

Factoids

1. Between 1860 and 1920 the number of people living in urban areas had increased from only 20% of the population to more than half, but by the '30s and '40s, the rate of urban growth slowed to almost zero. *City Life, Witold Rybczynski, p. 175.*
2. Cleveland reached its zenith right after World War Two, when it was America's seventh largest city in population at 914,000. Since 1950, it has lost nearly half its population. *Home from Nowhere, James Howard Kuntsler p. 161.*
3. 70% of the old central business district [of Cleveland] is surface parking. "We're Nagasaki. It's all flattened ... " *Home from Nowhere, James Howard Kuntsler, p. 163.*
4. In 1967 there were 9,000 shopping centers in the USA and in 1997 there were 43,000. Malls serve populations entirely dependent on automobiles. *The New Geography, Joel Kotkin, page 147.*
5. We have 20 square feet of retail space for every man, woman and child in America compared to 2 sq. ft. per person in Britain. *Slam-Dunking Wal-Mart, Al Norman, p. 24.*
6. Wal-Mart, the world's largest company, paid its 'Associates' an average wage of \$8.23 an hour in 2001, which is below the poverty rate for a family of three. [Local retailers can't compete.] *The Plain Dealer, October 28, 2003.*
7. Only 3% of the earth's surface is suitable for growing food. *Reasons for Saving Farmland, Ohio House of Representatives, Farmland Preservation Task Force.*
8. Seventy acres of farmland a day are being converted to non-farm uses in Ohio. *Reasons for Saving Farmland, Ohio House of Representatives, Farmland Preservation Task Force.*
9. Ohio's expansion of land use is three times greater than its population growth. *Robert Liberty, former head of 1000 Friends of Oregon and speaker at LWV event, February 5, '04.*
10. A suburban high school has a footprint 3-5 times larger than an urban high school. *Robert Liberty, Former head of 1000 Friends of Oregon and speaker at LWV event, February 5, '04.*
11. It costs \$1 million a mile to build rail and \$10-15 million a mile for highways [yet our laws favor roads]. *Thomas O'Leary, former Director of the Ohio Rail Development Commission in LWV book, Land Use and Transportation Policy in Cuyahoga County: A Close Relationship, p. 39.*
12. The Ohio Turnpike [in practice] controls its own funds and the power to take property for interchanges when negotiations ... fail. *LWV book, P. 36.*
13. It takes 100,000 gallons of water to make one automobile, car manufacturers say.
14. The earmarking of taxes for highways gives them dedicated funding while transit and trains are left to compete for general funds. *LWV book p.15.*

15. Eighty percent of all suburban automobile trips have nothing to do with work at all, but are short drives to places that used to be accessible on foot, such as shops, schools, parks, and friends' houses. *City Life, Witold Rybczynski, p. 126.*

16. An adolescent suburban male is more likely to be killed by an automobile than his urban peer by a gun. *Asphalt Nation, Jane Holtz Kay, p. 26.*

17. Originally designed to offer tax abatement to depressed areas...the Enterprise Zones have grown to include ... all but seven of Ohio's 88 counties [including our richest suburbs]. *The Plain Dealer, May 17 '93, LWV book, p.9.*

18. If we built our homes the way we do our roads, we'd plan the plumbing first; then design the house to fit around it. It should be the opposite. We should plan our homes and communities; then build roads to serve them in the best way. *Robert Liberty, Former head of 1000 Friends of Oregon and speaker at LWV event, February 5, '04.*