Document A: Prior to 1850 the location of all major North American cities was related, chiefly, to what ________________________
http://www.newgeography.com/content/004431-a-tale-273-cities

- The canal system reaches its mature peak, as strategic locations on the Great Lakes and inland rivers and canals, such as
  - Buffalo, Detroit & Cleveland on Lake Erie
  - Milwaukee and Chicago on Lake Michigan
  - Memphis & St. Louis on the Mississippi River
  - Cincinnati on the Ohio River

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Document B: What was the major orientation of cities in 1850?
Document C: What initially gave Americans safer access to West Coast Cities?

Florida's largest streetcar system would cease operation in 1936.

Document D: Why were streetcars useful in between 1890-1920?
The good wife’s guide was published in a popular women’s magazine.

Document E:
1. Where and when was this article published?
2. What is the purpose of this article?
3. What three tips do you find most interesting or odd?
4. If you are female, could you abide by these guidelines? If you are male, would you expect your future wife to abide by these guidelines? Provide a brief explanation of your answer.
According to Bailey and Kennedy, how did Henry Ford’s mass production techniques influence the cost of the automobile?
Document H: Why did President Eisenhower spend so much money to build a highway system?

Document I:
No one in or out of the federal highway program would argue against the charge that treatment of expressway construction disruptees has been historically shabby, its major characteristics having been routings through low income, often minority-group neighborhoods; quick but grossly inadequate settlements with owner-occupants and tenants; and a nearly complete failure to insure availability of decent relocation housing at fair cost.
According to the document, what effect did highway construction often have on poor, minority, urban neighborhoods?
The automobile allowed a completely different pattern. Today there is often a semi-void of residential population at the heart of a large city, surrounded by rings of less and less densely settled suburbs. These suburbs, primarily dependent on the automobile to function, are where the majority of the country’s population lives, a fact that has transformed our politics… In more recent years the automobile has had a similar effect on the retail commercial sectors of smaller cities and towns, as shopping malls and superstores such as the Home Depot and Wal-Mart have sucked commerce off Main Street and into the surrounding countryside.


According to John Steele Gordon, what impact has the automobile had on retail locations?

Document J & K: According to John Steele Gordon and the map above, what impact has the automobile had on retail locations?

Document L: We [the Supreme Court] come then to the question presented: Does segregation of children in public schools solely on the basis of race, even though the physical facilities and other “tangible” [real] factors may be equal, deprive the children of the minority group of equal educational opportunities? We believe that it does. . . . Source: Brown v. Board of Education of Topeka, 1954

According to this document, what inequality did African Americans experience?
Document M: We [the Supreme Court] conclude that, in the field of public education, the doctrine of “separate but equal” has no place. Separate educational facilities are inherently [by nature] unequal. Therefore, we hold that the plaintiffs [the Brown family] and others similarly situated for whom the actions have been brought are, by reason of the segregation complained of, deprived of the equal protection of the laws guaranteed by the Fourteenth Amendment. This disposition [ruling] makes unnecessary any discussion whether such segregation also violates the Due Process Clause of the Fourteenth Amendment. Source: Brown v. Board of Education of Topeka, 1954

According to this document, what was the Supreme Court's ruling in Brown v. Board of Education of Topeka?

Document N: William Julius Wilson, sociologist, The Truly Disadvantaged, 1987. The exodus of black middle-class professionals from the inner city has been increasingly accompanied by a movement of stable working-class blacks to higher income neighborhoods in other parts of the city and to the suburbs… Unlike in previous years, today's ghetto residents represent almost exclusively the most disadvantaged segments of the urban community- including those families that have experienced long-term spells of poverty and/or welfare dependency, individuals who lack training and skills and have either experienced periods of persistent unemployment or have dropped out of the labor force altogether, and individuals who are frequently involved in street criminal activity

According to the document above, what effect has the highway system and suburban sprawl had on minority groups?

Document O: According to the map, what remains to be an issue in the US?

What is the cause of this issue?

Source: adapted from The New York Times, April 2, 2000, p. A5
The slope of the regression line through these points suggests that each black arrival was associated with two white departures.

**Document P & Q:** Using the above two Documents, describe some historical reasons why white flight occurred out of inner cities?

**Document R:** 1. Using the document on the left, describe the correlation in Jacksonville, FL between race and income.

2. Give one reason why this correlation exists?

**Source:** Whitney M. Young, Jr., Executive Director, National Urban League, presentation at Joint Center for Urban Studies, Harvard and M.I.T., 1967.

In 1910, when the Urban League was founded, 73 per cent of all (African Americans) lived in rural areas. Today, 73 per cent of all (African Americans) live in cities. In just one decade, New York City lost a middleclass white population almost the size of Washington, D.C., and gained a nonwhite population almost the size of Pittsburgh.
**Document S & T:** Why did the city of Jacksonville annex the area surrounding it? Annexation means to incorporate (territory) into an existing political unit.

**Document U:** What did the automobile mean for the housewife? Unlike public transportation systems, it was convenient. Located right at her doorstep, it could deposit her at the doorstep that she wanted or needed to visit. And unlike the bicycle or her own two feet, the automobile could carry bulky packages as well as several additional people. Acquisition of an automobile therefore meant that a housewife, once she had learned how to drive, could become her own door-to-door delivery service. And as more housewives acquired automobiles, more businessmen discovered the joys of dispensing with [eliminating] delivery services—particularly during the Depression… Source: Ruth Schwartz Cowan, “Less Work for Mother” American Heritage, September/October 1987

According to this article, why do women learn to drive?
There have been tremendous changes in America since authorization of the interstate highway system in 1956. Population has increased by 70 percent, but employment has increased by more than 100 percent. The percentage of the nation's population that is employed has increased by nearly one-third in 40 years, reflecting a far higher rate of female participation in the work force. Household size has declined significantly. These factors combined to increase travel demand at a far greater rate than had been expected. And much of this increased travel has been on the interstate highway system.

1. How is the highway system connected to higher employment rates?

2. What demographic group is responsible for the drastic rates of increased employment?

3. What impact did this have on US female fertility or birth rates?
1923 Country Club Plaza, the first shopping center, opens in Kansas City.

1924 In November, 16,833 cars cross the St. John's River into Florida, the beginning of winter motor pilgrimages to Florida.

1930 Census data suggest that southern cities are becoming more racially segregated as car-owning whites move to suburbs that have no public transportation.

King Kullen, first supermarket, Queens, New York City. Supermarkets are an outgrowth of the auto age, because pedestrians cannot carry large amounts of groceries home.

1932 One-room rural schools decline because school districts operate 63,000 school buses in the United States.

1936 Car pools enable Montgomery, Alabama, blacks [African Americans] to boycott successfully the local bus company, beginning the modern civil rights movement.

National Defense and Interstate Highway Act passed. President Eisenhower argues: “In case of atomic attack on our cities, the road net [network] must allow quick evacuation of target areas.”

1957 Sixty-six-year-old gas station operator Harlan Sanders, facing bankruptcy because the interstate has bypassed him, decides to franchise his Kentucky Fried Chicken restaurant.


Draw 3 conclusions supported by the above document on the influence of the Automobile and Highway system on the urban landscape.
Document Y: List the reasons for city sprawl chronologically using the document above.
According to document Z & AA above. What can western clay county, which is predominately farmland, expect in the future?

BB. [http://calag.ucanr.edu/Archive/?article=ca.v045n03p10](http://calag.ucanr.edu/Archive/?article=ca.v045n03p10) and [http://calag.ucanr.edu/Archive/?article=ca.v052n03p5](http://calag.ucanr.edu/Archive/?article=ca.v052n03p5)

What obstacles does California’s Central Valley face?


What are potential benefits of adding a high speed rail through California’s central valley?

What are some concerns?
2017 FRQ

1. In the last half of the twentieth century some United States cities experienced decline due to deindustrialization and loss of population due to suburbanization. To counteract the inner city decline, urban planners have embraced New Urbanism and mixed-use development to attract residents back to the city.

A. Identify TWO goals of the New Urbanism movement.
B. Explain the difference between mixed-use development and traditional zoning practices.
C. Explain TWO benefits of mixed-use development in promoting urban growth.
D. Explain TWO criticisms of New Urbanism.
E. Explain one obstacle to overcome in order to institute New Urbanism

A. Two goals of New Urbanism
1. Prevent sprawl- involves fixing and infilling cities, as well as the creation of compact new towns and villages.
2. Prevent urban decay/ Renew inner cities
3. Create walkable cities- Pedestrian friendly street design, with things close together
4. Increase bikability
5. Reduce automotive dependence, increase public transportation and connectivity
6. Sustainability Reduce automotive related pollution and more energy efficient transportation
7. Dense mixed-use space- shops, offices, apartments, industry and homes
8. Community spaces such as parks, plazas, or neighborhood squares, public space at center
9. Increase diversity in age, culture, ethnicity and income levels
11. Eliminate food deserts
12. Green buildings (energy efficient)
13. Decrease commuting time

B. Mixed-use v. traditional zoning
-Mixed-use= multiple land uses in the same space v. segregated use based on economic function (ie. residential, commercial or industrial)

C. Two benefits
1. Closeness to goods and services and work
2. Less "dead space" (parking)
3. Prevent sprawl
4. Better sense of place and community identity with more unique architecture; increased social interaction
5. Cohesive community -pedestrian friendly communities offer more opportunities to get to know others in the neighborhood and town, resulting in meaningful relationships with more people, and a friendlier town;
6. Less traffic congestion and less driving
7. Healthier lifestyle with more walking, and less stress;
8. Close proximity to main street retail & services;
9. Close proximity to bike trails, parks, and nature
10. More freedom and independence to children, elderly, and the poor in being able to get to jobs, recreation, and services without the need for a car or someone to drive them;
11. Great savings to residents and school boards in reduced busing costs from children being able to walk or bicycle to neighborhood schools;
12. More diversity and smaller, unique shops and services with local owners who are involved in community;
13. Big savings by driving less, and owning less cars;
14. BENEFITS TO BUSINESSES- Increased sales due to more foot traffic & people spending less on cars and gas;
15. Less spent per capita on infrastructure and utilities than typical suburban development due to compact, high-density nature of projects; More efficient use of tax money with less spent on spread out utilities and roads
16. Increased real estate value, tax base due to more buildings packed into a tighter area;
17. Less crime and less spent on policing due to the presence of more people day and night;
18. Greater civic involvement of population leads to better governance
19. Less co2 emissions
20. Redevelopment of brownfields, redevelopment and decreased dead space (surface parking and underutilized vacant property)
21. Preservation of green spaces and farmland

D. Two criticisms
1. Lack of privacy
2. Lack of ethnic diversity/ segregation
3. Lack of affordable housing
4. Increased property taxes
5. Pollution, industrial accidents

E. OBSTACLES TO OVERCOME
1. Current codes do not allow New Urbanism to be built.

2. Curb building of new highway systems
Questions by Carol Ann Gillespie Curriculum Module: Urban geography

- What is the difference between ghettoization and gentrification?
- How are the outcomes of ghettoization and gentrification similar?
- What are the conflicts associated with both practices

Resources Curriculum Module: Urban geography

- Beauregard, Robert A. “Federal Policy and Postwar Urban Decline: A Case of Government Complicity?”
  www.mi.vt.edu/data/files/hpd%2012(1)/hpdp%2012(1)_beauregard.pdf.
- Bray, Rosemary. Unafraid of the Dark.
- Flag Wars. www.pbs.org/pov/pov2003/flagwars/update.html. This website gives useful information about the film Flag Wars and provides additional resources and links on housing, zoning, and gentrification issues.
- “A Tale of Three Cities” interactive map case studies of gentrification of Columbus, Ohio; San Francisco, California; and New York, New York. Click on these three maps to access interviews with residents, pictures of landmarks, U.S. Census data, and historical information about each neighborhood. Ten years of change (1990–2000) are represented in each map in addition to a brief history of the neighborhood. http://www.pbs.org/pov/pov2003/flagwars/special_tale.html.
- U.S. Department of Housing and Urban Development. http://www.hud.gov. This is the official site of the U.S. Department of Housing and Urban Development and includes a wide range of information on housing issues