# Highways Neg Addendum

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## Racism Answers

#### **Plan helps racism by putting more people on highways.**

American civil liberties union 12 <http://www.aclu.org/racial-justice/racial-profiling> - racial profiling

Racial profiling is a practice that presents a great danger to the fundamental principles of our Constitution. Racial profiling disproportionately targets people of color for investigation and enforcement, alienating communities from law enforcement, hindering community policing efforts, and causing law enforcement to lose credibility and trust among the people they are sworn to protect and serve. We rely on the police to protect us from harm and to promote fairness and justice in our communities. The despicable practice of racial profiling, however, has led countless people to live in fear and created a system of law enforcement that casts entire communities as suspect.

#### **Empirics prove there is no anonymity on highways**

American civil liberties union 12 <http://www.aclu.org/racial-justice/driving-while-black-racial-profiling-our-nations-highways> - driving while black

Insignificant blame for this rampant abuse of power also can be laid at the feet of the government's "war on drugs," a fundamentally misguided crusade enthusiastically embraced by lawmakers and administrations of both parties at every level of government. From the outset, the war on drugs has in fact been a war on people and their constitutional rights, with African Americans, Latinos and other minorities bearing the brunt of the damage. It is a war that has, among other depredations, spawned racist profiles of supposed drug couriers. On our nation's highways today, police ostensibly looking for drug criminals routinely stop drivers based on the color of their skin. This practice is so common that the minority community has given it the derisive term, "driving while black or brown" – a play on the real offense of "driving while intoxicated."

#### **No anonymity on highways**

American civil liberties union 12 <http://www.aclu.org/racial-justice/driving-while-black-racial-profiling-our-nations-highways> - driving while black

No person of color is safe from this treatment anywhere, regardless of their obedience to the law, their age, the type of car they drive, or their station in life. In short, skin color has become evidence of the propensity to commit crime, and police use this "evidence" against minority drivers on the road all the time.

#### **The highway system is rooted in racist intentions**

Charles E. Connerly 02<http://jpe.sagepub.com/content/22/2/99.full.pdf+html> From Racial Zoning to Community Empowerment

In several instances, the interstate highways bisect historically black neighborhoods. On Birmingham’s east side, Interstate 59 departs from its generally northeast to southwest trajectory to loop north and bisect the predominantly black portion of East Birmingham shown in Figure 1. While the East Birmingham neighborhood through which the interstate was routed was predominantly black, the neighborhoods lying to the south were predominantly white.3 This routing of the interstate permitted the predominantly whiteWoodlawn neighborhood to be largely bypassed by the interstate while retaining connections to the interstate at its eastern and northern edges. Not surprisingly, the Woodlawn Chamber of Commerce, which represented the many businesses in that neighborhood, favored this route (Davis 1961). From a traffic-engineering viewpoint, bypassing the Woodlawn neighborhood was not an easy achievement as it required a sharp turn in the highway, thereby reducing the interstate’s speed limit and increasing the danger of an accident as automobiles and large commercial trucks, accustomed to traveling sixty or more miles per hour, had to slow to forty-five miles per hour to negotiate the bend in the road. On Birmingham’s west side, the Highway Department constructed interstates through black neighborhoods such as Smithfield in a manner that reinforced racial segregation.

#### **Racist intentions clearly known to the initial planners**

Charles E. Connerly 02<http://jpe.sagepub.com/content/22/2/99.full.pdf+html> From Racial Zoning to Community Empowerment

Although the evidence of deliberate racial manipulation of the interstate’s location in the College Hills and Fountain Heights cases is circumstantial, there are at least two other instances in which Birmingham city officials were clearly aware of the racial implications stemming from the location of the city’s interstates. According to a consultant’s 1961 report, the I-65 corridor between 10th and 11th Streets North was deliberately placed to create a western boundary for downtown Birmingham and with the recognition that a “substantial clearance of slum housing could be accomplished along the rightof-way of the freeway” (Williams 1961). This was a claim that was made frequently in the 1950s as highway planners contended that slum clearance was an additional benefit of constructing highways through the inner city (Frieden and Sagalyn 1989; Schwartz 1976). What the report does not mention, however, is that black households primarily occupied this slum housing. By 1960, the neighborhood lying west of downtown Birmingham was 98 percent black (U.S. Department of Commerce, Bureau of the Census 1961). By eliminating the black neighborhood that most closely bordered the west side of the central business district, the Alabama Highway Department created a buffer between Birmingham’s west side black neighborhoods and the city’s central business district.6

#### **Highways destroyed African American communities**

Charles E. Connerly 02<http://jpe.sagepub.com/content/22/2/99.full.pdf+html> From Racial Zoning to Community Empowerment

Of the ten neighborhoods shown in Table 1, eight were predominantly black neighborhoods in 1960 and only one had a population less than 40 percent black in 1960. Of the nine neighborhoods with a significant black population, eight had key interstate or other federal highways (the Red Mountain Expressway) built through them in the 1960s. Moreover, one of these black neighborhoods, located in Census Tract 43, experienced significant population loss in the wake of the federally funded urban renewal expansion of the University of Alabama at Birmingham (UAB). In addition, the predominantly white neighborhood located in Census Tract 49, just south of Tract 43, also lost substantial population to the expansion of UAB.

#### **Road racism not based in any factual evidence**

DAVID M. Tanovich 02\*USING THE CHARTER TO STOP RACIAL PROFILING: THE DEVELOPMENT OF AN EQUALITY- BASED CONCEPTION OF ARBITRARY DETENTION©

In practice, however, racially motivated stops will only rarely be proved through direct evidence.110 It is futile to expect that officers will admit that they stopped a motorist because of race. It is also unlikely that an accused will have sufficient resources to demonstrate that a particular officer disproportionately stops black motorists. Justice Doherty recognized, however, that the issue can be established from a circumstantial perspective.111 Given the American experience, one way to determine whether the vehicle stop is the product of racial profiling is to look at whether the stop is a pretextual one. In other words, did the officer act in accordance with standard procedure for a traffic stop? In answering this question, there are a number of relevant factors that could be considered.

#### **Racism is rooted in the heart of society not just the police.**

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As is the case in any group, there are likely to be a few overtly racist police officers who deliberately target blacks as an expression of racial hostility. The vast majority of police officers, however, are dedicated professionals who are trying their best to do a difficult job. Why then is racial profiling such a widespread practice? The assumption that racial profiling is a rational practice is likely based on who is routinely being processed by the criminal justice system. In Ontario, for example, it is not surprising that the police regard black males as the usual drug offenders, given the manner in which crime is reported and the overrepresentation of blacks charged with and convicted of drug offences. Consequently, police officers who use race to target individuals would not identify themselves as racists but rather as officers using what they believe to be a reliable and efficient investigative tool. Moreover, it is unlikely that these same officers are conscious of the impact that profiling has had on

minority communities.

## Capitalism K Impact Turn

### Capitalism Root Cause of Feminism

[Dr. Michael Sosteric](http://www.sociology.org/author/admin/), a sociologist at [Athabasca University](http://sociology.athabascau.ca/) where he coordinates ,amongst other things, the introductory sociology courses. Jun 19, 2012 <http://www.sociology.org.uk/as4i4c4.pdf>

Capitalist class relationships are the root cause of female oppression, exploitation and discrimination. Men are socialized into exploitative relationships in relation to work and they carry this socialization over into the home and their relationship to women. Patriarchy is an ideology (a set of related beliefs about the world - in this instance, male - female relationships) that stems from male attempts to justify the economic exploitation of women.

**Systems of capital necessitate gender inequalities**Chris.Livesey**:** Sociology Central (www.sociology.org.uk) ©1995-2010**.** <http://www.sociology.org.uk/as4i4c4.pdf>.The "family system" characteristic of modern societies benefits capitalism (and, by extension, the men who tend to dominate positions of power and influence) because women can be forced /socialized into unpaid domestic labor or can be forced /socialized into responsibility for child-rearing. This benefits the Capitalist because they do not have to pay women to perform this role (the "reproduction of labor power" in society).

**Racism Rooted in Capitalism**   
Stephen Rose et al., *Not In Our Genes,* 1993*.* <http://www.bolshevik.org/1917/no12/no12capitalismandracism.html>.Racism has proved integral and necessary for the proper functioning of capitalist society for a variety of reasons. In the first place, it provides one of the essential axes along which the working class can be divided against itself, encouraging one segment of the proletariat to identify with the exploiters. This impedes the development of class consciousness and undermines the unity necessary to challenge capitalist rule. The working class of every imperialist country has been so poisoned with chauvinism and racism (also promoted by pro-capitalist misleader ships within the workers' movement) that in "normal" periods, workers often identify their interests with those of their "own" oppressors and exploiters rather than with those of workers in other countries.