity” and the industry is adding shifts and jobs to keep up with that rising demand, the USA Today reports: Some plants are adding third work shifts. Others are piling on worker overtime and six-day weeks. And Ford Motor and Chrysler Group are cutting out or reducing the annual two-week July shutdown at several plants this summer to add thousands of vehicles to their output. “We have many plants working at maximum capacity now,” says Ford spokeswoman Marcey Evans. “We’re building as many (cars) as we can.” Chrysler and General Motors, the major beneficiaries of the auto rescue, have both reported their best profits in more than a decade, and both were already planning to add jobs this year. With factories now struggling to meet demand, both foreign and domestic auto companies are planning to add even more jobs — and, as the Center for American Progress’ Adam Hersh and Jane Farrell noted in April, the industry has added more than 139,000 jobs in the last three years. The strength of the auto industry is yet another sign that letting it fail would have been a major mistake. Not only would it have cost more than a million jobs at a time when the economy was struggling, it would have prevented the current growth that is helping both the industry and the American economy recover.

#### The auto industry relies on a car-focused transportation industry

**Cohen 12**

Larry, Founder and Executive Director of Prevention Institute, a non-profit national center dedicated to improving community health and equity, Prevention Institute, “Creeps and Weirdos: the auto industry agenda for keeping you on four wheels,” 2 February 2012, <http://www.nationofchange.org/creeps-and-weirdos-auto-industry-agenda-keeping-you-four-wheels-1328193397>, accessed 7/8/12, CD

On Thursday, February 2nd, the House Transportation Committee is slated to vote on the American Energy and Infrastructure Jobs Act, a bill that would effectively eliminate funding for Transportation Enhancements and Safe Routes to School – the two largest federal programs that fund biking and walking infrastructure. These programs are essential to communities across the country that are building safer streets, sidewalks and bike paths to ensure health and safety for everyone on the road. But, the auto industry’s profits depend on making sure that cars remain the standard mode of transportation—and that car companies grow their customer base, not lose them to bicycles. Auto companies are fueled by profits, and the auto industry spent over $45 million last year alone on lobbying Congress and other federal agencies in order to maintain a monopoly on our roadways. The auto industry makes money by ensuring that the public values driving and that roads are built for cars alone—even if this means greater demand for fossil fuel, increased environmental degradation, fewer opportunities for physical activity, and more road-related injuries.

## AUTO INDUSTRY 1NC

#### Auto industry key to econ growth

Box 12

Terry, dallasnews.com, “Auto industry provided half of U.S. economic growth in first quarter,” May 15, 2012, <http://bizbeatblog.dallasnews.com/2012/05/auto-industry-provided-half-of.html/>, accessed 7/8/12, CD

Was it only three or four years ago that our noble politicians in Washington were grilling auto-industry executives, insinuating that their dinosaur industry might have outlived its usefulness? Get this: The auto industry’s remarkable comeback since 2009 contributed fully half of the 2.2 percent national economic growth in the first quarter of this year, according to Bloomberg. You have to wonder where the D.C. suits are now. No one denies that the auto industry is highly cyclical and has weathered some major challenges in the last few years, including the bailouts and devastating bankruptcies of General Motors Corp. and Chrysler Group LLC. But with auto sales up 15.2 percent in the first quarter, the industry’s economic impact was felt throughout the economy. Production rose at all three domestic automakers, which kept hundreds of suppliers and other industry-related businesses humming along. Moreover, Bloomberg noted, the National Association of Manufacturers estimates that every dollar spent on a new vehicle spurs an additional $2.02 in economic activity. Sales in the four-county Dallas-Fort Worth area were even more robust, increasing 18 percent in the first quarter, according to The Freeman Metroplex Recap. Despite the auto activity, automaker stock prices remain flat. Although a key automotive index was up 1.5 percent in the first quarter, it remains down 31 percent over the last year. However, industry officials expect U.S. auto sales to hit 14 million this year and possibly 16 million in the next couple of years – a level equal to sales in some years before the recession.

#### Economic collapse causes extinction

Kerpen 8

Phil, National Review Online, October 29, , Don't Turn Panic Into Depression, http://www.cbsnews.com/stories/2008/10/29/opinion/main4555821.shtml

It’s important that we avoid all these policy errors - not just for the sake of our prosperity, but for our survival. The Great Depression, after all, didn’t end until the advent of World War II, the most destructive war in the history of the planet. In a world of nuclear and biological weapons and non-state terrorist organizations that breed on poverty and despair, another global economic breakdown of such extended duration would risk armed conflicts on an even greater scale. To be sure, Washington already has stoked the flames of the financial panic. The president and the Treasury secretary did the policy equivalent of yelling fire in a crowded theater when they insisted that Congress immediately pass a bad bailout bill or face financial Armageddon. Members of Congress splintered and voted against the bill before voting for it several days later, showing a lack of conviction that did nothing to reassure markets. Even Alan Greenspan is questioning free markets today, placing our policy fundamentals in even greater jeopardy. But after the elections, all eyes will turn to the new president and Congress in search of reassurance that the fundamentals of our free economy will be supported. That will require the shelving of any talk of trade protectionism, higher taxes, and more restrictive labor markets. The stakes couldn’t be any higher.

## AUTO INDUSTRY K2 ECONOMY

#### Auto growth leads to econ growth in multiple sectors

**Business Week, ’12** (5/17/12, <http://www.businessweek.com/articles/2012-05-17/whats-good-for-gm-is-good-for-the-economy>, CD)

Americans are slamming doors and kicking tires again. This year they’ve been buying cars and trucks at an annualized rate of more than 14 million vehicles, the strongest performance since early 2008. General Motors (GM) has boosted its 2012 industry sales forecast, Ford Motor (F) will add factory shifts, and Chrysler Group is stepping up hiring as demand rises. Automakers have rebounded since demand plunged during the 18-month recession that began in December 2007, which caused production cuts and mass layoffs and forced both GM and Chrysler into bankruptcy. Now for the ripple effect. Government data show that motor-vehicle production contributed half of the first quarter’s annual pace of 2.2 percent economic growth. When an industry is expanding that fast, it lifts the fortunes of thousands of other companies. The auto resurgence—from assembly lines and dealerships to steelmakers, freight lines, and loan providers—signals the U.S. is headed for solid growth, says Joseph Carson, director of global economic research at AllianceBernstein (AB) in New York. “We’re starting to see the spark in the auto sector that was missing initially” during the recovery from the recession, says Carson, a former GM economist. “It tells you there’s a certain momentum. A whole host of areas could see the multiplier effect. We’re at the beginning of a very long and durable cycle.” Contributing to the auto sales revival are rising employment, an improvement in consumer confidence, and a thaw in lending. Chad Moutray, chief economist at the National Association of Manufacturers in Washington, D.C., estimates each dollar spent in the industry triggers an additional $2.02 for the economy. Apex Tool & Manufacturing is benefiting from the trickledown as the maker of tooling, fixtures, and gauges used to manufacture glass and other products has seen an increase in auto-related sales since the last quarter of 2011. Glass for vehicles “is the one part of our business that’s on the rise,” says Apex President Terry Babb. “Everything else is sort of diminishing.” Conglomerate 3M (MMM), which makes fuel-system tuneup kits, beat analysts’ first-quarter profit estimates as U.S. auto and industrial demand cushioned slowing growth abroad. Rising car sales are helping generate the most business for railroads in four years: Data from companies including Union Pacific (UNP) and Norfolk Southern (NSC) show motor-vehicle shipments for the final week of March hit their highest level since June 2008. Foreign companies also are responding to rising U.S. demand. Faurecia (EO), Europe’s largest maker of car interiors, said on May 3 that it will acquire an interior-components business in Saline, Mich. VW Credit, the U.S. finance arm of Germany’s Volkswagen (VOW), said in April it’s expanding its Libertyville, Ill., office and adding about 150 jobs through 2018. Toyota Motor (TM), the biggest seller of hybrid vehicles, said in early May that it wants to produce more Prius models as demand outpaces its U.S. target of more than 220,000 cars this year. Toyota has also announced it will spend about $30 million to lift production of four-cylinder engines at its Georgetown, Ky., plant by August 2013, adding about 80 jobs. All this boosts U.S. manufacturing, which grew in April at the fastest pace in almost a year, according to the Institute for Supply Management. One reason factories may remain a source of strength for the economy is low stockpiles, particularly of automobiles, says Conrad DeQuadros, senior economist and founding partner at RDQ Economics in New York. The inventory-to-sales ratio for motor vehicles—at 1.9 in March—is holding around last year’s average of 1.87 and is down from 2.39 in 2008, the peak since recordkeeping began in 1967, he says. “Given the combination of a low-inventory environment and the current selling rates, you could see continued solid growth in production,” DeQuadros says. There are caveats. The gains in auto sales depend on continued improvement in overall employment. The jobless rate has been above 8 percent for more than three years, and payrolls rose by 115,000 in April, the poorest showing in six months, after a 154,000 gain in March, adding to concerns the labor market may be faltering. And even if the industry’s rebound continues, sales haven’t returned to the pre-recession level of 16.1 million in 2007. The industry’s current share of gross domestic product, at 2.8 percent, is well below the record 4.8 percent in 1968. While the pickup in sales and its potential to filter through the economy is clear to investors, auto stocks underperform the market as a whole. Investors are leery of making risky bets on an industry that was on the brink not long ago. Still, a revival “obviously benefits everybody,” says NAM’s Moutray. “You’re not only helping outside the auto industry—the glass and steel and seat manufacturers—but you’re also helping the restaurant that’s on the corner next to all those facilities. It is going to continue to be a bright spot for manufacturing throughout this year and next.” The bottom line: With production accounting for a big share of GDP growth, the auto industry is spreading its wealth to suppliers and their employees.

## SQ SOLVES

#### Status quo solves lack of infrastructure

**Cohen 12**

Larry, Founder and Executive Director of Prevention Institute, a non-profit national center dedicated to improving community health and equity, Prevention Institute, “Creeps and Weirdos: the auto industry agenda for keeping you on four wheels,” 2 February 2012, <http://www.nationofchange.org/creeps-and-weirdos-auto-industry-agenda-keeping-you-four-wheels-1328193397>, accessed 7/8/12, CD

Cities across the country are already building health into their transportation policies and environments by supporting pedestrians and cyclists—not just cars. Minneapolis MN now has 46 miles of streets with dedicated bike lanes, and 84 miles of pike paths. Detroit MI is currently in the process of implementing a Complete Streets policy—rebuilding city infrastructure to support all modes of transportation, and creating 24 miles of new bike lanes and 11 miles of marked bike routes. In the last year, Nashville TN spent roughly 60% of their local transportation budget on walking, biking and public transit infrastructure. And it’s paying off: nearly one third of Americans who regularly take public transportation get at least 30 minutes of physical activity daily (the amount recommended by the Office of the Surgeon General). These kinds of changes to the build environment will have a significant impact on our nation’s health. But these advances are being thwarted by the car industry, and the federal government isn’t helping. Investing in cheap, proven solutions to improve health and the economy should be a top priority for our country. It’s time to think differently—to stand up to those who still say the car is king, and to create a new norm that is in harmony with the environment and our health. In order to do this, institutions need to support cyclists by providing bike racks, and not penalize them for locking bikes in parking lots. Cities can implement Complete Streets policies and include the needs of cyclists and pedestrians when plotting intersections and roads. But in order to do this, we also need support from the federal government—not for Congress to cut entirely federal funding for biking and walking. And we need car companies to value health over profits, and work with communities—not against them—in finding solutions.

## A2: URBAN SPRAWL

#### Urban sprawl inevitable, natural

Brueckner, Jan K.2000 (Department of Economics and Institute of Government and Public Affairs,

University of Illinois at Urbana–Champaign) Urban Sprawl: Diagnosis and Remedies in the International Regional Science Review. 23, 2: 160–171 (April 2000) <http://kduncan.phoenix.wikispaces.net/file/view/> Brueckner \_urban+sprawl+remedies\_IntRegSciRev2000.pdf

Economists believe that three underlying forces—population growth, rising household incomes, and improvements—are responsible for this spatial growth (see Mieszkowski and Mills 1993). As the nation’s population expands, cities must grow spatially to accommodate more people. In addition, rising incomes affect urban growth because residents of the city demand more living space as they become richer over time. By itself, the greater demand for space causes the city to expand spatially as dwelling sizes increase. This effect is reinforced by the residents’ desire to carry out their greater housing consumption in a location where housing is cheap, namely the suburbs. So the spatial expansion due to rising incomes is strengthened by a price incentive favoring suburbanization.

#### Bicycles not a remedy for urban sprawl

Brueckner, Jan K.2000 (Department of Economics and Institute of Government and Public Affairs,

University of Illinois at Urbana–Champaign) Urban Sprawl: Diagnosis and Remedies in the International Regional Science Review. 23, 2: 160–171 (April 2000) <http://kduncan.phoenix.wikispaces.net/file/view/> Brueckner \_urban+sprawl+remedies\_IntRegSciRev2000.pdf

The three remedies (development taxes, congestion tolls, and impact fees) prescribed for the market failures leading to urban sprawl each involve use of the price mechanism. Policy makers, however, often favor a much blunter instrument, usually called an urban growth boundary (UGB). A UGB is a zoning tool that slows urban growth by banning development in designated areas on the urban fringe. In effect, imposition of such a boundary involves drawing a polygon around a city and prohibiting development outside it. Ding, Knaap, and Hopkins (1999) provide an analysis of the operation of UGBs

## A2: Infrastructure/Cycling turns

#### The idea that cyclists must create “safe spaces” such as bike lanes to travel through simply recreates bad policy by assuming that cyclists need to be removed from “normal” urban traffic

Furness, 5

PhD at the University of Pittsburgh, 2005 [Zachary Mooradian, “Put the Fun Between Your Legs!”: The Politics and Counterculture of the Bicycle, Oct. 20, [http://etd.library.pitt.edu/ETD/available/etd-12052005-210916/unrestricted/Z.Furness2005.pdf, p. 17-18]](http://etd.library.pitt.edu/ETD/available/etd-12052005-210916/unrestricted/Z.Furness2005.pdf" \t "_blank)

While the narrative of access promoted by cycling advocacy organizations emphasizes  the need for cycling-specific facilities and designs, there is a different position endorsed by  cycling advocates that is based upon the ideas of John Forester, a renowned cycling advocate  whose texts Effective Cycling and Bicycle Transportation have heavily influenced bicycle  advocacy in the United States.  Forester is a staunch proponent of the vehicular-cycling  principle, which is the assumption that  “**cyclists fare best when they act and are treated as  drivers of vehicles.**”  His advocacy for the vehicular-cycling principle is based upon extensive  data that debunk the myth of dangers posed to both cyclists and motorists in urban areas,  specifically the myth that urban cycling leads to increased fatalities.  He describes this condition  as the cyclist-inferiority superstition, which is a set of assumptions that leads one to erroneously  believe that  “the roads are too dangerous for cyclists...they cannot operate safely as drivers of  vehicles.  Forester’s contention with the cyclist-inferiority paradigm is based on the idea that  cyclists have internalized severe misconceptions about their safety within the city, thus resulting  in a push towards what they perceive to be ‘safer’ conditions, such as the construction of  facilities like off-road bikeways and bike lanes. In addition to the problem of ideological  misperceptions amongst cyclists, Forester alleges that the cyclist-inferiority superstition creates  major problems in terms of dynamics between engineers and policy makers, specifically local  governments.  His position assumes that **the creation of ‘safe’ bike spaces**ironically **fuels policy that ignores the needs of urban cyclists, or worse, seeks to remove cyclists from city streets**altogether.  In other words, policy makers assume that if cyclists have an alternative option for  transportation routes (regardless of whether they are safe, adequate or accessible) then the cyclist  “problem” is essentially solved, thereby creating a worse environment for cyclists who utilize  city streets.

## A2: Infrastructure/Cycling turns

#### A focus on access rather than the act of cycling itself ignores the problems that underlie segregational issues and simply traps us in a discourse of limitations.

Furness, 5

PhD at the University of Pittsburgh, 2005 [Zachary Mooradian, *“Put the Fun Between Your Legs!”: The Politics and Counterculture of the Bicycle*, Oct. 20, [http://etd.library.pitt.edu/ETD/available/etd-12052005-210916/unrestricted/Z.Furness2005.pdf, p. 20-21]](http://etd.library.pitt.edu/ETD/available/etd-12052005-210916/unrestricted/Z.Furness2005.pdf" \t "_blank) [http://etd.library.pitt.edu/ETD/available/etd-12052005-210916/unrestricted/Z.Furness2005.pdf](http://etd.library.pitt.edu/ETD/available/etd-12052005-210916/unrestricted/Z.Furness2005.pdf" \t "_blank)

Access is always assumed to be a ‘good thing’ with respect to urban planning and/or cycling advocacy, but what happens when young African-American men have access to areas that were once dominated by white yuppies? What happens when the predominantly gay neighborhood is linked up with the Italian, Catholic neighborhood? In these circumstances, access may be more complicated for people that ignore social and cultural issues that deeply affect the urban milieu. One point of reference when considering the problems of access is the period of racial desegregation that took place in the United States during the 1950’s and 1960’s. While there was a host of different intentions behind desegregation, one of the assumptions during this period was that African-Americans would be equal if they had equal access to White society. This was a situation in which governmental policies of access were undoubtedly necessary, but they were inadequate means by which to address much larger issues of racism that had/have deep ideological connections to religion, science, sexuality, and capitalism in this country. Just as people wanted to pat themselves on the back for their support of equal access, they were also willing to ignore the roots of the problems that created segregation. My point here is not to equate the plight of cyclists with the plight of African-Americans in terms of the gravity of the issues, rather, I raise the point in order to describe the fundamentally limiting discourse of access. For transportation activists, access raises bigger questions about the types of relationships that people have to their transportation, including the values that particular forms of transportation support and the ideological norms that dictate such arrangements.

## A2: WARMING ADV.—ALT. CAUSALITY

#### Aff can’t solve, gases caused by tectonic plates

Chilingar 06; Geologists from the Department of Civil and Environmental Engineering, University of Southern California, August 2006. (L. F. Khilyuk1 and G. V. Chilingar, Geologists from the Department of Civil and Environmental Engineering, U of Southern California, August 2006 (“On global forces of nature driving the Earth’s climate. Are humans involved?,” Environmental Geology, Vol. 50, No. 6, http://www.springerlink.com/content/t341350850360302/fulltext.html)

Most of atmospheric gases are generated in the inner layers of the Earth (mostly in the mantle) over geologic history and are transferred to the upper systems (atmosphere and hydrosphere) by outgassing. Outgassing is a process of upward migration of various gases generated in the mantle and the Earth’s crust and seeping through the Earth’s surface into the atmosphere and the World Ocean (Khilyuk et al. 2000). Most of the gasses (methane, carbon dioxide, water vapor, hydrogen, helium, and others) formed in the process of chemical reactions under different physicochemical conditions are continuously migrating upward and forming the atmosphere throughout the geologic history. The Earth’s atmosphere and hydrosphere were formed about 4 billion years (BY) ago by outgassing (Vinogradov 1967; Holland 1984; Sorokhtin and Sorokhtin 2002). This process is going on at the present time. The rate of outgassing is determined by the rate of tectonic activity. As a universal measure of the rate of global tectonic activity one can use the rate of heat flux through the Earth’s surface, because its level indicates the magnitude of total energy generated in the mantle. If, for some reason, it is not possible to estimate the value of the heat flux, then the rate of oceanic floor spreading (in the spreading zones) can be substituted for it. The rate of spreading is directly translated into the rate of displacement of the tectonic plates that presently averages 4.5–5 cm/year (Sorokhtin and Ushakov 2002). Main gasses generated in the mantle and on the ocean floor are: carbon dioxide, methane, and hydrogen… Using the endpoints of the domain intervals for evaluation of the coefficients of the approximating equations, the writers obtained the following piece-wise function (considering that CO2 emission prior to the year of 1800 is negligible in comparison with later data): where t is time, in years, and C is the annual carbon dioxide emission rate in 106 metric tons of carbon/year. The writers used this approximating function (Eq. 7) for computing a rough estimate of the total anthropogenic carbon dioxide emission throughout human history. Integrating the first function over the interval [0, 100], one obtains 27,100×106=2.71×1010 ton. Integration of the second function over the interval [100, 202] results in 253,543×106=2.53543×1011 ton. The latter number indicates that the total anthropogenic CO2 emission in the twentieth century is about one order of magnitude higher than that in nineteenth century. Adding these two numbers together, the total anthropogenic carbon dioxide emission throughout the human history is estimated at about 2.81×1011 metric tons of carbon. Recalculating this amount into the total anthropogenic carbon dioxide emission in grams of CO2, one obtains the estimate 1.003×1018 g, which constitutes less than 0.00022% of the total CO2 amount naturally degassed from the mantle during geologic history. Comparing these figures, one can conclude that anthropogenic carbon dioxide emission is negligible (indistinguishable) in any energy-matter transformation processes changing the Earth’s climate.

## A2: WARMING ADV.—WAR TURNS

#### Trying to solve global warming is more likely to cause war

Gartzke 11

March 16, Erik, “Could Climate Change Precipitate Peace?” printed in Journal of Peace Research, January 2012, vol. 49 no. 1, pages 177-192

This study explores the relationship between climate, liberal domestic and international processes fueled by industrialization (development, democracy, and international institutions) and interstate conflict. Previous studies of liberal peace have not paid much attention to climate change. Climatic peace may be yet another benefit purchased by all but accruing mostly to the developed world. At the same time, there might be trade-offs to consider in terms of the pace of development and the environment. The curvilinear relationship between development and interstate peace reported here and elsewhere (Boehmer & Sobek 2005) suggests important advantages to increasing the pace of development, rapidly moving states through the \danger zone" of partial industrialization. If efforts to combat climate change cause nations to stagnate economically, then the world may unintentionally realize the worst fears of pundits and politicians for climate-induced conflict.

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## A2: WARMING ADV.—WAR TURNS

#### Global warming decreases the risk of war, and trying to solve climate change INCREASES the risk

Gartzke 11

March 16, Erik, “Could Climate Change Precipitate Peace?” printed in Journal of Peace Research, January 2012, vol. 49 no. 1, pages 177-192

It thus appears that the processes that are widely seen by experts as responsible for global warming are themselves key contributors to the decline in global warfare. Rich, prosperous nations are not fighting each other, even if they are also polluting the planet. Obviously, this poses important dilemmas for policy makers and others. On the one hand, economic growth is inherently appealing. Prosperity solves many of the problems that plague the developing world. We must add to the advantages of economic development that it appears to make countries more peaceful. On the other hand, climate change imposes significant environmental costs. These tradeoffs lack easy solutions. Indeed, we must ask whether environmental objectives are modified by the prospect that combatting climate change could prolong the process of transition from warlike to peaceful polities. Climate change may be one of the most important issues facing human civilization, or perhaps even life on earth. The effects of climate change are generally viewed as negative. Reasonable speculation also links climate to interstate conflict. However, the evidence provided here suggests reasons for cautious optimism. Interstate warfare is not generally inflamed by higher temperatures. Instead, economic development contributes to both global warming and interstate peace. Development creates nations that are no longer interested in territorial conquest, even if occasionally they continue to use force in punitive ways, or to police the growing global commons, coercing non-compliant states, groups, or leaders. In a somewhat ironic twist, the same forces that are polluting our planet and altering the climate also have beneficial effects on international conflict.

## A2: ECONOMY ADV. – SMALL BIZ

#### Bike lanes cause small businesses to go bankrupt

Vulaj 11,(Elizabeth, April 22)(A business closes and cites bike lanes)( <http://eastvillage.thelocal.nytimes.com/tag/bike-lanes/>) ( NYT writer) ZB

Taxes and the rent have gone up but Mara Levi mostly blames the bike lanes for [having to close](http://www.dnainfo.com/20110325/lower-east-side-east-village/new-orleans-eatery-maras-homemade-east-village-shutter-next-month) Mara’s Homemade, her authentic New Orleans-style restaurant on East Sixth Street near First Avenue. If the customers come from all over the tri-state area and even beyond, she said, a restaurant has to have parking. Ms. Levi said that she now pays double for taxes than she did when she opened seven years ago, but that the addition of the bike lanes, which opened in July and [reduced the number](http://evgrieve.com/2011/03/maras-homemade-blames-their-closing-in.html) of available street parking spaces, have significantly contributed to the business’ decline.“We saw a drop in business the day those lanes came in,” said Ms. Levi. “When you go from twelve parking spaces per block to three, that makes a difference.” In January, Mayor Michael R. Bloomberg [conceded](http://www.huffingtonpost.com/2011/01/25/bloomberg-has-second-thou_n_813575.html) that city officials should have notified residents when they decided to install the lanes. Levi said she was not even aware of any plans until one evening, where she saw construction workers toiling away on First Avenue.“One night we come out, and they were marking lanes and paving,” said Ms. Levi. “It was a total surprise. There was no input from the community and it upset me a lot.”

## A2: SMART GROWTH

#### ANTI-CAR “SMART GROWTH” ALTERNATIVES ARE JUST INTELLECTUAL SNOBBERY-- TURNS THE CASE

Tierney, ‘4 [John Tierney, HEADLINE: The Autonomist Manifesto (Or, How I Learned to Stop Worrying and Love the Road), The New York Times, September 26, Sect. 6; Pg. 57, JT]

I sympathize with the critics, because I don't like even my own car. For most of my adult life I didn't even own one. I lived in Manhattan and pitied the suburbanites driving to the mall. When I moved to Washington and joined their ranks, I picked a home in smart-growth heaven, near a bike path and a subway station. Most days I skate or bike downtown, filled with righteous Schadenfreude as I roll past drivers stuck in traffic. The rest of the time I usually take the subway, and on the rare day I go by car, I hate the drive.

But I no longer believe that my tastes should be public policy. I've been converted by a renegade school of thinkers you might call the autonomists, because they extol the autonomy made possible by automobiles. Their school includes engineers and philosophers, political scientists like James Q. Wilson and number-crunching economists like Randal O'Toole, the author of the 540-page manifesto ''The Vanishing Automobile and Other Urban Myths.'' These thinkers acknowledge the social and environmental problems caused by the car but argue that these would not be solved -- in fact, would be mostly made worse -- by the proposals coming from the car's critics. They call smart growth a dumb idea, the result not of rational planning but of class snobbery and intellectual arrogance. They prefer to promote smart driving, which means more tolls, more roads and, yes, more cars.

#### **Smart Growth destroys the housing market and inflates the cost of home ownership**

The National Center for Public Policy Research 2

November 2002, An econometric report by QuantEcon for the Center for Environmental Justice of The National Center for Public Policy Research, <http://www.nationalcenter.org/NewSegregation.pdf>, Smart Growth and Its Effects on Housing Markets: The New Segregation, TL

Restricted growth policies are designed to preserve open space and reduce motor vehicle usage through limitations on the geographic expansion of metropolitan areas. Such policies necessarily - as one of their goals - reduce the land available for home building. In other words: site restriction. Concerned that simple supply and demand market principles dictate that a reduction in the availability of housing will push up housing prices, and aware that minorities in the U.S., on the average, have lower incomes than other Americans, The National Center for Public Policy Research's Center for Environmental Justice set out to determine if restricted growth policies are reducing homeownership opportunities for minority Americans. Expected home price inflation was found to be greater than expected in most of the states that embraced smart growth, including Oregon, Washington, Tennessee, Kentucky, Pennsylvania, and Colorado. To do so, we engaged the services of the respected econometrics firm QuantEcon, Inc., of Portland, Oregon, commissioning an objective economic analysis of the issue. The study that follows is QuantEcon's complete, unaltered report. QuantEcon's study examined the site restrictions caused by the restricted growth policies of Portland, Oregon, the metropolitan area with the most severe restricted growth policies in the United States, and answered this question: if Portland's severe restricted growth policies had been in effect nationally over the last decade, what would have been the effect on housing opportunities for minorities and other Americans? QuantEcon determined that had Portland's policies been applied in major metropolitan areas nationwide over the last 10 years, over a million young and disadvantaged families, 260,000 of them minority families, would have been denied the dream of home ownership. Portland-like site restrictions would have increased the average cost of a home by an additional $7,000 - over $10,000 in 2002 dollars. For those unable to purchase homes, the cost of renting would have risen by six percent. We have dubbed this process of site restriction "Portlandization," and found that varying degrees of it exist in a number of regions. Restricted growth policies are a major, but not the only, cause. Site availability can be restricted in a number of other ways, including natural barriers and large-scale government land ownership. In November 2000, the last election for which complete data is available, across the entire U.S., 553 ballot initiatives were considered on the issue of controlling rates of development, mostly motivated by public perception that that urban sprawl rapidly is consuming America's available open space. Seventy-eight percent of these initiatives were approved. Outside of the ballot box, planning boards also are instituting similar rules. It is difficult to make a case for the site-supply restrictions promoted by advocates of smart growth. It is apparent both from theory and the available data that restricting the supply of development sites is bound to raise home prices, everything else being equal.

## A2: SMART GROWTH

#### **Smart Growth decreases minority home ownership, places social and economic costs disproportionally on minorities, and increases race segregation**

The National Center for Public Policy Research 2

November 2002, An econometric report by QuantEcon for the Center for Environmental Justice of The National Center for Public Policy Research, <http://www.nationalcenter.org/NewSegregation.pdf>, Smart Growth and Its Effects on Housing Markets: The New Segregation, TL

Insidiously, the burden of site-supply restrictions will fall disproportionately on poor and minority families. Expected home price inflation was found to be greater than expected in most of the states that embraced smart growth, including Oregon, Washington, Tennessee, Kentucky, Pennsylvania, and Colorado. Notable exceptions were California, Hawaii and Vermont. The first two were in economic recession, and had home price bubbles that burst during that decade. Vermont is possibly an anomaly, although the site availability index indicates that it was not practicing a particularly effective variation of site supply restriction. Key findings of the QuantEcon report: If restricted growth policies like those imposed by Portland had been in effect across the nation over the last ten years, 260,000 minority families who currently own their own homes would not own them today. Restricted growth policies, therefore, can fairly be dubbed "the new segregation," as they deter African-American and other minorities from the housing market as disproportionate rates. If these restricted growth policies had been in effect nationally over the past ten years, one million urban families who currently own their own homes would not own them today. Poor and minority families pay a disproportionate amount of the social and economic costs of growth restrictions. The weight of increased home prices falls most heavily on minorities, the disadvantaged and the young, fewer of whom already own homes. The "haves" who already own homes ride the price bubble created by restricted growth policies while the dream of ownership moves further away from the "have-nots."

#### **Smart Growth fails; families flee restricted growth communities to find more favorable housing options causing an increase in vehicle miles traveled**

The National Center for Public Policy Research 2

November 2002, An econometric report by QuantEcon for the Center for Environmental Justice of The National Center for Public Policy Research, <http://www.nationalcenter.org/NewSegregation.pdf>, Smart Growth and Its Effects on Housing Markets: The New Segregation, TL

Restrictive growth policies actually caused increased suburbanization in Portland, which now has the 10th greatest suburbanization rate in U.S. As home prices went up in the siterestricted metropolitan area, families moved further out to find affordable housing. Portland actually has rates of suburbanization that are close to that in metropolitan areas with so-called "white flight" and other central city problems. This phenomenon increases vehicle miles traveled as it lengthens commutes. The presumption by advocates that growth restrictions would reduce automobile travel in favor of light rail has proven false. While light rail struggles to attract riders in Portland, residents of that area still drive nearly as often and nearly as far as their counterparts in auto-dominated Los Angeles. Restricted growth policies in Portland are not replacing cars nor are they reducing congestion.

## A2: SMART GROWTH

#### **Costs to build smart growth communities are drastically higher than other conventional infrastructure**

The National Center for Public Policy Research 2

November 2002, An econometric report by QuantEcon for the Center for Environmental Justice of The National Center for Public Policy Research, <http://www.nationalcenter.org/NewSegregation.pdf>, Smart Growth and Its Effects on Housing Markets: The New Segregation, TL

Denser multi-family housing requires more costly construction techniques, further increasing the cost of housing. Restricted growth policies do not eliminate the need for great amounts of spending on new infrastructure. Portland has encountered great expense in upgrading its urban infrastructure to accommodate increased population density. Infrastructure costs can in fact be higher in a dense metropolitan area because the old must be removed before the new is built. The notion that potential homeowners would prefer to pay the higher cost of high-density housing as an alternative to the traditional home/yard/neighborhood environment style of raising families is wrong. The percentage of families moving to the Portland area that buy or rent within the UGB has fallen dramatically since site restrictions were implemented. There is very little evidence that other aspects of restricted growth policies have reduced households' costs in other areas to offset the increased costs of housing. In economic terms, it is safe to say that restricted growth policies are not family-friendly.

#### Smart Growth is full of problems and empirical failures

Pezzoli and Bussell 8

Keith Pezzoli, Ph.D., Urban Studies and Planning Program, UCSD. Mirle Rabinowitz Bussell, Ph.D., Urban Studies and Planning Program, UCSD. <http://www.seniorsequence.net/images/uploads/2008_Reader.pdf> 2008. “Sustainable City‐Region Research Archive 2008: Grand Challenges, Student‐Mentor Relations and Research Productivity”. Page 25. Date accessed: July 8, 2012. MW

#### Theory into Practice - Smart Growth and New Urbanism • All of our case studies deal with evaluating the successes and failures of smart growth and new urbanist theories that were put into practice in San Diego neighborhoods and elsewhere. • Overall, **smart growth and new urbanism are easier said than done.** • Each case study demonstrated that **there are a number of** other **factors** **that contribute to the** success **/ failure of a smart growth** / new urbanist **project**: • For example **we found gentrification and loss of identity in City Heights.** **It is also challenging to implement smart growth and new urbanism in brand new suburban subdivisions when such practices were really meant for infill development.** • The terms smart growth / new urbanism are now being loosely applied to projects that don’t fit the criteria of these theories. • Smart growth practices are becoming more and more popular with developments, which also makes it difficult because the issue of targeting buyers and making profits may get in the way of holistic, successful smart growth planning. • Smart Growth and New Urbanism must go beyond altering urban landscapes–they must educate and persuade the minds of those utilizing the urban space (the people): • For example, **many people will choose to drive even if efficient public transit or other modes of transportation are readily available**, and • It is hard to implement smart growth and new urbanism in places where the culture and the mind-set of the **people have always been auto-centric.**

## A2: SMART GROWTH

#### Smart Growth raises home prices and this disadvantages minorities - the poor

Chang ‘06

John has a master’s in urban studies and planning from Linkoping University in Sweden. <http://liu.diva-portal.org/smash/get/diva2:507802/FULLTEXT01> 2006. “The problematization of urban sprawl in the United States”. Page 40. Date accessed: July 8, 2012.

Category E The counter-claims directly argue that the proposed remedies in fact can be detrimental if pursued, often using empirical data and claims of scientific validity. Examples: “Environmentalists and other advocates of ‘smart growth’ overlook the negative impact of their recommendations on blacks and other minorities and on all income groups seeking to find affordable housing and access to better quality schools and shopping amenities” (Conner, 2005). “Studies by Harvard University and Tufts University professors and researchers at The Heritage Foundation have found that many common smart-growth strategies raise home prices by increasing the cost of land and/or by adding impact fees” (Cox & Ronald D. Utt, 2003).

## A2: OBESITY

#### Obesity is genetic

Newsweek, 9

Daily Beast, 9/7/9, <http://www.thedailybeast.com/newsweek/2009/09/09/the-real-cause-of-obesity.html>, The Real Cause of Obesity, Accessed: 7/8/12, CD

The abuse is nothing new, of course. Four hundred years ago, Shakespeare had Prince Hal hurl a barrage of insults at Falstaff, calling him "fat-witted," "horseback-breaker," and a "huge hill of flesh." But Shakespeare had an excuse. In his time essentially nothing was known about the real reasons that people are fat. Today we have no such excuse. Modern medical science has gone a long way toward explaining the causes of obesity, and the bottom line is clear: obesity is not a personal choice. The obese are so primarily as a result of their genes. Genetic studies have shown that the particular set of weight-regulating genes that a person has is by far the most important factor in determining how much that person will weigh. The heritability of obesity—a measure of how much obesity is due to genes versus other factors—is about the same as the heritability of height. It's even greater than that for many conditions that people accept as having a genetic basis, including heart disease, breast cancer, and schizophrenia. As nutrition has improved over the past 200 years, Americans have gotten much taller on average, but it is still the genes that determine who is tall or short today. The same is true for weight. Although our high-calorie, sedentary lifestyle contributes to the approximately 10-pound average weight gain of Americans compared to the recent past, some people are more severely affected by this lifestyle than others. That's because they have inherited genes that increase their predisposition for accumulating body fat. Our modern lifestyle is thus a necessary, but not a sufficient, condition for the high prevalence of obesity in our population. Over the past decade, scientists have identified many of the genes that regulate body weight and have proved that in some instances, different variants of these genes can lead a person to be fat or thin. These genes underlie a weight-regulating system that is remarkably precise. The average person takes in a million or more calories per year, maintaining within a narrow range over the course of decades. This implies that the body balances calorie consumption with calorie expenditure, and does with a precision greater than 99.5 percent. Even the most vigilant calorie counter couldn't compete, if for no other reason than that the calorie counts on food labels are often off by 10 percent or more.

#### American health associations use BMI to determine healthiness.

Devlin 9

Keith. July 4, 2009 “Top 10 Reasons Why The BMI Is Bogus” <http://www.npr.org/templates/story/story.php?storyId=106268439> Accessed on 7/8/12 SA

Americans keep putting on the pounds — at least according to a report released this week from the Trust for America's Health. The study found that nearly two-thirds of states now have adult obesity rates above 25 percent. But you may want to take those findings — and your next meal — with a grain of salt, because they're based on a calculation called the body mass index, or BMI. As the *Weekend Edition* math guy, I spoke to Scott Simon and told him the body mass index fails on 10 grounds:

#### BMI is a poor measure of obesity

Devlin 9

Keith. July 4, 2009 “Top 10 Reasons Why The BMI Is Bogus” <http://www.npr.org/templates/story/story.php?storyId=106268439> Accessed on 7/8/12 SA

**3.** It is physiologically wrong. It makes no allowance for the relative proportions of bone, muscle and fat in the body. But bone is denser than muscle and twice as dense as fat, so a person with strong bones, good muscle tone and low fat will have a high BMI. Thus, athletes and fit, health-conscious movie stars who work out a lot tend to find themselves classified as overweight or even obese.

## A2: OBESITY

#### The inventor of the BMI scale is not a qualified measure

Devlin 9

Keith. July 4, 2009 “Top 10 Reasons Why The BMI Is Bogus” <http://www.npr.org/templates/story/story.php?storyId=106268439> Accessed on 7/8/12 SA

**1.** The person who dreamed up the BMI said explicitly that it could not and should not be used to indicate the level of fatness in an individual**.** The BMI was introduced in the early 19th century by a Belgian named Lambert Adolphe Jacques Quetelet. He was a mathematician, not a physician. He produced the formula to give a quick and easy way to measure the degree of obesity of the general population to assist the government in allocating resources. In other words, it is a 200-year-old hack.

#### BMI lies by using scientific authority

Devlin 9

Keith. July 4, 2009 “Top 10 Reasons Why The BMI Is Bogus” <http://www.npr.org/templates/story/story.php?storyId=106268439> Accessed on 7/8/12 SA

**6.** It is lying by scientific authority. Because the BMI is a single number between 1 and 100 (like a percentage) that comes from a mathematical formula, it carries an air of scientific authority. But it is mathematical snake oil.

#### The BMI scale has bad logistics

Devlin 9

Keith. July 4, 2009 “Top 10 Reasons Why The BMI Is Bogus” <http://www.npr.org/templates/story/story.php?storyId=106268439> Accessed on 7/8/12 SA

**5.** It's bad statistics**.** Because the majority of people today (and in Quetelet's time) lead fairly sedentary lives and are not particularly active, the formula tacitly assumes low muscle mass and high relative fat content. It applies moderately well when applied to such people because it was formulated by focusing on them. But it gives exactly the wrong answer for a large and significant section of the population, namely the lean, fit and healthy. Quetelet is also the person who came up with the idea of "the average man." That's a useful concept, but if you try to apply it to any one person, you come up with the absurdity of a person with 2.4 children. Averages measure entire populations and often don't apply to individuals.

## A2: CARS – SOCIAL ALIENATION ANS.

#### DYSFUNCTIONAL FAMILIES, PHYSICAL DISABILITIES, HOMELESSNESS, MENTAL DISORDERS AND LANGUAGE BARRIERS

Hootman, Et al ‘3 [Janis Hootman, Gail M. Houck and Mary Catherine King, HEADLINE: Increased mental health needs and new roles in school communities, Journal of Child & Adolescent Psychiatric Nursing, July 1, Vol. 16; Pg. 93; JT]

Alienation. An underlying concern for all the student groups discussed thus far is alienation from the student community. Alienation can result from an insecure attachment formation; children from dysfunctional families with unavailable or uninterested parents are going to have difficulty building

relationships at school. The preceding risk factors--handicapping conditions, chronic illnesses, mental and emotional disorders, and social risk conditions--also enhance children's vulnerability with respect to social isolation and consequent alienation. Similar concerns exist for students who are homeless and those who move frequently. Although accurate incidence of homeless students is hard to quantify, some schools estimate a yearly mobility rate of 30% and higher. Concerns about social isolation and alienation are also extended to children who speak a language other than English; in 1998, 5% of all U.S. school-age children spoke a language other than English at home and had difficulty speaking English at school (Federal Interagency Forum, 2000).

#### SPRAWL, MALLS, THE PC AND MINDLESS ENTERTAINMENT CAUSE ALIENATION

Baran, ’95 [Nicholas Baran is a Consulting Editor for BYRE Magazine, HEADLINE: Computers and capitalism: a tragic misuse of technology, Monthly Review, September, Vol. 47 ; No. 4 ; Pg. 40; JT]

In addition to perpetuating economic and educational disparity, the personal computer is a cause of social alienation. Our society is alienated enough due to the loss of community resulting from sprawling suburbs, shopping malls, and countless forms of mindless entertainment. The PC, and particularly the

information highway, make the phenomenon of alienation even more pronounced.

#### UNEMPLOYMENT

Mitchell, Et al ‘1 [Damian Mitchell, Andy Betts, Michael Epling, University of Nottingham, “Employment issues for young people with a dual diagnosis,” Conference on Mental Health and the Workplace, July 5, Chair: Katherine Lippel, Université du Québec à Montréal, www.ialmh.org/Montreal2001/Sessions/ mental\_health\_and\_the\_workplace.htm, Accessed 2-16-2005, JT]

Employment plays a pivotal role in helping young people successfully negotiate the transition period between childhood and adulthood, as it is a key factor in healthy identity development (Erikson 1968). This adult identity is often linked with greater autonomy, self-expression, self-determination and self-sufficiency, which is generally associated with finding independent occupation outside the home (Gurney 1980, Donovan and Oddy 1982, Hannan et al 1997). Winefield (1997) suggests that high youth unemployment rates should be viewed as an area of major social concern for four reasons. Firstly, because unemployment among young people is much higher than in the adult population. Secondly, that psychosocial development can be severely affected by unemployment. Thirdly, that unemployment may lead to widespread social alienation and a subsequent rise in criminal and/or other anti-social activity, and lastly, that it could lead to a higher incidence of suicide within this group.

## A2: CARS - GENDER

#### THEIR ARGUMENT ASSUMES CARS TAKE WOMEN FROM THE BURBS TO THE CITY. SPRAWL MEANS THOSE JOBS AND ACTIVITIES ARE CLOSER, BUT STILL REQUIRE CARS

Tierney, 2K4 [John Tierney, HEADLINE: The Autonomist Manifesto (Or, How I Learned to Stop Worrying and Love the Road), The New York Times, September 26, Sect. 6; Pg. 57, JT]

Suburban car culture traps women. Critics complain that mothers in the suburbs are sentenced to long hours chauffeuring children to malls and soccer games and piano lessons, which are tasks that do indeed require a car. But so do most of their jobs. In his book ''Edge City,'' the writer Joel Garreau traces the golden age of sprawl to the surge in women entering the work force in the 70's and 80's, when the number of cars in America doubled as developers rushed to build office parks and malls for women who didn't have time to take the bus downtown. The only way to juggle all their responsibilities was to buy a car and find a job close to the stores and schools and day-care centers near their homes.

## A2: KAY / *ASPHALT NATION*

#### KAY IS WHOLLY UNQUALIFIED JOURNALIST WITH NO EXPERIENCE IN PLANNING, ENGINEERING OR ECONOMICS. SHE OVERDRAMATIZES & INFLATES HER CLAIMS

Pucher, prof. of urban planning at Rutgers, 98 [John Pucher, Rutgers University, where he teaches transport policy & economics, Journal of the American Planning Association, June 22, No. 3, Vol. 64; Pg. 364; HEADLINE: Asphalt Nation: How the Auto Took over America, and How We Can Take It Back; book reviews, JT]

Kay is a journalist by profession and not a planner, engineer, or economist. She does a masterful job of gathering a large amount of information, but she falls short when it comes to analyzing it, comparing it, and assessing its accuracy. Some errors are obvious. For example, she claims that automotive advertising costs $40 billion a year in the United States, and that General Motors alone spends $1 billion. The endnotes provide no source or explanation. In fact, the total auto advertising budget was $10.6 billion in 1995 (Advertising Age, Sept. 29, 1997, S-63), which is certainly astounding enough, as it is twice as large as the total Federal subsidy to transit in the United States. There is no need to inflate the real figure four-fold. Moreover, the claim that the largest American automaker accounts for less than 3 percent of all auto advertising in the United States is absurd. Similarly, Kay dramatizes the shrinkage in America's railroad network since the 1930s by asserting (without explanation or citation of source) that there were 27,000 railroads operating in the United States earlier in this century (211). Even including urban subways, commuter railroads, and long-distance railroads; this would mean an average of 500 railroads per state.

#### KAY IS SEXIST AND CONFLATES GENDER NORMS

O'Toole ’98 [Randal O'Toole, an economist for the Thoreau Institute, <http://www.rppi.org/ps245.html>, Reason Public Policy Institute, “Ten Transit Myths,” Policy Study No. 245, September, Accessed 2-16-2005, JT]

Jane Holtz Kay, author of Asphalt Nation, is dismayed when she encounters a researcher who finds that cars are particularly liberating for women. "Penalties on automobiles penalize the female driver far more than the male," says Sandra Rosenbloom of the University of Arizona. Isn't such "vehicular bondage" depressing, asks Kay? "You wouldn't believe how owning their first car frees women," answers Rosenbloom. To this, Kay derisively responds, "How like a man"**!**[[62]](http://www.rppi.org/ps245.html" \l "fn56)

#### THEIR KAY EVIDENCE IS OVERSTATED, ONE-SIDED & SCHOLARLY BANKRUPT

Pucher, prof. of urban planning at Rutgers, 98 [John Pucher, Rutgers University, where he teaches transport policy & economics, Journal of the American Planning Association, June 22, No. 3, Vol. 64; Pg. 364; HEADLINE: Asphalt Nation: How the Auto Took over America, and How We Can Take It Back; book reviews, JT]

As a lifelong opponent of public policies that have produced the extremely auto-dependent transport systems, land-use patterns, and lifestyle in American cities, I am sympathetic to Kay's resounding condemnation of the auto's domination of America. Yet I find the book rather disappointing. Asphalt Nation is written in a trendy, neo-Yuppie journalistic style that suffers from overstatement, lack of substantiation, inadequate referencing, and exaggerated political correctness. More serious than the lack of scholarly restraint is Kay's failure to check the accuracy of the information she collected. That is especially troubling because she presents a one-sided argument and cites only sources that support her own anti-auto views. Asphalt Nation is thus in the same tradition as earlier anti-auto books such as A.Q. Mowbray's Road to Ruin (Lippincott, 1969), Albert Kelley's Pavers and the Paved (Brown, 1971), and Helen Leavitt's Superhighway-Superhoax (Doubleday, 1970).

## A2: KAY / *ASPHALT NATION*

#### KAY IS AN ARCHITECT CRITIC & HER WORK IS A JOKE!

Hayward, ’98[Steven Hayward, Bradley Fellow at the Heritage Foundation and senior fellow with the Pacific Research Institute, SECTION: No. 8, Vol. 29; Pg. 44; HEADLINE: Asphalt Nation: How the Automobile Took Over America and How We Can Take It Back; book reviews, Reason, January, JT]

The second set of attitudes now constitutes the politically correct view of cars and car culture, and if the car haters have their way, it won't be long until the "car lobby" evokes the same odious connotation as the "tobacco lobby." If you think this is a paranoid exaggeration from a Jeep-driving life member of the Auto Club, just browse practically any page of Jane Holtz Kay's Asphalt Nation, which is the most complete compendium of anti-car claptrap ever assembled. Perhaps we should not be surprised at the result, since Kay is the architecture critic for The Nation. The book would make for hilarious saloon reading - in fact, I thought perhaps the book could be a tongue-in-cheek put-on, which is what I think Click and Clack of NPR's Car Talk had in mind when they provided a dust jacket blurb - were it not for the fact that anti-car sentiments are becoming increasingly accepted. Not long ago I watched a grown congressman on C-SPAN calling for a tax break for commuters "who would like to do the right thing" and ride mass transit instead of driving to work. The premise - that driving to work is immoral - went unchallenged.

#### KAY’S ALTERNATIVE WOULD BE A MASSIVE EXPANSION IN STATE POWER

Hayward, ’98 [Steven Hayward, Bradley Fellow at the Heritage Foundation and senior fellow with the Pacific Research Institute, SECTION: No. 8, Vol. 29; Pg. 44; HEADLINE: Asphalt Nation: How the Automobile Took Over America and How We Can Take It Back; book reviews, Reason, January, JT]

At times it seems as though Kay is striving to find new extremes through which idealism can marginalize itself. Even the Progressives and FDR come in for criticism because they liked cars and roads too much. But far from being marginalized, Kay's anti-car philosophy is the intellectual underpinning of the dominant currents in transportation and urban planning policy today. From the Intermodal Surface Transportation Efficiency Act ("Ice Tea" to the cognoscenti) to the much in vogue "new urbanism" on the local level, the moral disapprobation of the car is the central premise of policy. For both Kay and Moshe Safdie in his The City After the Automobile, at the heart of the argument about cars is a much bigger argument about land use and urban planning. You know what's coming: a huge expansion of government power.

## SOLVENCY ANS.--GENERAL

#### Infrastructure alone does not solve-must be tied to sustainability

Tight and Giovoni ‘10 (Miles, Moshe, “The Role of Walking and Cycling in Advancing Healthy and Sustainable Urban Areas” BUILT ENVIRONMENT VOL 36 NO 4)

Sustainable mobility is the new paradigm in transport planning and policy (Banister, 2008) and ‘Planning and health is big news’ (Boarnet, 2006, p. 5) according to a special issue of the Journal of the American Planning Association on ‘Planning’s role in building healthy cities’. At the heart of the new planning and policy model are two modes of transport which until recently did not seem to register as being important, at least in the eyes of many researchers, planners and policy-makers. These modes are walking and cycling, commonly referred to as ‘active travel’. Now the number of research papers related to walking and cycling is growing rapidly. A recent review of evidence on cycling as a commuting mode (Heinen et al., 2010) found more than 100 relevant studies, the majority of them including empirical evidence. The interest is not only within academia, it is also evident in the fi eld. Some of the largest and most prosperous cities in the world, New York, London and Paris, amongst others, are adopting pro-walking and cycling policies, investing in appropriate supporting infrastructure, and have recently (Paris and London) rolled out large cycle-hire schemes. Transport strategies for most cities include an element (at least offi cially) that promotes the use of these modes. Despite this, transport, even for short distances, is still heavily dominated by the use of the private car. Perhaps one of the first realizations emerging from the latest research on walking and cycling is that promoting walking and cycling use is not just a simple question of infrastructure provision.

#### Infrastructure doesn’t solve mindsets

**Tight and Giovoni 2010** (Miles, Moshe, “The Role of Walking and Cycling in Advancing Healthy and Sustainable Urban Areas” BUILT ENVIRONMENT VOL 36 NO 4)

A specific case is examined by Colin Pooley’s and his colleagues’ research, which looked at the town of Lancaster in the UK, to evaluate the effectiveness of infrastructure investment for walking and cycling. They make the argument that while such investment in infrastructure is a good thing and necessary, it is not, on its own, enough to overcome the barriers to walking and cycling. Such barriers are more fundamentally embedded in social structures and the everyday habits and practices of households and individuals. To bring about real change, therefore, would involve difficult decisions that change the way society values and uses transport, including restrictions on car use, improvements to public transport and the restructuring of cities to increase local accessibility and to reduce the need for long and complex journeys. Thus, broader societal considerations often relegate physical barriers to more sustainable travel into second place. The built environment and the infrastructure are important, but often secondary to social factors. The mechanism through which social factors might influence the propensity to walk is expanded on in the next paper.

## SOLVENCY ANS.--GENERAL

#### Infrastructure is necessary but not sufficient by itself

**Forsyth and Krizek 2010** (Ann, Kevin, “Promoting Walking and Bicycling: Assessing the Evidence to Assist Planners” BUILT ENVIRONMENT VOL 36 NO 4)

Conclusion 6. There is no single solution (silver bullet) when it comes to increasing walking and/ or cycling. However there are certain necessary (if insuffi cient) preconditions. For walking such preconditions include neighbourhood and larger scales of design (such as density and accessible destinations); for cycling, adequate infrastructure. Other carrots – such as att ractive aesthetics – have far less eff ect.

**UNIFORMS POLICIES WILL FAIL**

**Pelzer, ’10** – Research Master in Metropolitan Studies, Amsterdam Institute for Social Science Research (AISSR), University of Amsterdam. (Peter, “Bicycling as a Way of Life: A Comparative Case Study of Bicycle Culture in Portland, OR and Amsterdam,” Oxford, 9/6, 7th Cycling and Society Symposium.) // JS

The Amsterdam and Portland experiences show that to come to satisfactory understanding of ‘bicycle culture’ it is necessary to explore both the material and socially constructed properties of bicycling. The dimensions of physical environment and the socially constructed dimension (mobility culture) are far from mutually exclusive, and interact in a complex way. Moreover, the function of these causal mechanisms is also dependent upon historical contingency and geographical particularity. Consequently, it is hard to relate the empirical findings of this study to other contexts or to retrieve cookbook solutions for other cities that would like to increase bicycle use. There’s no ‘one-size-fits-all’ cycling stimulation policy. It is pivotal to be sensitive to the cultural context of a city. Nonetheless, underlying causal mechanisms could be discerned, which relate the structural and micro scale factors. I will exemplify this stance by means of five examples of causal mechanisms which are at work with regards bicycle culture in both cities.

#### Tax incentives discriminate against bikers

Daly 3

Daly, Associated Press writer, 2003, Matthew, “Tax Breaks for tax Commuters?”, March 22, <http://www.cbsnews.com/stories/2003/03/22/politics/main545423.shtml>

Commuters who burn a precious resource — oil — to drive to work get a tax break. Those who use their own muscle power to pedal bikes to the office do not. With the war in Iraq and gas prices soaring, cycling advocates think they have found an answer that both parties can embrace: give bikers a tax break. "Why should we discriminate in terms of tax treatment for somebody who is not polluting the air, not causing traffic congestion and not taking away from our petroleum reserves?" asked Rep. Earl Blumenauer, D-Ore. Biking to work is cheaper than driving or taking a bus, he added, "but it's not free." Blumenauer, 54, founder and chairman of the bipartisan Congressional Bike Caucus, has biked to his Capitol Hill office for years. Now he hopes to give cycling commuters the same tax advantages available to those who drive or use mass transit. Currently, employers may offer a commuting tax-exemption benefit totaling $180 for qualified parking plans or $100 for transit and van-pool expenses. The Bike Commuter Act, co-sponsored by Rep. Mark Foley, R-Fla., would extend those benefits to workers who commute by bicycle. With gas prices now at $2 per gallon or even higher, "the notion of energy conservation should have some broader appeal," Blumenauer said.

## SOLVENCY ANS.—WON’T RIDE

#### Too many other reasons why people do not bike besides infrastructure

Tight and Giovoni ‘10 (Miles, Moshe, “The Role of Walking and Cycling in Advancing Healthy and Sustainable Urban Areas” BUILT ENVIRONMENT VOL 36 NO 4)

Walking and cycling are well known as potential contributors to more sustainable urban environments, but the key difficulty is how to bring about real change to create genuine improvements for these modes and a stimulus for people to switch modes, particularly from car to walk or cycle. The barriers to the further development of walking and cycling – such as safety, lack of or poor infrastructure, complex lives which are increasingly intertwined with car use and, for many, perceptions of personal safety and security – are substantial and difficult to overcome. However, the benefits of such changes could be considerable: cleaner, quieter and safer urban environments; places where the street has a function not just for movement but also in encouraging sociability and more interaction with others and with the built environment; and a healthier population through increased use of active modes of transport.

**STUDIES PROVE NO NET INCREASE IN RIDERS**

**Parkin, Ryley, & Jones ‘7** (John, Reader in Transport Engineering and Planning , Tim Senior Lecturer in Transport Studies @ Loughsborough U, Tim, Research Fellow in Sustainable Urban Mobility, “Barriers to Cycling: An Exploration of Quantitative Analysis” “Cycling the City: Non-Place and the Sensory Construction of Meaning in a Mobile Practice” eds Horton, Dave Rosen, Paul Cox, Peter)

Hilliness has been shown to have a very significant effect on the proportion of people cycling the journey to work. While it is not feasible to eradicate hills, careful consideration should be given to the alignment of cycle routes in hilly areas, in order to reduce the negative consequences of topography. Similarly, it has been shown that both surface roughness and the number of stops and starts have a strong impact on the amount of effort required to cycle. Correspondingly, infrastructure should comprise direct routes, with few stops and starts, and have well maintained riding surfaces. The perception of the risk of cycling on a road with motorised traffic is unaffected by the provision of cycle lanes along routes, and approaching and through junctions. The relative importance of the perception of risk and other environment features remains fully to be explored, but it is possible to say that important features of network design involve not just safety, but also effort and positive features such as attractiveness and comfort. It is also important to understand that perceptions of the risk and effort involved in cycling practices are unlikely to relate directly to actual levels of risk and effort. For example, a reduction in perceived risk without a commensurate reduction in actual risk might lead to exposure of a larger number of people to hazard. Networks for cycle traffic should extend from significant trip attractors, such as town centres, at least to 2 km and as far as 5 km, as over these distances the flexibility and freedoms of the bicycle are evident without undue exertion. It cannot be assumed that use of the bicycle for leisure purposes will follow through into use for utilitarian purposes, but promotion of the bicycle for utilitarian trips should recognise that the market comprises principally car-owning households.

## SOLVENCY ANS.--GENERAL

#### THE BEST STUDIES PROVE TOO MANY FACTORS IMPEDE RIDERS

Forsyth and Krizek ‘10 (Ann, Kevin, “Promoting Walking and Bicycling: Assessing the Evidence to Assist Planners” BUILT ENVIRONMENT VOL 36 NO 4)

How can people be encouraged to walk or cycle more? This article draws on the results of over 300 well-designed empirical studies to provide guidance on how specific strategies can influence walking or cycling for travel: community design, infrastructure availability, infrastructure quality, programming, pricing, and combined strategies. Urban environments with high levels of walking and cycling for travel typically represent a combination of many factors that help promote these modes. The most compelling argument, particularly for cycling, is that only via an integrated range of built environmental features (including infrastructure and facility improvements), pricing policies, or education programmes will substantive changes result. This is what has been occurring in The Netherlands, Denmark, and parts of Germany for decades. By linking research to practical advice, the article fills a gap between (a) the many excellent literature reviews pointing to where further research is needed and (b) useful practice-oriented guidelines based on experience.

#### AFF STUDIES ARE FLAWED AND BIASED

Tight and Giovoni ‘10 (Miles, Moshe, “The Role of Walking and Cycling in Advancing Healthy and Sustainable Urban Areas” BUILT ENVIRONMENT VOL 36 NO 4)

In terms of looking at how walking and cycling levels might be increased, Ann Forsyth and Kevin Krizek provide an overview of strategies based on a review of over 300 empirical studies. A number of key conclusions are reached here: (a) when considering interventions the two modes are most usefully considered independently, as noted above, as measures which promote one do not necessarily have the same effect on the other; (b) there remains a considerable degree of uncertainty about what really works, with some promising measures lacking rigorous evaluation; (c) some sub-groups of the population are clearly more predisposed towards walking and cycling than others and hence a focus on these may provide greater returns; and (d) there is clearly no single solution or policy measure, rather tailored packages of measures are required to yield a noticeable change in walking and cycling levels.

#### THEIR STUDIES ARE FLAWED

**Forsyth and Krizek ‘10** (Ann, Kevin, “Promoting Walking and Bicycling: Assessing the Evidence to Assist Planners” BUILT ENVIRONMENT VOL 36 NO 4)

Cycling Findings. For cycling the story is diff erent, and cycling infrastructure is important. The literature consistently suggests that the dearth of cycling infrastructure is a major detriment in terms of spurring cycling. The unresolved matter relates to understanding which type of cycling infrastructure is best and for whom? For example, more bicycling facilities – on- and off -street – appear to provide great advantages (Dill, 2009). But once analysis drills down to specifi cs it can be diffi cult to understand the effects of diff erent types of cycling infrastructure. This is largely because of: (1) the lack of reliable data on the matt er; (2) the wide range of different types of treatments so that it is diffi cult to compare evaluations; (3) the role that different kinds of intersections play; and (4) the relatively wide range of skills levels of users (compared to pedestrians).

## A2: BIOPOLITICS

#### BIOPOWER CAN BE PRODUCTIVE. WE CAN USE THE PRODUCTIVE CAPACITY OF OUR INTELLECTUAL LABOR TO SUBVERT DOMINATION

BrettNeilson**,** PhD, Senior Lecturer at University of Western Sydney**,** ‘4

[“Potenza Nuda? Sovereignty, Biopolitics, Capitalism,”Contretemps 5, December, pp. 63-78, JT//HH]

Capitalism historicizes metahistory. It is the first mode of social organisation to give an empirical face to the capacity to produce as such. And it does this by reducing the generic potential to labour to a commodity that the worker is free to exchange (but that he concedes to exchange only due to material dependency and lack of ownership of the means of production). Potential thus makes itself known in the empirical world only by virtue of a deep complicity between the juridical liberty of the worker to sell labour-power and the domination and control that capital exerts over the worker’s body. Virno adds ontological depth to Yann Moulier Boutang’s account (in De l’esclavage au salariat) of capital’s historical and ongoing need to reinstate direct dominion over labour-power through personal subjectification and the juridical production of subalternality. This leads to quite a different version of what Agamben calls bare life:

The living body, stripped of any quality that is not pure vitality, becomes the substratum of the productive capacity, the tangible sign of potential, or the objective simulacrum of non-objectified work.

If money is the universal equivalent for exchange-values, life is the extrinsic equivalent of the only use-value “not materialised in a product.” … The non-mythological origin of that mechanism of knowledge and power that Michel Foucault has defined with the term biopolitics can be traced back to labour-power. The practical importance of potential insofar as it is inscribed in capitalist relations of production, its inseparability from “immediate corporeal existence”: this is the real foundation of the biopolitical approach.23

## A2: BIOPOLITICS

#### Biopower checks statist abuses—this turns their impacts

Lacombe in 96 (Danny, Criminology Simon Fraser U, “Reforming Foucault: A Critique of the Social Control Thesis” The British Journal of Sociology, Vol. 47, No. 2 Jstor)

The nature of the relation between the individual and the political order concerned Foucault in his studies of 'bio-power' and 'bio-politics'. In this work, he implicitly negates his earlier claims that rights in the West were unequivocally linked to the sovereign (1980b, 1988, 199 1). Foucault introduced the notion of 'bio-power' in his work on sexuality to designate the proliferation of a technology of power-knowledge primarily concerned with life. Bio-power was a mechanism that took charge of life by 'investing the body, health, modes of subsistence and habitation, living conditions, the whole space of existence' (Foucault 1980b: 14344, emphasis added). The notion of bio-power is useful for our understanding of the phenomenon of resistance because while it represents a totalizing or universal mechanism -one that interpellates the subject as a member of a population - it also contains the seed for a counter-power or a counter-politics because that mechanism individualizes the subject of a population. It is this aspect of bio-power, its simultaneous totalizing and individual-izing tendencies, that is of importance in understanding the strategies by which individual subjects can claim the right to self-determination. Foucault explains that against this [bio-]power that was still new in the nineteenth century, the forces that resisted relied for support on the very thing it invested, that is, on life and man as a living being. Since the last century, the great struggles that have challenged the general system of power were not guided by the belief in a return to former rights, or by the age-old dream of a cycle of time or a Golden Age. (. . .) [Wlhat was demanded and what served as an objective was life, understood as the basic needs, man's concrete essence, the realization of his potential, a plentitude of the possible. Whether or not it was Utopia that was wanted is of little importance; what we have seen has been a very real process of struggle; life as a political object was in a sense taken at face value and turned back against the system that was bent on controlling it. It was life more than the law that became the issue of political struggles, even if the latter were formulated through affirmations concerningrights. The 'right' tolife, to one's body, to health, to happiness, to the satisfaction of needs, and beyond all the oppressions or 'alienations,' the 'right' to rediscover what one is and all that one can be, this 'right' (. . .) was the political response to all these new procedures of power which did not derive, either, from the traditional right of sovereignty. (Foucault 1980b: 144-5) If life, understood here as 'man's concrete essence', is affirmed through rights claims, then, like Foucault we can no longer conceive law as necessarily linked to the sovereign. It must be linked to a different political rationality, one I believe, in which human rights are at the centre. While Foucault never specifically addressed the question of human rights, his lectures on 'bio-politics' (at the College de France between 1978 and 1979) suggest that struggles for life and for self-determination are to be understood in the context of liberalism. In his lectures, he explores the relation between bio-power -the mechanisms taking charge of life -and the emergence of bio-politics, by which he means the way in which a rationalization was attempted, dating from the eighteenth century, for the problems posed to governmental practice by the phenomena specific to an ensemble of living beings: health, hygiene, birthrate, longevity, races . . .(198 1 :353) Foucault's statement is significant because it suggests that we cannot dissociate the problems posed by the question of population (bio-power) from the political rationality within which they emerged, liberalism. Far from conceiving it as a political theory or a representation of society, Foucault understands liberalism as an 'art of government', that is, as a particular practice, activity and rationality used to administer, shape, and direct the conduct of people (1981 :358). As a rationality of government - a 'governmentality' -liberalism, towards the beginning of the eighteenth century, breaks from reason of state (la raison d'e'tat) which since the sixteenth century had sought to 'justify the growing exercise of government' (Foucault 198 1 :354). What distinguishes liberalism from reason of state as an art of government is that for liberalism 'there is always too much government' (Foucault 1981: 354-5). In fact, far from being organized around the principle of a strong state, liberalism upholds the principle of maximal economy with minimal government (Foucault 1981: 354). The question of liberalism, that of 'too much governing,' regulates itself, according to Foucault, 'by means of a continuing reflection' (1 98 1: 354). The idea of reflexivity here is significant because it refers to a mechanism of self-critique, and self-limitation, inherent in liberalism. Foucault claims that Liberalism (. . .) constitutes - and this is the reason both for its polymorphous character and for its recurrences - an instrument for the criticism of reality. Liberalism criticizes an earlier functioning government from which one tries to escape; it examines an actual practice of government that one attempts to reform and to rationalize by a fundamental analysis; it criticizes a practice of government to which one is opposed and whose abuses one wishes to curb. As a result of this, one can discover liberalism under different but simultaneous forms, both as a schema for the regulation of governmental practice and as a theme for sometimes radical opposition to such practice. (Foucault 198 1 : 356) What allows liberalism to oppose state power, then, is not the principle of sovereignty or the idea of a natural right external to the state; rather it is a rationality, a governmentality of life that takes on 'the character of a challenge' (Foucault 1981 :353). People resist the conditions under which they live, they make claims for or against the state, because they have been submitted to government. In other words, the political technologies that seek to render us governable as a population (bio-power and bio-politics) simultaneously make possible the critique of these same technologies.'

## A2: BIOPOLITICS

#### BIOPOWER PREVENTS EXTINCTION THROUGH PLANETARY MANAGEMENT

Nick Dyer-Witheford, an Associate Professor of Information and Media Studies at the University of Western Ontario, ‘4, "Species-Being Resurgent," Constellations, 11:4, p. 489-490, JT//JDI  
Being a species with high technology may both require and enable more radical social transformation. The **management of a range of global eco-metabolic problems, including not only biotechnological risks but climate and atmospheric change, pandemics and water and energy supply, require institutions of oversight, testing**, risk assessment, **public resource management and regulation, and collective education – in short, social planning, and on a scale to make previous efforts look retiring.** Informationalism makes such governmentality feasible: the neural networked surveillance and simulation systems deployed to wage the war on terror could be turned to monitor the greening of the planet. Yet **the possibilities of panoptic despotism are obvious. What tempers these risks are the equal potentialities for participation, transparency, creativity, and assemblage created by the new mesh of global, networked communication, potentialities being so vigorously explored by a host of social movements and individuals.** Cognitive capitalism seems to have subsumed planetary society. But **the technological possibilities of planning and participation that the world market has itself excited contain possibilities of a counter-subsumption that will give commodification a declining role in a human future.** Born under the bad sign of cognitive capitalism, species-being may yet make a happy inheritance. Dark days invite radiant concepts like “speciesbeing,” but should also make us cautious of them. Invocations of common humanity have always been suspect as the weakest of idealizations, particularly by Marxists. Today, however, such invocations may just be the starkest of realisms, the only category adequate to the productive and destructive dimensions of global, high-technology capitalism, and the struggles against it.

#### Biopower is neither inherently good, nor bad. Our specific context is more important than their sweeping generalization.

Dickinson 04 - Associate Professor, History Ph.D., U.C. Berkeley - 2004 (Edward Ross, “Biopolitics, Fascism, Democracy: Some Reflections on Our Discourse About “Modernity,” Central European History, vol. 37, no. 1, 1–48)

This notion is not at all at odds with the core of Foucauldian (and Peukertian) theory. Democratic welfare states are regimes of power/knowledge no less than early twentieth-century totalitarian states; these systems are not “opposites,” in the sense that they are two alternative ways of organizing the same thing. But they are two very *different* ways of organizing it. The concept “power” should not be read as a universal stifling night of oppression, manipulation, and entrapment, in which all political and social orders are grey, are essentially or effectively “the same.” Power is a set of social relations, in which individuals and groups have varying degrees of autonomy and effective subjectivity. And discourse is, as Foucault argued, “tactically polyvalent.” Discursive elements (like the various elements of biopolitics) can be combined in different ways to form parts of quite different strategies (like totalitarianism or the democratic welfare state); they cannot be assigned to one place in a structure, but rather circulate. The varying possible constellations of power in modern societies create “multiple modernities,” modern societies with quite radically differing potentials.91

## A2: BIOPOLITICS--Agamben

#### AGAMBEN’S BIOPOLITICS IS WRONG-HEADED & OVERLOOKS PRODUCTIVE LABOR POWER—“BIOPOLITICS” BECOMES A PROPAGANDA WORD WITHOUT MEANING

Virno, ‘2

[Paolo, http://www.generation-online.org/p/fpvirno2.htm, “General intellect, exodus, multitude,” Interview with Paolo Virno, published in Spanish in Archipélago number 54 Rome, June 2002, Accessed 10-8-05, JT//HH]

Agamben is a problem. Agamben is a thinker of great value but also, in my opinion, a thinker with no political vocation. Then, when Agamben speaks of the biopolitical he has the tendency to transform it into an ontological category with value already since the archaic Roman right. And, in this, in my opinion, he is very wrong-headed. The problem is, I believe, that the biopolitical is only an effect derived from the concept of labor-power. When there is a commodity that is called labor-power it is already implicitly government over life. Agamben says, on the other hand, that labor-power is only one of the aspects of the biopolitical; I say the contrary: over all because labor power is a paradoxical commodity, because it is not a real commodity like a book or a bottle of water, but rather is simply the potential to produce. As soon as this potential is transformed into a commodity, then, it is necessary to govern the living body that maintains this potential, that contains this potential. Toni (Negri) and Michael (Hardt), on the other hand, use biopolitics in a historically determined sense, basing it on Foucault, but Foucault spoke in few pages of the biopolitical - in relation to the birth of liberalism - that Foucault is not a sufficient base for founding a discourse over the biopolitical and my apprehension, my fear, is that the biopolitical can be transformed into a word that hides, covers problems instead of being an instrument for confronting them. A fetish word, an "open doors" word, a word with an exclamation point, a word that carries the risk of blocking critical thought instead of helping it. Then, my fear is of fetish words in politics because it seems like the cries of a child that is afraid of the dark..., the child that says "mama, mama!", "biopolitics, biopolitics!". I don't negate that there can be a serious content in the term, however I see that the use of the term biopolitics sometimes is a consolatory use, like the cry of a child, when what serves us are, in all cases, instruments of work and not propaganda words.

**EVEN IN THE MIDST OF ‘BARE LIFE’ THERE IS THE POSSIBILITY OF RESISTANCE AND ASSERTING OUR OWN SUBJECTIVITY—IT AFFORDS A UNIQUE OPPORTUNITY TO BE HEROS & SAINTS**

**Zizek ’02** [Senior Researcher @ the insitute for social Sciences @ Ljubljana, Revolution at the Gates: The Writing of Lenin, Verso, p. 249, JT]…elipses in original!

So, rather than remain stuck in debilitating awe in the face of Absolute Evil, an awe which prohibits us from thinking about what is going on, we should remember that there are two fundamental ways of reacting to such traumatic events, which cause unbearable anxiety: the way of the super ego and the way of the act. The way of the superego is precisely that of the sacrifice to the obscure gods which Lacan speaks: the reassertion of the barbaric violence of the savage obscene law in order to in the gap of the failing symbolic law. And the act? One of the heroes of the Shoah for me is a famous Jewish ballerina who, as a gesture of special humiliation, was asked by the camp officer to perform a dance for them. Instead of refusing, she did it, and while she held their attention, she quickly grabbed the machine gun from one of the distracted guards and before being shot down herself, succeeded in killing more than a dozen officers…was not her act comparable to that of the passengers on the flight which crashed down in Pennsylvania who, knowing that they would die, forced their way into the cockpit and crashed the plane, saving hundreds of other lives?

## DEMANDS BAD

#### Particularized demands for change, no matter how radical, are performed against the backdrop of the neoliberal-democratic order and are tolerated as long as they fail to fundamentally change hegemonic ideology.

Slavoj Zizek, prof. of philosophy at the university of Ljubljana, 2001, “Repeating Lenin,”

http://lacan.com/replenin.htm, accessed January 28, 2004

What are we to say to this? Again, the problem resides in the implicit qualifications which can be easily discerned by the "concrete analysis of the concrete situation," as Lenin himself would have put it. "Fidelity to **the democratic consensus" means the acceptance of the** present **liberal-parlamentary consensus, which precludes** any serious **questioning of how this liberal-democratic order is complicit in the phenomena it** officially **condemns, and**, of course, **any** serious **attempt to imagine a society whose socio-political order would be different**. In short, it means: **say and write whatever you want - on condition that what you do does not effectively question or disturb the predominant political consensus**. So **everything is allowed**, solicited even, **as a critical topic**: the prospects of a global **ecological catastrophe, violations of human rights, sexism, homophobia, antifeminism**, the growing **violence** not only in the far-away countries, but also in our megalopolises, the gap between the First and the Third World, between the rich and the poor, the shattering impact of the digitalization of our daily lives... there is nothing easier today than to get international, state or corporate funds for a multidisciplinary research into how to fight the new forms of ethnic, religious or sexist violence. The problem is that **all this occurs against the background of a fundamental** Denkverbot, the **prohibition to think**. Today's liberal-democratic hegemony is sustained by a kind of unwritten Denkverbot similar to the infamous Berufsverbot in Germany of the late 60s - the moment one shows a minimal sign of engaging in political projects that aim to seriously challenge the existing order, the answer is immediately: "Benevolent as it is, this will necessarily end in a new Gulag!" The ideological function of the constant reference to the holocaust, gulag and the more recent Third World catastrophes is thus to serve as the support of this Denkverbot by constantly reminding us how things may have been much worse: "Just look around and see for yourself what will happen if we follow your radical notions!" And it is exactly the same thing that the demand for "scientific objectivity" means: the moment one seriously questions the existing liberal consensus, one is accused of abandoning scientific objectivity for the outdated ideological positions. This is the point on which one cannot and should not concede: today, the actual **freedom of thought means the freedom to question the predominant liberal-democratic "postideological" consensus - or it means nothing**. Habermas designated the present era as that of the neue Undurchsichtlichkeit - the new opacity.1 More than ever, our daily experience is mystifying: modernization generates new obscurantisms, the reduction of freedom is presented to us as the arrival of new freedoms. In these circumstances, one should be especially careful not to confuse the ruling ideology with ideology which SEEMS to dominate. More then ever, one should bear in mind Walter Benjamin's reminder that it is not enough to ask how a certain theory (or art) declares itself to stay with regard to social struggles - one should also ask how it effectively functions IN these very struggles. In sex, the effectively hegemonic attitude is not patriarchal repression, but free promiscuity; in art, provocations in the style of the notorious "Sensation" exhibitions ARE the norm, the example of the art fully integrated into the establishment. One is therefore tempted to turn around Marx's thesis 11: **the first task** today **is precisely NOT to succumb to the temptation to act, to directly intervene and change things** (which then inevitably ends in a cul de sac of debilitating impossibility: "what can one do against the global capital?"), **but to question the hegemonic ideological coordinates. If**, today, **one follows a direct call to act, this** act **will not be performed in an empty space - it will be an act WITHIN the hegemonic ideological coordinates: those who "really want to** do something to **help people" get involved in** (undoubtedly honorable) **exploits** like Medecins sans frontiere, Greenpeace, feminist and anti-racist campaigns, **which are** all not only tolerated, but even supported by the media, even if they seemingly enter the economic territory (say, denouncing and boycotting companies which do not respect ecological conditions or which use child labor) - they are **tolerated and supported as long as they do not get too close to a certain limit. This** kind of activity **provides the perfect example of interpassivity2**: of **doing things not to achieve something, but to PREVENT from something really happening, really changing**. All the frenetic humanitarian, politically correct, etc., activity fits the formula of "Let's go on changing something all the time so that, globally, things will remain the same!"

## DEMANDS BAD

#### DEMANDS ON THE STATE ARE AN ILLUSION. THE AFF. OPERATES UNDER THE MYTH OF THE STATE AS A SOURCE OF RIGHTS OR STABILITY. THIS MYTH PERSISTS BECAUSE WE CONSTANTLY ENVISION A BETTER SOCIETY THROUGH STATE ACTION

Hansen & Stepputat, 2K1

Thomas Blom Hansen, PhD, Prof. of Anthropology at Yale Univ.AND Finn Stepputat, PhD Cultural Sociology, Danish Institute for International Studies, (DIIS), “Introduction: State of Imagination,” States of Imagination: Ethnographic Explorations of the Postcolonial State (Politics, History, and Culture), pp. 1-2, JT

At the same time, the discourse of rights and the proliferating demands for a variety of entitlements have expanded and transformed the meanings of citizenship. The paradox seems to be that while the authority of the state is constantly questioned and functionally undermined, there are growing pres­sures on states to confer full-fledged rights and entitlements on ever more citizens, to confer recognition and visibility on ever more institutions, move­ments, or organizations, and a growing demand on states from the so-called international community to address development problems effectively and to promote a "human rights culture," as the latest buzzword goes. This paradox has to do with the persistence of the imagination of the state as an embodi­ment of sovereignty condensed in the covenant, as Hobbes saw it; as the representation of the volonte generale producing citizens as well as subjects; as a source of social order and stability; and as an agency capable of creating a definite and authorized nation-space materialized in boundaries, infrastruc­ture, monuments, and authoritative institutions. This myth of the state seems to persist in the face of everyday experiences of the often profoundly violent and ineffective practices of government or outright collapse of states. It per­sists because the state, or institutionalized sovereign government, remains pivotal in our very imagination of what a society is. Whether we agree on what the state means or not, "it" is, nonetheless, central to all that is not state: civil society, NGOS, the notion of a national economy, the market, and the sense of an international community.

## DEMANDS BAD

#### MAKING DEMANDS ON THE STATE ONLY STRENGTHENS ITS TIES WITH GLOBAL CAPITALISM. THEIR ATTEMPT TO RECLAIM THE STATE IS IMPOSSIBLE. EVEN IF WE CAN’T AVOID ALL CONTACT WITH THE STATE, OUR REFUSAL IS ESSENTIAL TO RUPTURE THE REINFORCING DYNAMIC OF STATISM AND CAPITALISM. IN THE WORLD OF OUR ALTERNATIVE, INDIVIDUALS WOULD RESIST THIS DYNAMIC, WHICH SPURS CRITICAL SOCIAL MOVEMENTS OF MULTIPLICITY. WE HAVE NO TIME TO WAIT! MODERN CAPITALISM IS DESTROYING THE PLANET

John Holloway, ‘4

[“Power and the State,” Speech before the London Social Forum, REDPEPPER, November,

http://www.redpepper.org.uk/Nov2004/x-Nov2004-Holloway.html, Accessed 5-24-06, JT]

4. What does it mean to turn our back on the state? In some cases, it means ignoring the state completely, not making any demands on the state, just getting on with the construction of our own alternatives. The most obvious example of that at the moment would be the Zapatistas’ shift in direction last year, their creation of the Juntas de Buen Gobierno, the creation of their own regional administration in a way that seeks to avoid the separation of administration and society typical of the state.

In other cases, it is difficult to turn our back on the state completely, because we need its resources in order to live – as teachers, as students, as unemployed, whatever. It is very difficult for most of us to avoid all contact with the state. In that case, what is important is to understand that the state is a form of organisation that pulls us in certain directions, that pulls us towards a reconciliation with capitalism, and to think how we can shape our contact with the state, how we can move against-and-beyond the state as a form of doing things, refusing to accept the creation of hierarchies, the fragmentation of our struggles that contact with the state implies, refusing to accept the language and the logic and perhaps above all the temporality of the state, the times and rhythms that the state tries to impose on us. How do we engage with the state without slotting in to its logic, without reproducing its logic inside our own movement? This is always a difficult issue in practice, in which it is very easy to get drawn into the logic of achieving particular concrete aims and forget the impact on the dynamic of the movement as a whole. I do not think it is a question of reclaiming the state, although I have a lot of respect for many of the struggles that are covered in Hilary’s book, but I think **the idea of reclaiming the state is wrong: the state is an alien form of organisation – it is not, and cannot be, ours.**

5. In all this the question of time and how we think about time is crucial. On the one hand the state imposes its temporality on us all the time, with its rhythm of elections and its changes of regime which change little or nothing: “Wait till the next election and then you can change things; if you want to do something now, then prepare for the next election, build the party”. On the other hand, the Leninist revolutionary tradition also tells us to wait: “Wait for the next revolutionary occasion or the next downturn of the long wave, wait until we take power and then we shall change society; in the meantime, build the party”.

But we know that we cannot wait. **C**apitalism is destroying the world and destroying us at such a rate that we cannot wait. We cannot wait for the election and we cannot wait for the revolution, we cannot wait until we win state power in one way or another, we have to try and break the destructive dynamic now. We have to refuse. Capitalism does not exist because the evil ones, the Bushes and Blairs and Berlusconis, create it. Capitalism does