



AP[®] Human Geography 2001 Sample Student Responses

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~~Many~~ Many things contributed to the
great rapid acceleration of suburbanization
~~after~~ since the 1950's and 1960's.

(d) Social and demographic trends during
this post-war time fostered suburbanization.

During this time, men were returning
from fighting in World War I and many
wanted to start families. The boom in
population growth that occurred during this
time is known as the 'Baby Boom'.

All of these new families that were
forming needed homes and many
desired areas of security and uniformity? ^(over) 

In addition a certain amount of
'white flight' was also occurring.
This is when white populations move
out of an area when black population
moves in. white flight within the
cities caused many people to turn to
the outlying suburban areas for housing.

(b) Housing production greatly increased
during this period. Assembly lines that
had been set up and used during the
war effort could now be used to produce
building materials for new homes.

Because of these assembly lines,
homes could be built very quickly.

In addition, many new G.I. bills
gave veterans money for housing. At
this time therefore, the government, and

money became very involved in the rapid building that was occurring.

(a) Transportation added greatly to suburbanization. People living in the suburbs, could not do so unless they had access to the city and the central business district where many of the residents work. This process of transportation aiding suburbanization is one of circular causation. Suburbanization couldn't have happened without the introduction of new highways and transportation systems and vice versa. Therefore, new highway systems were installed to link the suburbs and the central city. These highways offered homeowners access to the cheaper land of the outlying suburban area. These ~~the~~ new transportation routes would encourage car use and later on foster the movement of some services and businesses out into the suburban areas. Also government transportation bills ~~were~~ were passed which gave government financial aid towards

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The building of new transportation.

Ⓐ In addition, socially and economically speaking, before the war there had been a depression so no new housing had been built then. Also, women who had worked in factories during the war were now sent back to the home with the return of the male workforce. Women were thus encouraged to stay at home and raise children. Later however, many businesses would move out into the suburbs to tap the women workforce.

As North American society ^{continued} developed in the 1950s and 1960s the trend became a movement toward suburbs ~~rather than~~ by middle and upper class families. ^{Improved} Transportation facilitated this migration while the landscape preferences and social and demographic trends were cultural push ~~factor~~ and pull factors ~~leading to~~ causing it.

~~There~~ There was a time when today's suburbs did not even exist; they were simply open prairies. After World War II much of the economy went to improving transportation. Highways were built leading out of the cities and branching off of these highways were newly-built suburbs. Highways allowed for people to live farther away from the CBD and still commute to work. They ^{led to the creation} ~~created~~ or what ~~is~~ none in urban models so the commuter zone. Automobiles were then owned by almost every household. ~~and~~ Public transportation has also been available ~~for~~ for many years but the luxury and privacy a person could feel when owning and driving a car were favored and thus public transportation diminished.

Why did people choose to ~~travel~~ commute on these highways to get to work?

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For many the answer lied in the landscape of the suburbs. Cities can often be too large or dense or heterogeneous for a person to feel comfortable. So, people often move to suburbs where the uniform landscape of homes with ^{their} yards ~~and~~ provide a more comfortable feeling. Also, the uniform landscape of the surrounding businesses like McDonalds make people feel more "at home" in these suburbs because they recognize such physical features. Often the skyscrapers and crowded streets of CBDs don't provide the same comfort zones for people.

Social and ~~Demographic~~ demographic trends also greatly influenced people to move to suburbs. Many of those who moved moved with families. The social trend of violence in the cities was not deemed fit ~~to~~ to raise a family in. So people often moved for the "safety" of the suburbs, or at least a feeling of safety. Demographic trends such as education level also played a role. Most who moved to suburbs could afford to do so because of their education. They wanted to raise their children at ~~the~~ better schools found in the suburbs because many schools districts in the cities were beginning

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to decline in their academic capabilities. Suburban schools in these safe neighborhoods provided for an excellent place for a family. Thus the picture-perfect American family of the 1950s and 60s lived in a home surrounded by a yard with a white picket fence where children could be safe to play and learn and grow up.

The development of suburbs in North American metropolitan areas has greatly accelerated since the 1950's and 1960's. A number of factors have contributed to this ~~phenomenon~~ phenomenon. Three of these are transportation, housing production, and social and demographic trends.

Starting with 1950's, better roads and increasing number of cars has allowed people in metropolitan areas to travel longer distances in shorter time. This allowed them to be able to afford to live farther away from their places of work. Thus creating suburbs. Improvements in highway systems and public transportation not to mention the increased production of automobiles, which ~~de~~ decreased the cost of them as well, ~~the~~ increased the economic reach of metropolitan areas and allowed the workers to move farther away without adding costs to transportation costs.

Housing production was another major factor in the increase of suburbs after 1950's. Being farther away from the CBD of the city,

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suburbs had comparably low land costs with allowed builders to build bigger homes at lower cost. Cheaper land meant cheaper housing production and sale, which ~~is~~ brought in an increasing number of interested buyers. New housing production with its new house building techniques allowed more houses to be built at less time with added to the increasing growth of suburbs.

~~These factors went into the~~
~~increase of suburban areas offering~~
~~to~~ ~~and~~ ~~still~~ ~~at~~ ~~3~~

A number of factors accelerates the development of suburbs in North American metropolitan areas after 1950's and are still active today.