

Key Issue 4: Why Do Suburbs Face Distinctive Challenges?

America in 1950:



20% lived in suburbs
40% in cities
40% in small towns / rural areas

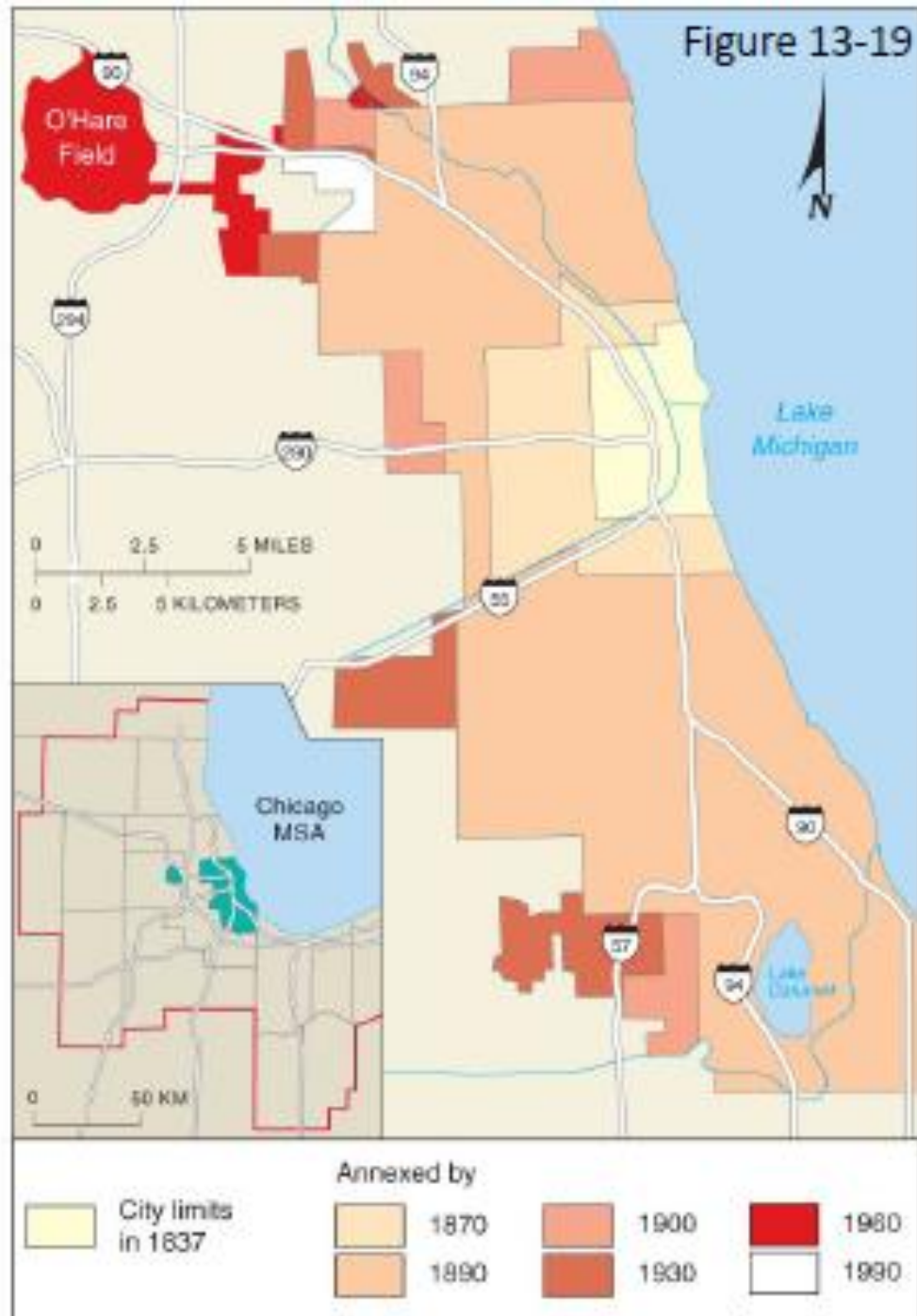
America in 2000:



50% lived in suburbs
30% in cities
20% in small towns / rural areas

Urban Expansion:

- U.S. cities grew rapidly in the 19th century.
- Chicago grew from 10 square miles (1837) to 190 square miles in 1900.
- *Annexation usually occurs when the majority of residents vote in favor of it.*



LOS ANGELES



The City (central city):
a city surrounded by suburbs

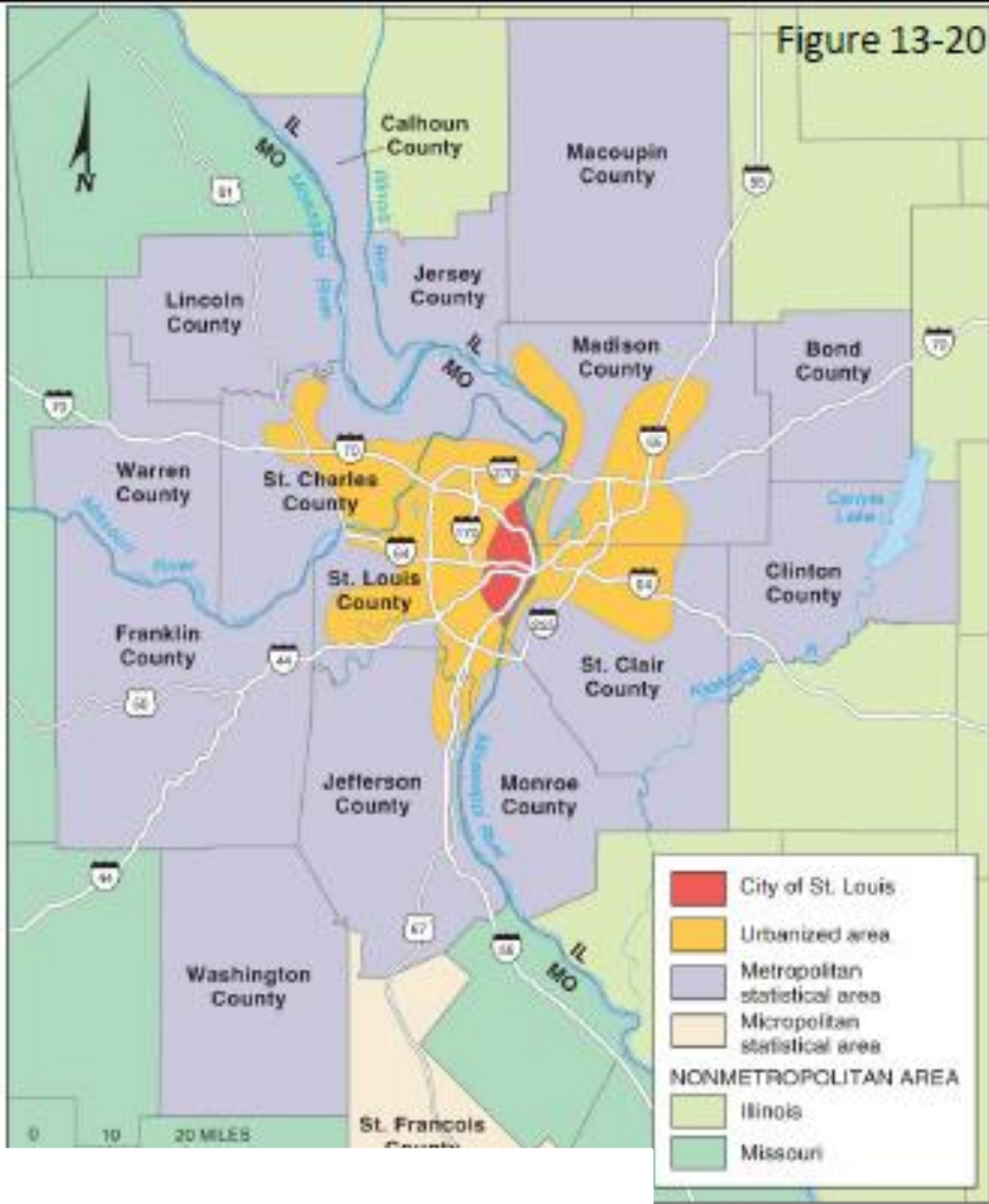
Example: *Los Angeles*

Urbanized area: *The central city and its suburbs.*

Example: *Los Angeles + Alhambra, Burbank, Glendale, Malibu, Monterey Park,*



Figure 13-20



St. Louis **Metropolitan Statistical Area** includes: *commuters, people that read the city's newspaper, watch local news, cheer for the Cardinals, Rams, or Blues.*



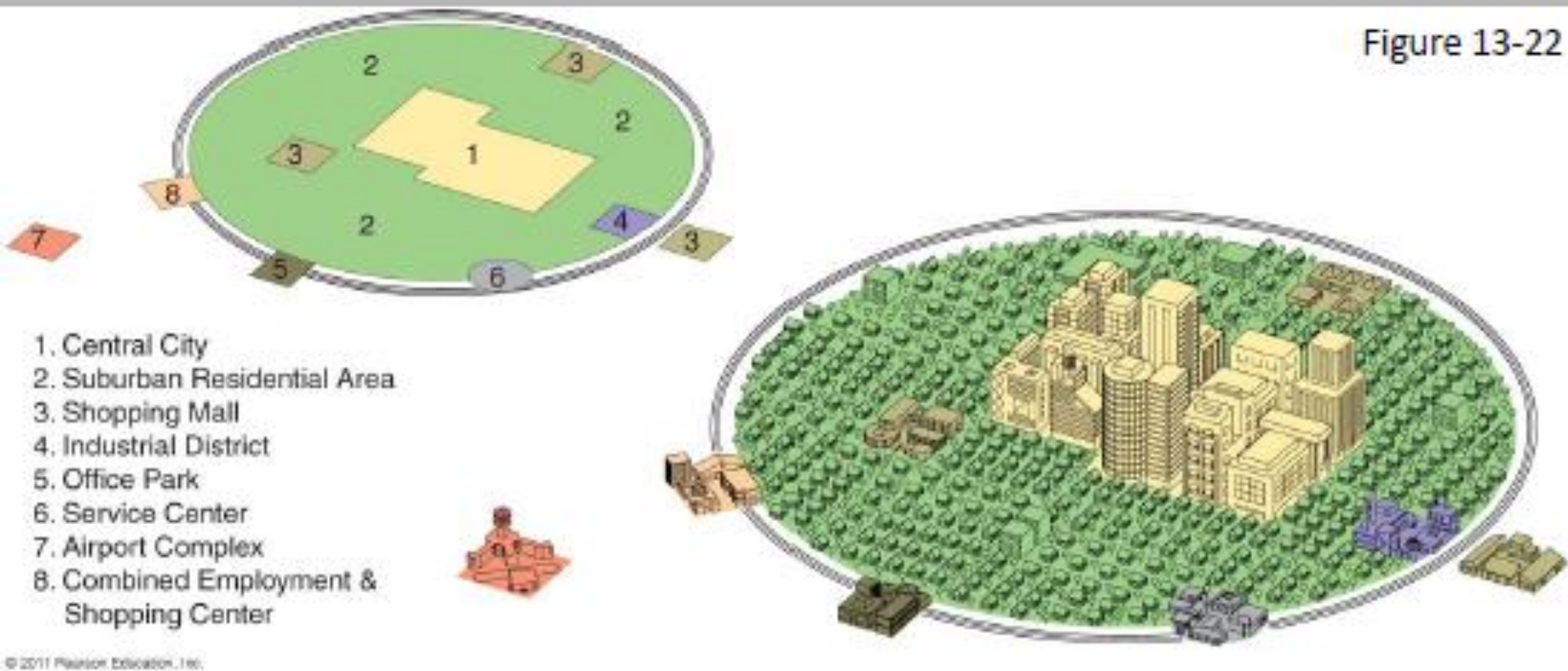
Megalopolis:

(figure 13-21)



Peripheral Model:

Figure 13-22



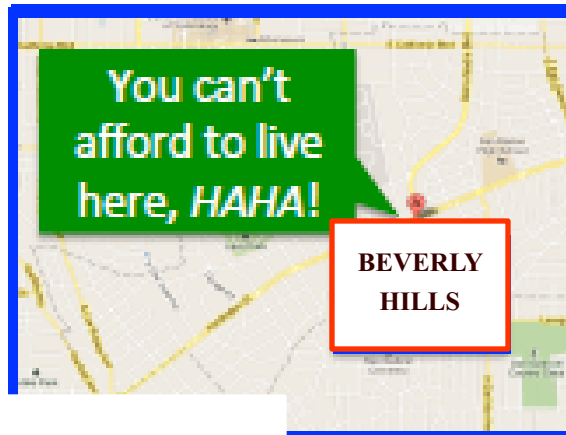
Density Gradient refers to the change in density in an urban area from the center to the periphery.

Suburban Segregation:

Modern residential suburbs are segregated in two ways:

Segregated Social Class:

- Housing in a suburban community is usually built for people of a single social class.
- Cost, size, and location can all EXCLUDE people from living there.



Segregated Land Use:

- Residential areas are separated from commercial & industrial/manufacturing areas.
- Zoning ordinances prevent mixing of land usage in the same district
- Low income?



Motor Vehicles / Automobiles:

- Suburban sprawl would not be possible without automobiles.
- More than 95% of all trips in the U.S. are made by cars.
- Americans prefer privacy & comfort (willing to sit in traffic & waste fuel)
- The U.S. government has encouraged the use of cars/trucks (cheap fuel, funding highways, etc.)



Cost of Cars:

Maintaining/building new highways,
Requires LOTS of space for roads/
parking lots (1/4 city's space!)
pollution, etc.

Owners: fuel, maintenance,
insurance, traffic = LOST TIME



Transportation and Suburbanization:



Public transit is better suited than automobiles at moving large numbers of people.

A bus can accommodate 30 people in the amount of space occupied by 1 car.

A train can transport the same amount of people as a 16 lane freeway.



Between 1936 and 1950, National City Lines and Pacific City Lines (owned by GM, Firestone Tire, Standard Oil of California, Phillips Petroleum, Mack Trucks) bought over 100 electric surface-traction systems in 45 cities including Baltimore, Los Angeles, New York City, Oakland and San Diego All the streetcars were dismantled or converted into bus operation.



THINK: *Why did they do this?*

America Rediscovered the Streetcar



Source: Infrastructure

www.goLAstreetcar.org

 \$1.2 billion	 \$150 million
 \$1.0 billion	 \$1.0 billion
 \$1.0 billion	 \$100 million
 \$1.0 billion	 \$100 million

Public Transportation in America Today:

- 1/2 of the trips to work in New York, Boston, San Francisco, and Washington DC are via public transportation (Nationwide: only 5%).
- New subway systems have been built in Atlanta, Baltimore, LA, Miami, SF, Washington DC (ridership up from 2 billion in 1995 to 3 billion in 2006).