### 1AC Advantage 1

#### Contention one is planning –

#### We begin with the story of the “In-between city” a place in space that only exists as a bypass to the larger structure of connectivity. These are places of un-equal and damaged urban space that are never considered because transportation planners are only interested in the productive cities at the forefront of culture.

Young and Keil 09 (Douglas and Roger, Professors at York University, Cities <http://www.sciencedirect.com/science/article/pii/S0264275109001085>)

When we speak of a “politics of infrastructure”, we refer to a growing

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2004, p. 38). We will return to these politics below.

#### The in-between areas are MARGINALIZED and OTHERIZED by planners who sit in their wealthy enclaves and perpetuate inequalities in transit by favoring the everyday life of productivity

Young and Keil 09 (Douglas and Roger, Professors at York University, Cities <http://www.sciencedirect.com/science/article/pii/S0264275109001085>)

The newest – 2006 – census figures in Canada reveal that 70 percent of the

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Toronto productionscape rely on irregular buses to get them to and from work.

#### These transgressions are not harmless – they create a LIVING HELL for the inhabitants of “the inbetween cities” as transit inequality promotes structural inequality.

Hoang 05 (Huong Hoang, April 2005, Urban and Environmental Policy Occidental College Senior Comprehensive Project, “The Route to Transportation Equity: A Critical Evaluation of the Job Access and Reverse Commute Program and Strategies to Implement First-Class Public Transportation Systems,” <http://www.oxy.edu/sites/default/files/assets/UEP/Comps/2005/hoang.pdf>)

Economically disadvantaged communities and communities of color are disproportionately affected by these public health problems

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effects of an auto-oriented society are also the transit-dependent.

#### The only reason the in between city is allowed to exist is planners have defined their place within the “natural” RHYTHM OF LIFE. But these are REVERSABLE AND CONTINGENT – only an interruption of the “everyday life” can stop capital’s power

Kipfer 08 (Stefan, BA (Political Science and French), MES (Urban Political Economy and Ecological Politics), PhD (Political Science) York University, 27 May 2008, Urbanization, Everyday Life and the Survival of Capitalism: Lefebvre, Gramsci and the Problematic of Hegemony, Capitalism, Nature, Socialism 13:2, T&F)

Lefebvre described everyday life as contradictory. On the one hand, everyday life is

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intensifying production, cultivating new space, industrializing agriculture, building giant factorie."

#### The ontological enframing of the city and its inhabitants existence in “Everyday life” becomes the root of extermination from neoliberalism. Life becomes de-politicized.

Joronen 13 (Mikko, Department of Geography and Geology, Geography Section, University of Turku, Finland, “Conceptualising New Modes of State Governmentality: Power, Violence and the Ontological Mono-politics of Neoliberalism” Geopolitics)

A growing visibility given to neoliberalism among geographers over the last ﬁfteen years has led

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re-opening the ontological mono-politics of neoliberalism for proper critique.

#### The city has been objectified as a “zone” that does not contribute to the economy and so is viewed as an object to be passed on rather than individual subjects – they serve self-interested planning rationales rather than maintaining intrinsic value

Young and Keil 09 (Douglas and Roger, Professors at York University, Cities <http://www.sciencedirect.com/science/article/pii/S0264275109001085>)

What, then, are the infrastructural necessities specific to the in-between city

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be transgressed at high speed to reach other points in the urban region.

#### This instrumentality precludes ethics and results in inevitable environmental destruction

Morgareidge 98 (Clayton, Prof of Philosophy at Lewis and Clark College, Why Capitalism is Evil 08/22 [http://www.lclark.edu/~clayton/commentaries/evil.html)\*\*edited](http://www.lclark.edu/~clayton/commentaries/evil.html)**edited) for Ablist language

Now none of these philosophers are naive: none of them thinks that sympathy,

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**capitalism is on the table will ethics have a seat** at the table.

#### Neoliberal governmentality independently ensures extinction – war, disease, and environmental collapse- economic decision-making views people as a disposable resource for producing capital, only stepping outside this frame for politics can avert extinction

Giroux 06 (Henry A. Giroux currently holds the Global TV Network Chair Professorship at McMaster University in Canada. “Dirty Democracy and State Terrorism: The Politics of the New Authoritarianism in the United States,” Comparative Studies of South Asia, Africa and the Middle East 26.2 (2006) 163-177.)

While it would be ludicrous to suggest that the United States either represents a mirror

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access to basic health services. AIDS has orphaned 15 million children. During

### 1AC Advantage 2

#### Contention Two – Opening the black box –

#### The modern city has co-evolved with the emergence of infrastructures, it is the site at which capitalist production and expansion takes place. In order to understand the political context of the urban city we must exercise our agency as individuals to combat the technocratic modes of city planning that have created squo injustice. Relational Planning is key

McFarlane and Rutherford 08 (COLIN McFARLANE, phD Urban Geography – Durham University, and JONATHAN RUTHERFORD professor of cultural studies at Middlesex University, “Political Infrastructures: Governing and Experiencing the Fabric of the City”, Inside International Journal of Urban and Regional Research DOI:10.1111/j.1468-2427.2008.00792.x Volume 32.2 June 2008 363–74)

The last decade or so has seen a veritable profusion of social science studies of

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of the politics of the urban fabric (Legg and McFarlane, 2008).

#### Debate should facilitate Political Education, not Politicizing Education—the role of student-debaters is to move beyond the constraints of the political world we have inherited. Vote aff to challenge politics-as-usual.

Giroux 12 (Henry A. Giroux, Global TV Network Chair Professorship in the Department of English and Cultural Studies at McMaster University, 2012 “Can Democratic Education Survive in a Neoliberal Society?” truthout, October 16th, Available Online at http://truth-out.org/opinion/item/12126-can-democratic-education-survive-in-a-neoliberal-society, Accessed 11-13-2012)

One useful approach to embracing the classroom as a political site, but at the

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for complicating issues, promoting critical dialogue and generating a culture of questioning.

#### Critique infrastructure: The role of the judge and the students should be as transportation planners. The role of the ballot is to identify the best method to plan infrastructure – Use your ballot to signal a refusal in the participatory regime of neoliberalism.

Young and Keil 09 (Douglas and Roger, Professors at York University, Cities <http://www.sciencedirect.com/science/article/pii/S0264275109001085>)

How can renewal come to the politics of infrastructure in the in-between city

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connectivity on the basis of their own experienced needs of mobility and access.

#### Relational planning as advocated creates a new method of evaluating the city and infrastructure – only that can solve

Graham and Healey 99 (Stephen Patsy - Centre for Research in European Urban Environments, School of Architecture, Planning and Landscape, University of Newcastle, “Relational concepts of space and place: Issues for planning theory and practice” European Planning Studies Volume 7, Issue 5, 1999 DOI:10.1080/09654319908720542 Taylor & Francis)

We argue in this paper that planning practice and much academic work by planners has

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mediate inevitable conflicts without allowing one-dimensional viewpoints to regain their dominance.

### 1AC Plan

#### The United States federal government should provide substantial investment for relationally planned transportation infrastructure.