POPULATION AGE 65 OR OLDER IN 2000 AND 2050 (in percent)

Country	Population Age 65 or Older, 2000 (percent)	Population Age 65 or Older, 2050 (percent)	Change in Proportion 65 Years or Older (percent)
Belgium	17	28	65
Denmark	15	24	59
Japan	17	32	86
Russian Federation	13	25	100
Ukraine	14	27	91
United Kingdom	16	25	56

2. The average age of the population in selected developed countries listed in the table above has been increasing.

   A. Identify and explain two reasons that the average population age is increasing in developed countries.

   B. Identify and explain one social consequence and one economic consequence that countries face as their populations age.

3. Over the past 150 years, railroad and highway systems influenced patterns of urban growth in the United States.

   A. Identify and explain one way that railroads affected the size and one way that railroads affected the form of cities in the United States between 1870 and 1920.

   B. Identify and explain two ways that the Interstate Highway System affected cities in the United States between 1950 and today.

STOP

END OF EXAM

Question 3

Over the past 150 years, railroad and highway systems influenced patterns of urban growth in the United States.

Part A (4 points)

Identify and explain one way that railroads affected the size and one way that railroads affected the form of cities in the United States between 1870 and 1920.

Size of cities: identify and explain one of the bulleted points below for a total of 2 points.
Cities grew:
- Stimulate economic growth: railroads connectivity/accessibility accelerated economic activity in cities
- Migration/labor force: population increased due to increased connectivity
- Corridors: cities increased in size along rail corridors due to increased connectivity
- Range: range of services and employment increased in distance from city center
- Commercial zone: industrial land use area increased to accommodate rail yards, stations, warehouses, engine shops
Cities declined:
- Bypassed cities: some cities declined that were not connected to the RR network

Form of cities: identify and explain one of the bulleted points below for a total of 2 points.
- CBD growth: central business district emerged and expanded
- Corridors: industrial corridors/districts along railways, depots, rivers, ports
- Urban pattern: star patterns or hub-and-spoke patterns, streetcar suburbs, wider roads
- Land values: real estate around passenger stations became more valuable and popular; railroads created socio-economic divisions

Part B (4 points)

Identify and explain two ways that the Interstate Highway System affected cities in the United States between 1950 and today.

Identify and explain two effects from below (only use each bulleted effect once for a maximum of 2 points).
- Relocation of economic activities: services, offices, retailing centers, transportation hubs, light industry and warehousing to highway interchange areas
- Suburbanization: larger suburban labor force could independently access downtowns by car without living there; contributed to decline or depopulation of city centers.
- Land use change: sprawl, suburban area expands as highways radiated out of city; more land area to automotive uses (e.g., parking lots, more lanes, eminent domain); divides city and creates socioeconomic divisions
- Increased economic connectivity: increased accessibility between cities reducing travel time/costs leads to economic growth; increased trucking with reduced shipping costs leads to economic growth
- Conurbations: highway corridors are spaces where conurbations form (I-95 in the northeast and South Florida; I-10 and 5 in Southern California)
- Edge cities: highways promoted the growth of Edge Cities near interchanges
- Environment: increased air, water, noise, and light pollution in cities, urban heat island
- Bypassed cities: some cities declined that were not connected to the highway network