

NAME: \_\_\_\_\_

October 2018

SECTION LEADER: \_\_\_\_\_

## HISTORY / GEOGRAPHY / ENVIRONMENTAL STUDIES 469, MIDTERM EXAM

### I. MAPPING SECTION (10 points)

Below are 12 geographical features that can be located on a map. Select 10 of these and label the map on the other side of this sheet of paper, using whatever marker is most appropriate for indicating the site of the feature you are labeling (e.g., a point for a city, a line for a river, a polygon for a state or province, etc.) If multiple labels appear in close proximity to each other, please make sure your marks and labels are legible. You are required to do ten, with each answer being worth one point. There is no extra credit for doing more than ten, and all wrong answers count against you...so **don't do more than 10!!!**

- |                      |                         |
|----------------------|-------------------------|
| 1. Mississippi River | 7. Mohawk River         |
| 2. Lake Ontario      | 8. line of 20" rainfall |
| 3. Sierra Nevada     | 9. San Francisco        |
| 4. Montreal          | 10. Missouri River      |
| 5. North Dakota      | 11. Boston              |
| 6. St. Louis         | 12. St. Lawrence River  |

### II. WHICH CAME FIRST? IMAGE PAIRS ANALYSIS SECTION (10 points)

On pages 3 and 4 of this exam, you'll find five pairs of images. Analyze each pair, and indicate beneath each image whether it is "earlier" or "later" than the other image of the pair. Then, write a single sentence in the space beneath each pair indicating your most important historical evidence for chronologically ordering the two images as you have.

### III. ESSAY QUESTION (80 points)

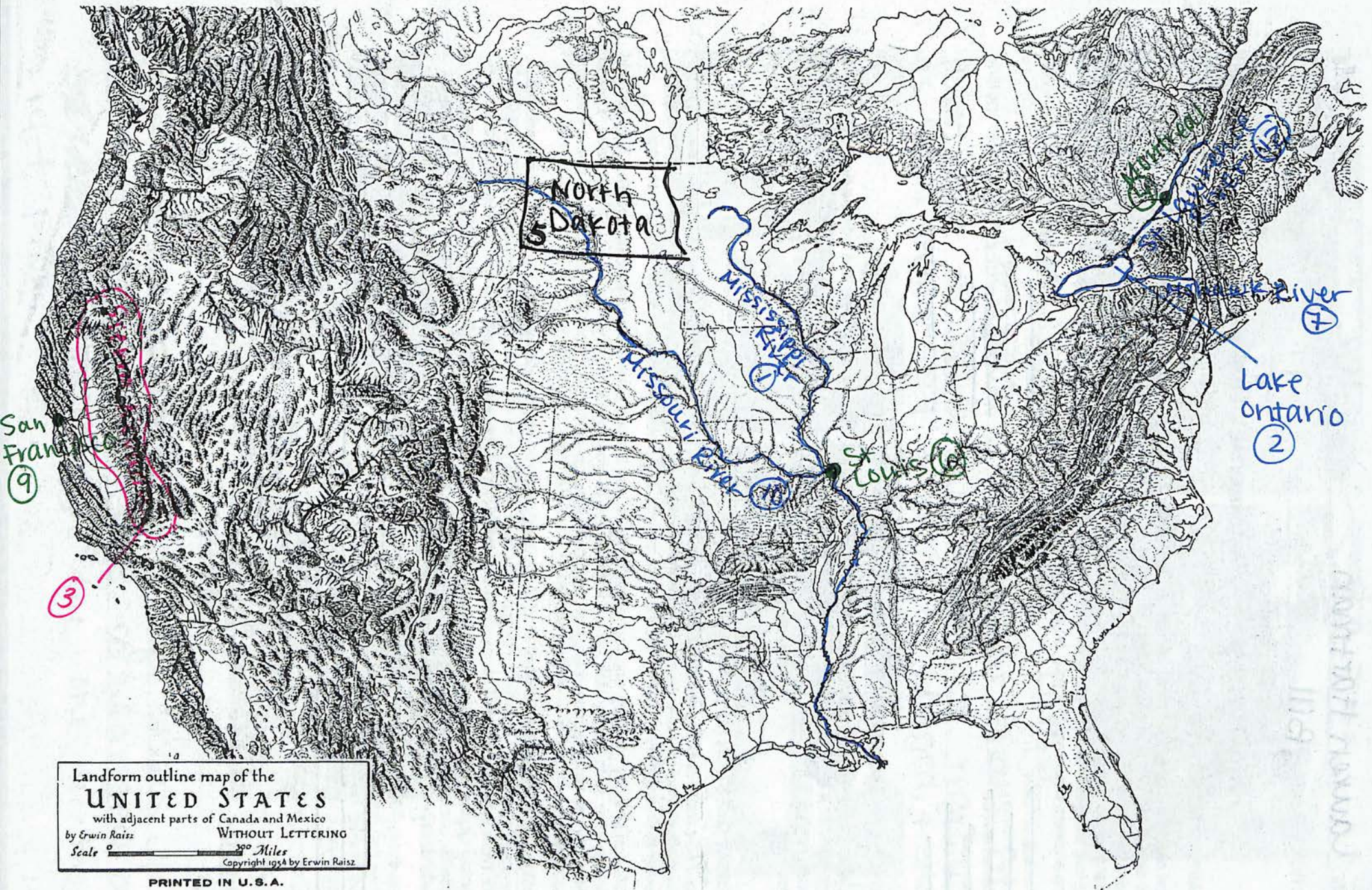
Write a 60-minute essay in response to the following question. Be sure whenever possible to use detailed evidence drawn not just from lectures, but from the readings and discussion sections as well. Remember that it's worth spending 5-10 minutes outlining your answer, and please leave your outline in the blue book.

It's 8AM on Monday morning, and you're making your way through East Campus Mall across East Johnson and University Avenue to Library Mall with a friend. As you're crossing University Avenue, your friend says, "Look at all this traffic! Americans must really love their cars. It makes no sense to me. We get along just fine on campus without them."

Hopefully, your reading of Christopher Wells's *Car Country* has persuaded you that your friend's remark that "Americans must really love their cars" can't by itself explain how the United States became "Car Country" by 1960. Wells argues that Car Country came into being not just because Americans were drawn to private automobiles, but also because of changes in technology, government subsidies, car-oriented development standards, car-based transportation policies, and other large-scale forces that gradually made the car seem more and more desirable, even essential, for life in many parts of the United States.

In this essay, identify what you regard as four of the most important technologies, laws, subsidies, standards, or policies that contributed to the creation of Car Country. For each, explain when it emerged; what problem it was responding to; how it helped transform the landscape; and what its effects were for the ways Americans came to relate to the changing landscape around them.



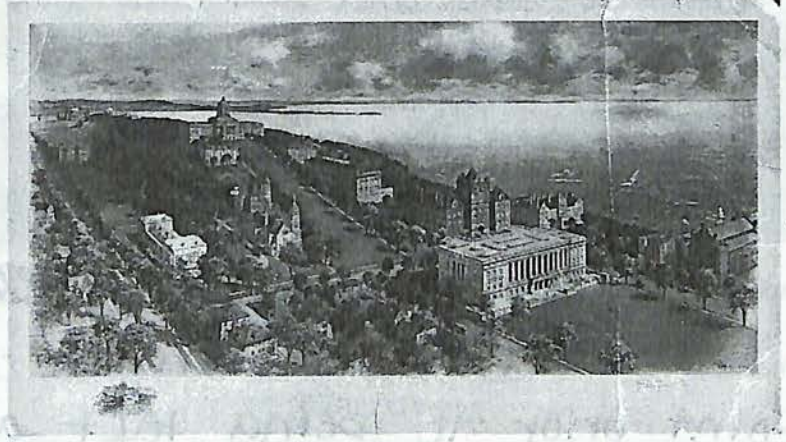


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II. WHICH CAME FIRST? IMAGE PAIRS ANALYSIS SECTION (10 points)

On the following two pages, you'll find five pairs of images. Analyze each of the five pairs, and write beneath each image whether it is "earlier" or "later" than the other image of the pair. Then, write a single sentence in the space beneath each pair indicating the piece of historical evidence that seems to you most persuasive for chronologically ordering the two images as you have.



Earlier or later? Earlier Later

What's your evidence? While they share common features such as Science Hall & Music Hall, the WI Historical Society had not been constructed in the left photo.



Earlier or later? Later Earlier

What's your evidence? The photo on the left shows a landscape tamed for agriculture, while the other ~~earlier~~ photo displays a wild, chaotic, untamed earlier scene.





Earlier or later? ~~Earlier~~ Later

~~Later~~ Earlier

What's your evidence? The photo on the right shows Picnic point prior to being left alone to regrow, as seen on the left, after being burned + shaped



for Native American use.

Earlier or later? Earlier

Later

What's your evidence? The earlier photo includes only a one-car garage that appears to have been an addition after its building, while the garage in



the 2nd photo appears to have been built w/ the house, signifying a later construction date.

Earlier or later? Later

Earlier

What's your evidence? The photo on the left shows an early car, which was popularized after ~~the~~ trains like the one in the left photo.



- Model T - 1908
- \* prob: rough rural roads
- \* \$5 Day + mass production =  
affordable for MC =  
widespread use
- \* seeing nature thru car  
windows
- Federal-Aid Highway Act (1956)
- \* prob:
- FHA (1934)
- Federal Aid Road Act (1916)

79 (highest in course)

- ✓ Changes in technology,
- ✓ car-oriented development
- ✓ standards, + car-based
- transportation policies such
- ✓ as the Model T, the Federal
- ✓ Aid Road Act of 1916, the
- ✓ Federal Housing Administration,
- and 1956's "Federal-Aid"
- ✓ Highway Act gradually
- made the car seem more
- + more desirable, even
- essential, for life in
- many parts of the
- United States.
- In the late 1800s +
- early 1900s, movements such
- ✓ as the good roads movement
- advocated for improving the
- muddy, rutted rural roads



that made travel over them — by bike + by car — challenging. Henry Ford created a solution to such challenges with his 1908 Model T, which he created to be the "Universal Car." Lightweight + designed simply using interchangeable parts, Ford's ~~designed to create a~~ affordable car was ~~made~~ made efficiently using assembly lines + mechanization. To combat high employee turnover, Ford instituted a hierarchical employment structure + the Five-Dollar Day. Because his employees

✓ earned fair wages — spurring other companies to adopt similar policies in order to compete for employees — they could afford to purchase the cars themselves. As a result, mass consumption + production of the Model T had far-reaching environmental effects ~~was~~ traffic on the roads increased, both in urban and rural areas due to the car's lightweight yet sturdy design. As they ventured out of cities in their cars, people were able to see more of the world around



- them in less time, ultimately transforming the public's relationship to nature.
- ✓ However, it wasn't until 1916 when the Federal Aid Road Act was implemented that rural roads truly began to see improvement. The FARA marked the first time state + federal authorities collaborated on the issue of rural roads, with the federal government fundings<sup>such</sup> improvements on the condition that each state had a state highway department.

- As a result of that stipulation, seven more states created state highway departments over the course of only one year.
- ✓ ~~the~~ ultimately, FARA set out to improve rural roads, setting the stage for the post-WWI road construction boom that dramatically improved + built roads, thus further increasing Americans' mobility in both urban + rural areas. Over the course of that boom in road construction, rural areas centralized as institutions such as churches +



✓ schools were able to draw patrons from further distances, while urban areas decentralized because of the public's increased commuting capabilities + mobility.

✓ As a result of FARA + the subsequent post-WWI road construction boom, American development patterns shifted as the public began to utilize its increased mobility through landscapes.

✓ Such changes in development patterns were further impacted by the creation of the Federal Housing

✓ Administration (FHA) in 1934, with the intent of protecting Americans from predatory developers. The FHA largely shaped the post-WWI housing boom with its development guidelines that influenced both buyers + builders.

✓ For instance, such guidelines privileged single-family homes on large lots + single-use development of land. As a result, it became harder for Americans to do daily activities without the help of a car as new subdivisions were divided into areas for retail,



business, + residences, for example. The rise of the shopping mall, with seas of asphalt surrounding them, further illustrates the influence of the FHA on the development of subdivisions + the public's subsequent ~~transportation~~ adoption of even more car-centric transportation habits. For example, the rise of Madison's West Towne Mall with its conglomeration of stores + regions of free parking was a stark contrast to the inadequate paid parking required to shop in downtown

areas such as State Street.

Finally, Americans' increasing dependence on cars was only heightened by 1956's Federal-Aid Highway Act, which dramatically increased the scope of the Interstate Highway System and connected major metropolitan areas with a system of high-speed, toll-free highways. This enabled the movement of Americans from one city to the next like never before and resulted in ~~the~~ development being concentrated around exit and entrance ramps. As a result, the public's mobility increased significantly, but they were



disconnected from the landscapes they traversed during their travels, due to the high-speed nature of the highways they traveled.

In conclusion, the United States has been transformed into car country, not because Americans "really love their cars," but because of the interconnected web of technologies, laws, subsidies, standards, and policies that have transformed American roads from rutted, dusty ones incapable of bike or car travel to high-speed interstates connecting major metropolitan areas and their

people. Henry Ford's 1908 Model T, the 1916 Federal Aid Road Act, the 1934 implementation of the Federal Housing Administration, and 1956's Federal-Aid Highway Act were especially important turning points in the creation of the American car country due to the problems they addressed — namely, disconnected urban + rural areas due to inadequate roads — and their effects, including further adoption of cars as the landscape was developed to create single-use developments centered around ~~high speed~~ the entrance + exit ramps of



high-speed highways.

~~people for the movement  
of American people~~ So,

✓ yes, Americans may "really  
love their cars." But did  
they have a choice?