## CX questions

What does your plan do to make transportation accessible to people with Ligyrophobia?

What does your plan do to make transportation accessible to people with Sedatephobia?

### Topicality – Underlying structures – Ports specific

**A. Interpretation** - Transportation infrastructure must be the underlying structures like building a road not accessories to a road like new road signs.

Trimbath, PhD in Economics, 11

(Susanne, US Chamber.com [website of the US Chamber of Commerce], former Senior Research Economist in the Capital Market Studies at the Milken Institute, Senior Advisor on corporate community investment for the Business Civic Leadership Center of the US Chamber of Commerce, PhD in economics from NYU, 2011, “Transportation Infrastructure: paving the way,” <http://www.uschamber.com/sites/default/files/issues/infrastructure/files/2009TPI_Update_Economics_White_Paper_110712.pdf>, alp)

The strategy applied by the US Chamber of Commerce for the infrastructure performance index project presents a model for developing the way forward. A stakeholder-centric approach allows you to measure the right things, communicate to the people in a language they understand and get to ACTION faster. The process, detailed in the Technical Report last summer (US Chamber 2010), is basically this: 1. Clearly define “transportation infrastructure” as the underlying structures that support the delivery of inputs to places of production, goods and services to customers, and customers to marketplaces. The structures are: • Transit • Highways • Airports • Railways • Waterways (Ports) • Intermodal Links

**B. Violation** – making transportation infrastructure accessible isn’t topical, it doesn’t create a new underlying structure it’s just a change to current underlying structures.

**C. Voting issue –**

Limits – we set a fair limit. Aff’s can build new roads, new railways, new airports, new ports or new intermodal links combined with the various investment mechanisms that creates more than 25 different possibilities for the affirmative. However, allowing the aff to go beyond building new underlying structures justifies the “accessory affirmative”. There are thousands of potential possibilities including adding stoplights, new road signs, toll booths, and stickers on public buses, just to name a few. That type of topic explosion makes it impossible for the negative to effectively prepare hurting education and giving the affirmative an unfair advantage.

### Topicality – Underlying Structures – 2NC Overview

Our interpretation allows the affirmative to create underlying structures for transportation which would include new roads, railways, airports, ports or intermodal links combined with the various investment mechanisms, grants, subsidies, tax credits, loans and loan guarantees, creating at least 25 different possibilities for the affirmative. Our interpretation excludes “accessory affs” that just add something to an underlying structure but aren’t an underlying structure. This would exclude the list of affirmatives we specified in the 1nc: stoplights, road signs, toll booths, bus stickers. Their interpretation uniquely explodes the topic. They would allow affirmatives that put new elevators in transit stations, new sounds alerting people when they can cross the street, textured warning lines near subway boarding spots, and 100s of other aff’s.

Creating this type of limit is crucial for predictable limits which is the best internal link to both fairness and education. They clearly don’t meet our interpretation so if we win we have the best interpretation you should vote negative.

## DA Urban Sprawl

### DA Urban Sprawl 1NC

#### No sprawl now—expert consensus and census figures

Karlenzig ’12 (Warren, April 10, president of Common Current, a global consultancy for urban sustainability planning, fellow of the Post Carbon Institute, Sustainable Cities Collective, “Census and Experts Confirm Death of Sprawl in US”, <http://sustainablecitiescollective.com/commoncurrent/38937/census-and-experts-confirm-death-sprawl-us> DOA: 6/21/12 ARW)

The United States has reached an historic moment. The exurban development explosion that defined national growth during the past two decades has come to a screeching halt, according to the latest US Census figures. Only 1 of the 100 highest-growth US communities of 2006—all of them in sprawled areas—reported a significant population gain in 2011, prompting Yale economist Robert Shiller to predict suburbs overall may not see growth “during our lifetimes.” We are simultaneously witnessing the decline of the economic sectors enabled by hypergrowth development: strip malls and massive shopping centers, SUVs and McMansions. The end of exurban population growth has been accompanied by steep economic decline in real estate value, triggering a loss of spending not only in construction, but also home improvement (Home Depot, Best Buy) and numerous associated retail sectors that were banking on the long-term rising fortunes of “Boomburbs.” The fate of these communities has been so dire that for the first time in the United States suburbs now have greater poverty than cities. In 2009, I attributed the financial crash in these car-based communities to economic factors perpetrated by the higher gas prices that had first started showing impacts in late 2006 and peaked in 2008. Others including The Brookings Institution’s Christopher Leinberger, and William Frey, along with NRDC’s Kaid Benfield have pointed to longer term demographic shifts and societal desires toward renting in denser mixed-use neighborhoods. The looming specter of excess greenhouse gases may also be playing a role in the marked reduction of driving among younger Americans (16-39 year olds), who increasingly prefer to live where they can walk or bike to their local store, school or café. The “Death of Sprawl” chapter I wrote that was published by the Post Carbon Institute in 2009 (and in abridged form in the Post Carbon Reader in 2010) provided a case study on Victorville, California. Located 75 miles outside Los Angeles, Victorville’s rise and crash epitomized the hangover of the go-go sprawl era. During the financial system’s Derivative Daze, Victorville grew from 64,000 in 2000 to more than 108,000 by 2005: no-money-down-housing developments and “liar loans” fueled speculative investments that pumped up the desert city’s average home value to almost $350,000. The large numbers of workers that moved to Victorville had to commute long hours before dawn and after dark to get to work in Los Angeles, without the benefit of local public transit. There are still few options for those who wish to walk or bicycle to stores, jobs, schools or local amenities, and the average near 100 degree summer temperatures make such endeavors foolhardy. When gas prices began to go up in 2006, real estate sales in the region began to dry up as people ran for the exits. As the doors slammed shut, foreclosures in California’s Inland Empire (Victorville and other parts of California’s sprawling San Bernardino and Riverside counties), Las Vegas and Florida began to trigger a nationwide real estate meltdown. To stick with our illustration, Victorville houses plummeted from an average of nearly $350,000 in 2006 to $125,000 by late 2009. Likewise, new home permits in Victorville went from 7964 in 2004-06 down to 739 in 2008-10: a drop of more than tenfold! The average home sale now brings around $110,000, less than a third of 2005-2006 prices. Institutional investors and homebuyers alike have avoided for the past five years the nation’s scores of Victorvilles; the new data and pronouncements by experts such as Shiller, author of The S&P/Case-Shiller Home Price Index, likely put the last nails in the coffin of speculative, auto-dependant sprawl.

#### **New modes of transportation contribute to urban sprawl**

Rog, 2010, Morgan E. Rog, J.D./M.P.H Candidate at Georgetown University Law Center and Johns Hopkins University Bloomberg School of Public Health, Georgetown International Environmental Law Review, “Highway to the Danger Zone: Urban Sprawl, Land Use, and the Environment”

While urban sprawl was the result of many factors, the effects of the advent and popularity of the automobile on American city planning were crucial. Although their environmental impacts are often discussed in terms of carbon emissions, the lifestyle they have made possible in this country represents the most serious environmental hazard posed by cars. n44 As discussed previously, the car was popularized in the United States as a tool to combat urbanism. This was one reason why Henry Ford, responding to the numerous issues associated with population density in cities at the time, determined to ensure the automobile's success. n45 Thus, automobiles and zoning, both of which reached the height of popularity when the United States had a blatant disgust for city life, have developed a symbiotic relationship--the unrestrained mobility of an automobile fueled the desire to separate one's home from everything else with as much distance as possible, aggravating the phenomenon of urban sprawl. n46 As a quintessential part of American culture, the automobile has done much to aggravate the trend towards urban sprawl. Presently, becoming "eco-friendly" has become fashionable, leading to the rise in popularity of hybrid vehicles. While these cars are certainly more energy efficient than automobiles that run exclusively on gasoline, this trend may actually be counter-productive. n47 As [\*713] vehicles become more fuel efficient, like the many. popular hybrid models available on the market currently, vehicle travel becomes less expensive. This has the unfortunate effect of actually encouraging more vehicle travel. n48 Naturally, suburban expansion would not have been possible without the creation of an expansive network of streets and highways. This transportation infrastructure also plays an important role in the sprawl story. As urban sprawl increased, so did the necessity to drive longer and longer distances to work. Although commute times have remained relatively constant over the years, efficiency has increased, indicating that as people's drive to work takes less time, they are working further and further away from their homes. n49 This is in keeping with Down's Law, which provides that as transportation capacity increases, demand expands to fill that capacity. n50 Numerous behavioral changes also take place in response to changes in transportation infrastructure. n51 These include triple convergence, induced travel, and induced development, all of which contribute to sprawl and the issues associated with it. n52 Triple convergence is a term used to refer to three ways in which travelers respond to a new transportation facility--they can change the time that they travel, their travel mode, or their travel route. n53 Induced travel comprises travelers' response to changes in transportation capacity--typically as the cost of travel in terms of time decreases, people tend to take advantage of the increased efficiency, and travel more frequently and for longer distances. n54 Finally, induced development occurs when significant transportation capacity increases result in long-term changes to land use patterns, which ultimately reflect shifts in the duration or origin of trips. n55

#### Urban sprawl drastically increases global warming – entire system, not just cars, dependant on fossil fuels

Gonzalez ’05 (George, assistant professor of U.S. public policy at University of Miami, Environmental Policy 14(3), “Urban Sprawl, Global Warming, and the Limits of Ecological Modernisation”, <http://dx.doi.org/10.1080/0964410500087558> DOA: 6/22/12 ARW)

Especially since the Second World War, sprawling urban communities have been an important source of growth in global economic demand – pushing up consumption of such commodities as land, gasoline, electricity, automobiles and household appliances (Olney 1991; Frumkin 2004). While increasing eﬀective global demand, urban sprawl has had the unintended consequence of signiﬁcantly contributing to global climate change. This is because urban sprawl is predicated on large, inexpensive inputs of energy drawn from fossil fuels. Without such large and relatively cheap inputs, urban sprawl to the extent that it has occurred is seemingly unfeasible.

Insert global warming hurts poor people

#### Urban Sprawls leads to spatial, environmental, and political fragmentation, classism, and racism turning their internal link to genocide

Altinok et al 8 (Emrah Altınok and Hüseyin Cengiz, PhD in Urban Political Economy and Head of the Department of City and Regional Planning at Yildiz Technical University, The Effects of Urban Sprawl on Spatial Fragmentation and Social Segregation in Istanbul, <http://www.isocarp.net/Data/case_studies/1302.pdf>)

Limiting the adverse environmental effects of urban sprawl is included in the actions determined by OECD regarding the problems related with urbanization and spatial development (OECD, 2001:18). Incorporation of urban sprawl in the environmental strategies, goals and policies of OECD certainly implies that the environmental side of the problem is absolutely important. However, it should be noted that the urban-spatial and social effects of the phenomenon are already being widely debated in literature. In this paper mainly two facts related with the social and spatial effects of urban sprawl are examined. These two are social segregation and spatial fragmentation. Generally, it is observed that four aspects of fragmentation are emphasized in literature. First issue is the spatial aspects of fragmentation. In this scope, discordance of urban land use and physical properties of the space, spatial atomization and general lack of integration of the city are the main areas of debate. In particular, increasing separation of functions like housing, business, recreation and shopping, over the urban space is defined as an important mrah Altınok and Hüseyin Cengiz, The Effects of Urban Sprawl on Spatial Fragmentation and Social Segregation in Istanbul, 44th ISOCARP Congress 2008 4 problem area. Second dimension of the fragmentation is the environmental aspect. Here, particularly the disintegration and depletion of rural lands with their natural assets due to use throughout the urban development process is discussed and accordingly disintegration of agricultural and forest lands constitutes the main area of debate. This point can also be regarded as the closest relation of the concept with urban sprawl. Third aspect is the political-administrative fragmentation. Related with this issue, it is observed that are mostly the division of massive cities and metropolitan regions into numerous administrative units and failing of local administrative units to introduce an integral approach for the space with collaborative policies and strategies is deliberated. Furthermore, there are several opinions agreeing that by representing a postmodern planning approach existence of multiple local administrative units will create a boosting effect on the competition on private property and this effect will in turn perpetuate the urban sprawl 1 . Fourth aspect of fragmentation can be expressed as social fragmentation. Social fragmentation notion can be said to be defined with an approach based on poverty and deprivation, otherness, being a minority member, racial discrimination, social and classbased segregation concepts. At this point, it can be stated that the social side of fragmentation is also closely related with the social segregation.

## AT Solvency

#### Pragmatic political action will eventually turn the case – even if they fiat over all transportation issues government will just cut other programs.

Litman ‘3

[Todd is the founder and executive director of the Victoria Transport Policy Institute, “Social Inclusion As A Transport Planning Issue in Canada” April 4, <http://www.vtpi.org/soc_ex.pdf>]

A major risk to addressing social exclusion problems is the possibility that planners will¶ focus on a few small groups of transport disadvantaged people, and governments will¶ implement token solutions that only address a small portion of the total problem. For¶ example, a government might introduce special paratransit services with only enough¶ funding to meet a small portion of demand, or they may introduce universal design¶ standards that meet the needs of wheelchair users, while ignoring the mobility problems¶ facing other mobility disadvantaged groups, such as lower-income suburban non-drivers.¶ A related risk is that a particular government will establish special mobility services, and¶ after vulnerable populations become dependent on it, future governments reduce or¶ eliminate funding. For example, suburban public transit service may encourage nondrivers¶ to move to outlying suburbs and planners to locate public facilities (such as¶ schools or hospitals) at the urban fringe, but future funding cutbacks may make these¶ locations even less accessible to people who are transport disadvantaged.