

IOWA PLANNING NEWS

VOL. 3—NO. 8

Published by the Iowa State Planning Board

August, 1938

DIRECTOR HOPKINS ATTENDS MISSISSIPPI PARKWAY MEETING

About fifty delegates from the five states on the west bank of the Mississippi River met in Davenport on August 20 to discuss ways and means of bringing about the proposed Mississippi Parkway, or "Missi-Sepe VieWay," from Canada to the Gulf of Mexico.

As reported by Director P. F. Hopkins upon his return from the meeting, the plan contemplates that the several states will provide the right-of-way and the National Park Service will construct, maintain and operate the highway, as in the case of the Natchez Trace in Tennessee and Mississippi and the Sky Line Drive in the Great Smokies.

In general the highway would follow the river, although its primary purpose would be to connect scenic and historic points along or near the river, and would be located and constructed so as to discourage any traffic other than pleasure and sightseeing. It would extend from the Chalmette monument in the battlefield of New Orleans to the Canadian border through Natchez, St. Louis, our Iowa Mississippi River towns, the Twin Cities, Duluth, and along the north shore of Lake Superior to connect with a similar scenic highway in Canada.

The organization to promote the parkway is composed of A. P. Greensfelder as president and W. W. Anderson as secretary, both of St. Louis, Missouri, and state committees of ten members each appointed by the governors. The chairmen of the state committees are ex-officio vice-chairmen and members of the executive committee which they compose, together with the association president and secretary.

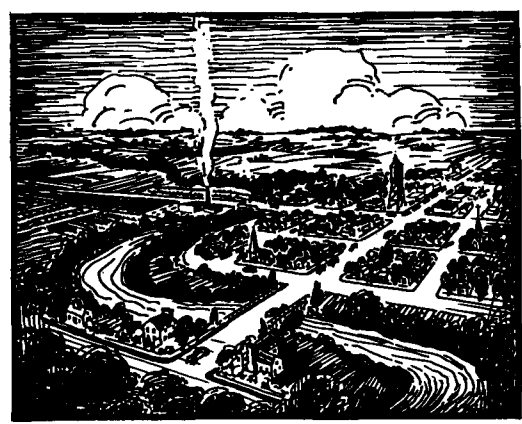
The committee of ten has not yet been appointed for Iowa.

A technical advisory committee also is proposed to be composed of representatives of the U. S. Army Engineers, National Park Service, Bureau of Public Roads, Biological Survey, the two National Resources Committee Regional Counselors, a technical representative from the highway department and park or conservation department of each state, and the directors of the state planning boards.

MARSTON ON TRUCK TAX COMMITTEE

Anson Marston, Dean Emeritus of Engineering, Iowa State College, brings an unusual technical background to the Transportation Committee and the sub-committee on truck taxation, of which he is a

Township Opinion Sampled on Soil Conservation Question



PLANNING A BETTER COMMUNITY

The booklet "Planning a Better Community" (see cover cut above) has been distributed to approximately 500 Iowa people interested in civic welfare and public works. A few hundred copies are still available for those individuals, planning commissions and other civic organizations desiring the booklet.

DUBUQUE MAKES ALLEY SURVEY

The Dubuque City Council has undertaken a new kind of traffic survey—in the alleys of the business section—after hearing Fire Chief Ryan's warning that movement of fire fighting equipment in the alleys would be prevented by congested conditions, and Building Commissioner Howie's suggestion of one-way traffic in the alleys as a possible solution.

SIoux CITY REQUESTS PLANNING PROJECT

Assistance from the State Planning Board has been requested by the Sioux City Plan and Zoning Commission in drawing up an application for a WPA planning project to include a riverfront survey, a street and building set-back survey and a study of municipal costs and revenues in various areas of the city.

in highway and other branches of civil engineering, he is highly familiar with highway construction, research and accounting.

Well grounded in the economics of transportation, Dean Marston is in a position to raise and help answer pertinent questions on the costs and equitable financing

MASON CITY PLAN COMMISSION RECEIVES COMMITTEE REPORT

Comprehensive vehicular traffic flow data, obtained by the State Planning Board through a statewide WPA urban traffic survey, have been interpreted by the Committee on Streets and Traffic of the Mason City Plan Commission.

In addition to various special developments and improvements to serve present and future traffic requirements most efficiently, the committee recommends a one mill city tax levy to build up a fund "to be used for the sole purpose of purchasing right-of-way for the proposals of the official major street plan and that such a tax be levied annually until all acquisitions recommended in the major street plan are completed.

"Property is to be acquired on all routes, including those to be developed by the State."

According to the committee, the type of information produced by the State Planning Board's study aided in defining the additions and alterations necessary to effect better traffic distribution and allow for the special requirements of various classes of vehicles.

Similar information has been provided by the Planning Board for a

PART OF STATE- WIDE STUDY BY PLANNING BOARD

Three sample townships in different sections of the state have been surveyed by the State Planning Board's Committee on Soil Conservation in an effort to gain first hand opinions from farmers as to the seriousness of their erosion problems and preferred methods of erosion control.

The three townships are Franklin in Marion County, Lincoln in Clay County and Grand Meadow in Clayton County. They were selected because of their proximity to soil conservation demonstration projects and the likelihood that their inhabitants would be familiar with the objectives and methods of soil conservation work.

Following township meetings conducted in two of the three townships, farmers not present at the meetings were contacted at home. A total of 229 farmers filled out questionnaires at the meetings or at home.

This survey represents one part of a study being made by the Planning Board in answer to Governor Kraschel's referral of the question of a proposed state soil conservation districts law.

Before such a law, which has been passed by the legislatures in approximately one-half the states, will be brought to the Iowa General Assembly for consideration, advantage will be taken of the opportunity to obtain from farmers and their organizations opinions on the principles involved.

County agricultural planning committees, the Farmers' Union, the Grange and the Farm Bureau are among the organizations whose suggestions have been solicited.

Dean H. H. Kildee, Chairman of the State Planning Board, is also chairman of the Committee on Soil Conservation.

THE NEW STYLE PLANNING NEWS

With this issue, the make-up of *Iowa Planning News* is being changed in an effort to make it more easily readable and to economize.

It has been found that this printed edition can be issued for less than the mimeographed *News* of the past, permitting a saving while ob-

IOWA STATE PLANNING BOARD 314 8th St., Des Moines

H. H. KILDEE, *Chairman, Dean, Division of Agriculture, Iowa State College.*

A. C. TROWBRIDGE, *Vice-Chairman, State Geologist.*

DR. WALTER L. BIERRING, *State Commissioner of Public Health.*

EDWIN P. CHASE, *Editor, Atlantic News-Telegraph.*

DR. F. J. COLBY, *State Conservation Commission.*

GEORGE J. KELLER, *Administrator, Iowa Works Progress Administration.*

IRVING H. KNUDSON, *Chairman, State Highway Commission.*

CHESTER A. PHILLIPS, *Dean, College of Commerce, State University of Iowa.*

AGNES SAMUELSON, *State Superintendent of Public Instruction.*

O. R. SWEENEY, *Chairman, Greater Iowa Commission.*

A. H. WIETERS, *Secretary*

P. F. HOPKINS, *Director*

P. H. ELWOOD, *Counselor, National Resources Committee.*

Iowa Planning News is issued without charge. Material in it is not copyrighted and may be reprinted without further permission.

TRUCK TAXATION

Among the challenging questions referred to the State Planning Board are these two concerning truck taxation: What is the most equitable system? What degree of uniformity is necessary between the laws of Iowa and those of neighboring states?

Three groups benefit from public highways, roads and streets. These groups are the motor vehicle operators (including truckers), the abutting property owners (some of whom may question whether traffic channels in front of their homes are unmitigated blessings) and the general public. Obviously there is considerable overlapping as to individuals, all of whom are in the third group and many of whom are in the first and second.

The motor vehicle operator pays, through motor fuel taxes, vehicle license fees, operator license fees, ton-mile highway taxes (for certain classes of truck operation) and occasional fines for accidental or deliberate violations of statute or ordinance, a large share of the cost of highway services.

Owners of urban property are familiar with special street assessments for the benefits considered to accrue to them through increased facility of access to their places of residence and business.

Less familiar are the charges paid by both urban and rural property taxpayers directly—and by others indirectly through rents, etc.—for roadway construction, maintenance and traffic control planned to benefit society in gen-

The problem of determining equitable truck taxation is not simple. Fortunately, some excellent work has been done in this state which throws light on the situation. Studies have been made by the Highway Commission on the volume, origin, destination and other characteristics of total traffic and truck traffic on all public roadways outside incorporated areas. Results of studies by the Planning Board on urban traffic can be, and for a number of areas have been, correlated with these data on non-urban traffic to form a regional picture. Tests have been made by the Engineering Experiment Station at Iowa State College and by the Highway Commission to determine the effects of different kinds of loads on various types of roadways.

The State Planning Board's Committee on Transportation (with sub-committees on truck taxation, secondary roads and highway safety) is analyzing the principles involved in an effort to help answer the question of how best to apportion roadway costs among the three groups of beneficiaries, and specifically among the different classes of truck operators.

The matter of uniform trucking fees among various mid-west states is also under consideration. In regard to this, it would appear that the best working arrangement might be for the Planning Board to make the basic studies, collecting and analyzing information on laws and regulations of Iowa and surrounding states, and for the Commissions on Uniform State Laws (authorized under Chapter 5, Code 1935) and Interstate Cooperation (House Concurrent Resolution No. 18, 47th G. A.), to negotiate with neighboring states and make recommendations to the General Assembly as to special legislative proposals.

THIS PROBLEM OF SECONDARY ROADS

One of the big tasks of the legislative branch of government is deciding, not only the worthwhileness of programs, but the priority and practicable rate of achievement of those that are unquestionably worthwhile. No one challenges the social desirability of better facilities for transportation, education, public health and a host of other essential programs, but many question which should come next—further road improvement, better schools, more adequate health control, or what.

Obviously the answer cannot be given by those who carry out these programs, for they tend naturally to have a prejudiced view as a result of their special work. (And with proper legislative control and direction, the public loses probably less by this kind of "prejudice" on the part of administrative employees than it gains by their enthusiasm and progress in their special endeavors.)

In the case of Iowa's secondary roads, general agreement seems to have been reached that improvement is needed. Whether a secondary road program should come after or ahead of various other public programs, and how fast it should be accomplished in view of its probable cost, are legislative questions.

In 1937 the total bill for county trunk road construction and maintenance in Iowa was over five million dollars. An average of about half a million dollars annually is expected to come during the next four years in the way of federal aid for secondary roads of principal traffic use and importance in relation to public needs. Unquestionably, portions of the county trunk system will command an important position in such a program.

Matched by state funds (actually exceeded, when preliminary engineering and administrative expenses are considered) this sum represents about a million dollars or twenty per cent of the 1937 total for county trunk roads.

Almost thirteen million dollars was the amount spent for county trunk road construction

words, a grand total exceeding eighteen millions was spent for county roads, trunk and local. Compared to this total the probably available federal aid appears to be less than three per cent.

If satisfactory farm-to-market road progress is to be made, according to some observers, additional state funds will be needed for an expanded program, beyond that which the federal government will assist, in order to take care of other trunk and local roads which may not qualify as "federal aid secondary roads" but which nevertheless need improving.

If any state funds for secondary roads are made available without additional taxation, certain adjustments may have to be made in other activities—curtailment of the primary highway program, perhaps, or reduction of expenditures for some other public service, or elimination of the gasoline tax refund.

If these state funds are derived from additional taxes, the motor vehicle operator may be asked to pay through higher license fees or gasoline taxes. Or perhaps the owners of abutting property, on the theory that value is added to their land; or the general public, on the theory that social and commercial intercourse is facilitated by improved roadways; or any two or all three of these groups.

Highways are different from many other public services in that they are more nearly self-sustaining. Those who use them and those who pay for them are to a great extent identical. But it should not be thought that there is no comparison, for example, between a dollar spent for gasoline tax and a dollar spent for income, sales or property tax. Consideration must be given to that vague thing called the ultimate limit which the public will choose to pay rather than forego the advantages of progress.

Neither the State Planning Board nor its Committee on Transportation nor the sub-committee on Secondary Roads has any ambition to assume the responsible task of determining the relative importance of "farm-to-market" or secondary roads. The same may be said of that other responsible task of deciding how to pay for whatever program is advanced.

But it would be unrealistic if not impossible for the committee members to discuss secondary roads without considering the various ways of financing them. These ways include an increased gasoline tax, other charges against the motoring public, general or district property taxes, diversion of other funds and curtailment of the programs now supported by these funds, and other alternatives.

The final choice as to objective and procedure should and will rest with the General Assembly. The committee will attempt to do only what preliminary sifting and organizing of pertinent facts is possible.

CEDAR RAPIDS VIEWS PLANNING

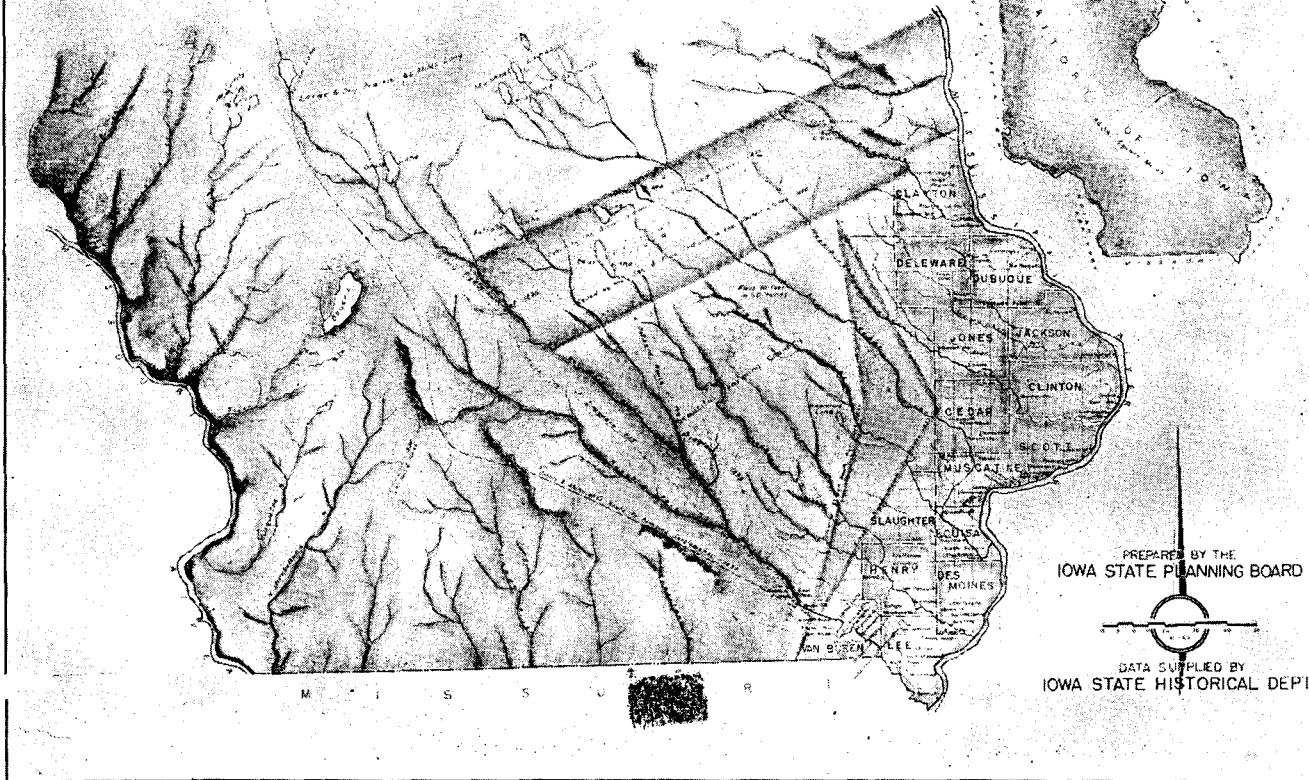
The "community plan" idea is giving way to one of "community planning" as a more vital, flexible concept. That a pretty map is not the final and unalterable evidence of city planning accomplishment is ably stated in a recent Cedar Rapids *Gazette* editorial in which are pointed out changes that have taken place since the last comprehensive plan was adopted.

New developments in urban transportation, new requirements for recreational facilities are mentioned in the editorial, which closes with a logical reference to the 1940 population census and the advantages of relating plans to the number, location and needs of the people.

No plea is made for extensive or expensive revision of Cedar Rapids' plan, but emphasis is laid on keeping an open mind and an open book on the subject of city planning. As times and people change, so must their programs if they are to continue to make, not merely to

IOWA IN 1838

IN 1838 THE TERRITORY OF IOWA WAS CREATED (SEE SMALL MAP AT RIGHT) THE MAP BELOW SHOWS THE DEVELOPMENT IN 1838 OF THAT PORTION WHICH LATER BECAME THE STATE OF IOWA. GEOGRAPHICAL FEATURES ARE DISTORTED IN ACCORDANCE WITH THE CONCEPTIONS OF THE TIME, WHEN ONLY THE EASTERN PART HAD BEEN SURVEYED.



FIXING IOWA'S BOUNDARIES

The present Iowa is a part of the vast territory formerly known as the Louisiana Purchase, the northern portion of which was called by several names, among them Territory of Indiana, Territory of Louisiana, and Territory of Missouri. Subsequent shifts and divisions eventually found Iowa a part of Wisconsin Territory. When the people living east of the Mississippi proposed to move the seat of territorial government from Burlington to near the present city of Des Moines, the several thousand people living west of the river moved to form a new territory to be known as Iowa Territory.

After a bitter debate in Congress, due mainly to the fear of the southern states that each new northern territory was a threat to the balance of power between the slavery and anti-slavery factions in Congress, an enabling act was passed in 1838 establishing Iowa Territory. Then commenced a struggle over boundaries for the new territory, which was to extend as far south as Missouri. The Mississippi on the east and the Missouri as far north as the mouth of the Sioux seemed to be accepted, but the state of Missouri contested the

A print about four times as large as the map shown above, suitable for coloring, is available for fifty cents.

A "war" seemed to be in the making, but after many proclamations, threats, attacks in the papers and petitions, an agreement was reached which was later confirmed by the U. S. Supreme Court, establishing the line which is the present boundary between Iowa and Missouri.

The Federal census of 1840 revealed an Iowa population of 43,000. A clamor was immediately raised for statehood and a constitutional convention was called. This convention chose as the northern boundary, a line from the mouth of the Sioux (near Sioux City) extending northeastward to the juncture of the Blue Earth River with the St. Peter River (now the Minnesota), thence down the St. Peter to its juncture with the Mississippi (a point near St. Paul).

When this came before Congress it was decided that the proposed state was entirely too large and the west boundary was changed to the 94th meridian (a score of miles west of the present state capital), and the northern boundary to the parallel. This constitution with rearranged boundaries was submitted to Iowa territorial voters and twice rejected by them.

tion called in Iowa City on May 4, 1846, was in session, Congress proposed a compromise on the basis of the northern boundary at latitude 43° 30'. This compromise was accepted and Iowa became a state December 22, 1846.

An editorial in the Iowa Recorder on March 15, 1845, referred to "the great and rich valleys of the Mississippi and of the Missouri . . . and the comparatively barren country that divided the watersheds between."

An earlier comment on the value of the Iowa uplands was made by Lt. Albert M. Lee, United States Dragoons, who travelled north across Iowa east of the Des Moines river and returned over the territory west of the Des Moines River, in the year 1835.

In his "Notes on the Wisconsin Territory; Particularly with Reference to the Iowa District, or Black Hawk Purchase," Lt. Lee said: ". . . at a distance from the river there is also much vegetable matter to decay. This evil is incident to all new countries; and the richer the country in point of soil, the greater is the evil; but it is one that is continually diminishing

PLANNING IN SCOTLAND

In Iowa there has been much discussion lately about city planning and the advantages of a carefully laid plan of city development. But the thrifty Scots have seen the advantage of this method of scientific growth and have established a satellite town which will not just grow hit or miss, but will develop along carefully-laid plans which will permit building by individuals which is contrary to the general plan. The seven schools are to be placed so that no child is more than 10 minutes walking distance. There will be green parks connecting the various parts of the city.

This is an example of what should be done in America. Cities in the old world perhaps are more stable and less likely to grow than cities in America. All of us have seen examples in this country of the sad results of expansion as the mood comes. Disputes arise, there is conflict between industrial and residential districts, highways which were formerly country roads are too narrow for city streets, there is confusion on the central districts or are already constructed minimum of planning there; but any suburban should follow well-defined

en milk and probably less than progressers, and an excellent care may not be" but aids are taxation, made in primary of exercise, or in addition or may be fees of value is public, on inter-ays; or er publicly self-those it identify there a dolent for generation led the loose to of pro- nor its mbly "mining ket" or said of how to possible second-various include against t prop id cur- ted by procedure Assem- to only of per- NING way to e vital, not the lanning t Cedar pointed ice the rtation, ies are with a census to the e. sensive phasis n open times am if rely to

Leisure Time Activities Reported by 2700 Iowans

RECREATION REPORT SOON TO BE RELEASED

Note: The following article is adapted from a report soon to be released on the leisure time activities and desires of Iowa citizens, as expressed by 2700 people in answer to a questionnaire. It discusses one aspect of the complex problem of developing and maintaining an adequate, well-balanced recreation program for Iowa's population.

"What to do? What to do?" Is there anyone who never asks himself this question when a few idle moments are suddenly at hand? Whether we thus quiz ourselves directly or follow a previously decided program, we must answer this question daily.

Certainly a definite knowledge of how a significant number of Iowans answer this question, and a consideration of how they would like to answer it if facilities were available to them, is vital in planning a recreational program.

As a part of a statewide recreation survey, the State Planning Board circulated an extensive questionnaire to which about 2700 individuals responded. From an analysis of the replies it is concluded that age is the most significant single factor in determining use of leisure time, and that sex is also influential in some respects, while occupation alone (divorced from age, sex and economic status) is a factor of minor importance.

A list of the 25 most popular (i. e., most frequently named) activities among those of each sex who answered the questionnaire follows.

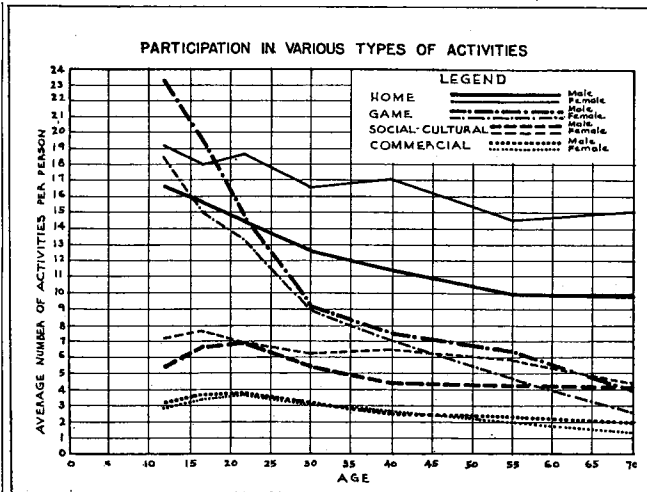
Males (1031)

1. Listening to radio (H)
2. Reading magazines and newspapers (H)
3. Attending the movies (C)
4. Auto riding for pleasure (O)
5. Caring for home grounds (H)
6. Attending fairs, expositions, etc. (C)
7. Conversation (H)
8. Picnicking (O)
9. Attending athletic events (charge) (C)
10. Writing letters (H)
11. Political, church and civic activities (S)
12. Reading books (fiction) (H)
13. Carpentry, painting and repair jobs (H)
14. Swimming (O)
15. Visiting or entertaining others (H)
16. Caring for vegetable garden (H)
17. Serious study (H)
18. Attending sports events (free) (O)
19. Reading books (non-fiction) (H)
20. Attending parties (S)
21. ...ing (O)
22. ...ly parties (H)
23. ...ard games (horse-croquet, etc.) (H)
24. ...rties (H)
25. ...ng amusement (C)

Females (1659)

1. Listening to radio (H)
2. Writing letters (H)
3. Reading magazines and newspapers (H)
4. Attending the movies (C)
5. Visiting or entertaining others (H)
6. Picnicking (O)
7. Reading books (fiction) (H)
8. Auto riding for pleasure (O)
9. Conversation (H)
10. Attending parties (S)
11. Political, church and civic activities (S)
12. Family parties (H)
13. Sewing and millinery (H)
14. Reading books (non-fiction) (H)
15. Attending fairs and expositions (C)
16. Caring for flower gardens (H)
17. Caring for home grounds (H)
18. Weaving and fancy needlework (H)
19. Serious study (H)
20. Caring for vegetable garden (H)
21. Attending athletic events (charge) (C)
22. Reading aloud (H)
23. Hiking (O)
24. Attending free sports events (O)
25. Card parties (H)

...ates a home activity, "C" a commercial recreation, "S"



Twenty of these activities are found in the lists for both sexes, indicating that to a large extent men and women are interested in the same leisure time activities.

These lists show clearly that the home is the center of the individual's recreation, fourteen of the most popular activities for men and sixteen of those for women taking place in and around the home. Attending parties and taking part in political, church and civic activities appear to be the most popular social and cultural activities for men and women.

Five sport and outing activities are in this list of twenty-five for men as compared to four for women. Auto riding for pleasure and picnicking are the two activities which take the greatest number of

people out-of-doors. Swimming is the most popular sport for men and barely failed to get on the "first 25" list for women. Both men and women like to attend sports events whether free or with an admission fee.

Attending the movies is easily the most popular activity sponsored commercially for both sexes and both also like to go to fairs and expositions. Last on the list of the 25 most popular activities for men is attendance at amusement parks, which evidently is accounted better than by men than by women, who

prefer many other activities to it. The many home activities listed here are so commonly engaged in by most of us that we seldom stop to think of them as being leisure time activities. Listening to the radio, reading newspapers and magazines, correspondence with friends and relatives, conversation, visiting and entertaining and family parties are so much a part of the average person's life that he scarcely considers their importance in making life enjoyable.

Although the activities listed are most important for each sex taken as a whole, a wide variety of others are engaged in by large numbers of Iowans of all ages. The figure at the top of the page indicates the average number of activities in the various groups (Home, Commercial, Social and Cultural) and

(Outing) for individuals of various ages in each sex group.

This chart clearly shows that the number of activities engaged in declines sharply with advancing age. In the field of sports and outing activities this is particularly true. The average boy of ten to fourteen engages to some extent in no less than 23.4 such activities. Men of thirty average slightly over 9, but those of sixty-five or older engage in only four of these activities. For women the reduction in this group is from 16.7 activities for the average girl of ten to fourteen to 2.7 for the average woman of sixty-five and over. Activities in the other groups show the same downward trend, although in lesser degree.

Commercial recreation and social and civic activities reach a maximum between the ages of fifteen and twenty-five for both sexes and hold a fairly steady interest for all age groups above this point.

Women have a greater total of activities than do men of the same ages, due principally to the larger number of activities in which they participate in and about the home.

The fact that, after the age of twenty, women show more activities than men may be due to the fact that most women, as housewives, have more control over the occurrence of their leisure time than do most men as breadwinners.

This diagram is a cross-section of the present population in Iowa.

What does it mean in terms of planning a recreation program for the future? Will today's youngsters, in twenty or thirty years, have recreational habits like oldsters of today? Or will the fact that children are now provided with many additional facilities which their parents never had, mean that they will retain more activities throughout life?

These and many other questions must be considered if we are to plan intelligently for recreation in the future.

LOCAL PLANNING NEWS SOLICITED

Information regarding local planning organizations and their activities in any Iowa town or city will be appreciated by the Iowa Planning Board.

IOWA PLANNING NEWS

Iowa State Planning Board
Des Moines, Iowa

POSTMASTER:—If addressee has moved, notify sender on Form 3547, postage for which is guaranteed.

Sec. 562, P. L. and R.
U. S. Postage
PAID
Des Moines, Iowa
Permit No. 1195

MRS. HORTENSE ANDREWS
ECON & SOC SEC
STATE LIBRARY

MEMBERS

H. H. KILDEE, CHAIRMAN
WALTER L. BIERRING, M. D.
E. P. CHASE
F. J. COLBY
GEORGE KELLER

P. H. ELWOOD, COUNSELOR
NATIONAL RESOURCES COMMITTEE

IOWA
STATE PLANNING BOARD

P. F. HOPKINS, DIRECTOR
614 VALLEY NATIONAL BANK BUILDING
DES MOINES, IOWA

MEMBERS

IRVING H. KNUDSON
C. A. PHILLIPS
AGNES SAMUELSON
O. R. SWEENEY
A. C. TROWBRIDGE

A. H. WIETERS,
SECRETARY

February 16, 1939

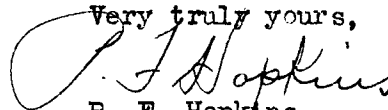
Miss Hortense Andrews, Librarian
Economics and Sociology Department
Iowa State Library
Des Moines, Iowa

Dear Miss Andrews:

This will acknowledge your
letter of February 15 for copies of "Planning News"
issued after the September-October issue.

For your information, the
September-October issue was the last one and it is
doubtful if another issue will be printed. However,
the Iowa State Library is on our mailing list and
you will receive a copy if and when, it is again
published.

Very truly yours,


P. F. Hopkins
Director

PFH:H