

Sean Gordon

Arch 321

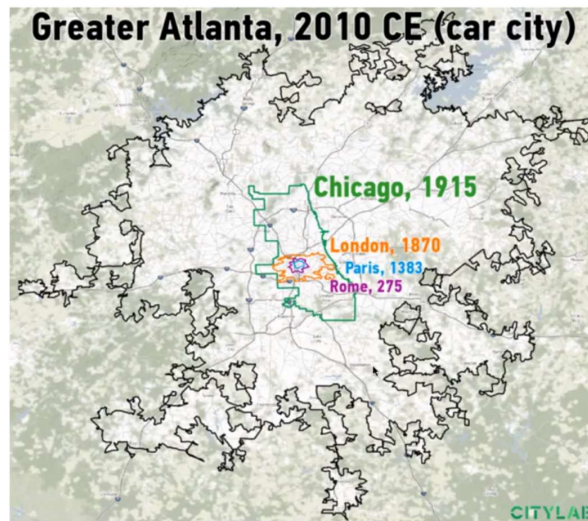
Module 2, Lecture 1 Response

This lecture focused on the development of transportation methods in and between cities in various eras, and its effect on the cities of North America.

Before the 1850s, cities were restricted to a smaller area so that people could walk between facilities and conduct business without travelling more than a mile or two. With the introduction of better transportation in cities like omnibuses, cities were able to expand to a larger area because of the faster speeds of movement. In modern times, this is compounded on with the invention and refinement of automobiles, with cities like Atlanta encompassing more than 130 square miles.

With all the benefits of the new forms of transportation emerging in cities, there were also downsides. Omnibuses and rail cars created even more congestion in already packed cities, sometimes causing more problems than they were worth. Various solutions were attempted, like the raised roadways that lifted busses above the pedestrians, but these were unseemly and blocked both light and advertisements. The best serving solution turned out to be depressed railways, putting rail systems under the streets to minimize impact on the city. These subway systems were created using the 'cut & cover' technique, cutting a road out, installing the subway, then covering it back up.

While inner-city transportation was being upgraded, so was inter-city transportation. Railways between major cities and locations began popping up across the country, fueled by the lucrative economy of the northern US. Enormous cities spawned next to railways at halfway points, while already existing ones saw an explosion in population. Railways were quickly replacing waterways as the main form of transportation between cities.



24 Largest Cities in 1870

1	New York city, NY *	942,292
2	Philadelphia city, PA	674,022
3	Brooklyn city, NY *	396,099
4	St. Louis city, MO	310,864
5	Chicago city, IL	298,977
6	Baltimore city, MD	267,354
7	Boston city, MA *	250,526
8	Cincinnati city, OH	216,239
9	New Orleans city, LA	191,418
10	San Francisco city, CA	149,473
11	Buffalo city, NY	117,714
12	Washington city, DC *	109,199
13	Newark city, NJ	105,059
14	Louisville city, KY	100,753
15	Cleveland city, OH	92,829
16	Pittsburgh city, PA *	86,076
17	Jersey City city, NJ	82,546
18	Detroit city, MI	79,577
19	Milwaukee city, WI	71,440
20	Albany city, NY	69,422
21	Providence city, RI	68,904
22	Rochester city, NY	62,386
23	Allegheny city, PA *	53,180
24	Richmond city, VA	51,038

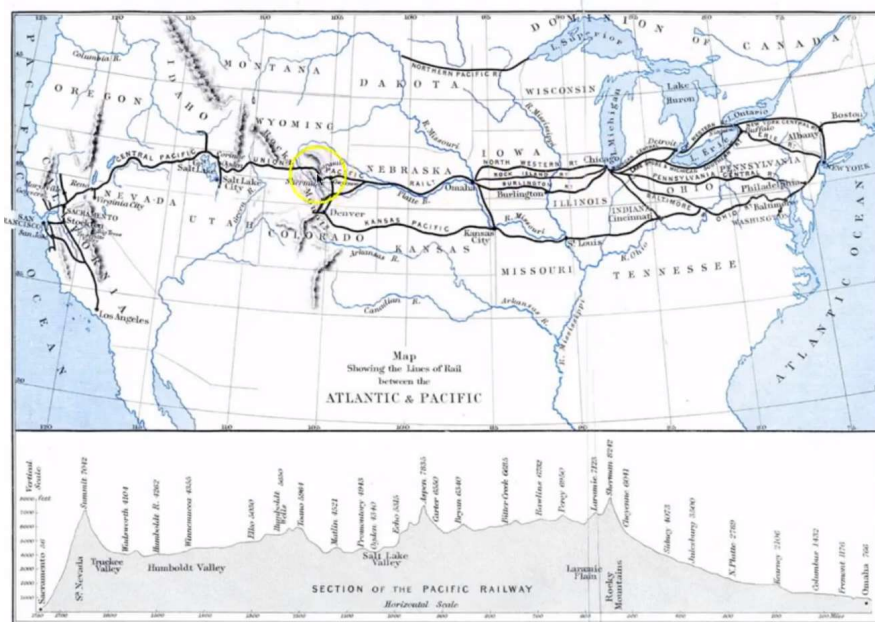
24 Largest Cities in 1890

1	New York city, NY *	1,515,301
2	Chicago city, IL	1,099,850
3	Philadelphia city, PA	1,046,964
4	Brooklyn city, NY *	806,343
5	St. Louis city, MO	451,770
6	Boston city, MA	448,477
7	Baltimore city, MD	434,439
8	San Francisco city, CA	298,997
9	Cincinnati city, OH	296,908
10	Cleveland city, OH	261,353
11	Buffalo city, NY	255,664
12	New Orleans city, LA	242,039
13	Pittsburgh city, PA *	238,617
14	Washington city, DC *	230,392
15	Detroit city, MI	205,876
16	Milwaukee city, WI	204,468
17	Newark city, NJ	181,830
18	Minneapolis city, MN	164,738
19	Jersey City city, NJ	163,003
20	Louisville city, KY	161,129
21	Omaha city, NE	140,452
22	Rochester city, NY	133,896
23	St. Paul city, MN	133,156
24	Kansas City city, MO	132,716

These graphics show the incredible effect transportation has on the growth of cities. From walking, to the use of omnibuses, to the use of the automobile, city reach has grown exponentially.

1873 (notice the lack of railways in the South)

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This graphic shows the status of the railways just after the time of the American Civil War. Because of the enormous economic drive of the north, railways were enormously more common above the center line of the US, reaching from coast to coast.