

**Jones Park/Oneida Street Bridge  
1975**

We are calling League members to see if there is agreement for taking action on Jones Park under our national Land Use position. This position was reported to every member in the Spring, 1975, VOTER.

If you have no objections to this telephone method of seeking agreement on action I would like to read you our statement on Jones Park. We would like to know if you agree, disagree, are undecided, or wish not to respond. Here is our statement:

"The League of Women Voters of Appleton favors preserving and enhancing Jones Park as a natural ravine park."

Before you answer, let me give four points of explanation:

1. We believe action is suitable because of our national Land Use position and our participation in that consensus last fall. (You might want to mention these land use goals from our national position - relate use of land to its inherent characteristics and carrying capacities; assure consideration of human needs: social, environmental, economic; protect private property rights and values in accordance with overall consideration of the public health, safety, and welfare; maintain and improve the quality of existing urban communities; and foster innovative community design.) Also, we have taken part in many local land use activities.
2. We ~~are not~~ opposing improvements within the park so long as the natural character is not lost.
3. We are not opposing the need for the Oneida Street bridge. We would ask that the impact on the park be considered in any plans. We are concerned about loss of park land and accessibility.
4. We are not opposing buildings around the park so long as the natural character of the park is not lost.

Do you have any questions or comments. Record their opinion.

Agree:

Disagree:

Undecided:

Wish not to respond:

What Unit would you like to sign up for next year?

Monday, 8 p.m.

Tuesday, 9 a.m.

Wednesday, 9 a.m.

Thursday, 8 p.m.

Sunday, 1:30 p.m.

Do you anticipate an address or telephone change?

Hope you can attend the League party, June 24th.



## The League of Women Voters of Appleton

APPLETON, WISCONSIN 54911

June 12, 1975

TO: APPLETON COMMON COUNCIL  
FROM: LEAGUE OF WOMEN VOTERS OF APPLETON  
RE: JONES PARK

The League of Women Voters of Appleton favors preserving and enhancing Jones Park as a natural ravine park. We would urge the City Council to take immediate and positive action to assure that Jones Park will be retained.

The League of Women Voters of the United States has just completed a three-year land use study in which the Appleton League participated. Local league members agree with the land use goals set forth in that study and an overwhelming number of our members favor preserving and enhancing Jones Park as a natural ravine park.

We ask that Jones Park be preserved as one of the few remaining ravines in the city. The ravines in the city give Appleton a very special character. How fortunate we are to have one in the downtown area. Jones Park can serve as an attraction to the central business district as well as a recreation area for the surrounding neighborhood. The visual relief it offers to the person just passing by cannot be measured. Many of us are glad we live in a city with beautiful ravines. But, how many of us can enjoy those ravines unless we own a house on one? Let's act now to preserve those few remaining public ravine parks for the enjoyment of our present and future residents.

In calling for the preservation of Jones Park we should point out that:

1. The League is not opposing improvements within the park as long as the park's natural character is not lost.
2. The League is neither opposing nor supporting the need for a new Oneida Street bridge. We do ask that the impact on the park be considered in any bridge plans. We are concerned about loss of park land and accessibility.
3. The League is not opposing buildings around the park as long as the park's natural character is not lost.

The City Council is faced with making a decision on the future of Jones Park now. We urge each of you to display foresight and leadership in voting for its preservation.

Sincerely,

*Cynthia Johnson*

Cynthia Johnson, President

*Marlys Fritzell*

Marlys Fritzell, Land Use Chairman

The League of Women Voters of Appleton has been following the developments of the proposed Oneida Street high-level bridge. We would like to share our observations about the two alternates 3 and 4, now under consideration. We are pleased that the Wisconsin Department of Transportation produced a new choice of bridge design for consideration based on some of the issues raised by the public bridge hearing last September. We would be interested in knowing why other issues, such as the Morrison-Appleton Street connection with the bridge were not part of the new alternatives.

We like the fact that both choices will protect Jones Park. There are three other factors in Alternate Four that we'd like to comment on favorably. 1.) We like the fact that Alternate Four would lessen the impact on Prospect Avenue, thereby preserving a historically valuable neighborhood. 2.) We like the connection of Water Street to Prospect Avenue as a way to bypass the downtown. 3.) And, we note with approval that Alternate Four is less of a superstructure designed to transport a limitless supply of automobiles right into the downtown area when the downtown might not be the destination of all the drivers.

At this time, the League feels that certain concerns expressed by both our organization and others at the design hearing have not been fully answered. We wonder if questions as to the effects of limited resources, the future of mass transit, and the impact of the project beyond its immediate boundaries have been answered satisfactorily. We expect that you would concur in our belief that the total impact on the Appleton traffic system would have to be assessed prior to choosing one of the bridge designs. We are still very concerned about what happens to traffic after it leaves the Oneida span. We hope that you will seek the answers to questions like these in your decision making process and that you will continue to keep the public informed at all stages. We feel so strongly about the desirability of an exchange between the government and citizens that we would like to encourage you to hold an informational meeting and we offer whatever League assistance you would deem useful in arranging for such a meeting. In planning for projects

which will have a major impact upon the community, the citizens should be involved in and made aware of the reasons behind the decisions being made. A public meeting would give the community a basis for understanding the community-wide implications of each alternate being proposed.



## *The League of Women Voters of Appleton*

APPLETON, WISCONSIN 54911

September 25, 1975

STATEMENT PRESENTED TO THE PUBLIC HEARING FOR THE CONSIDERATION OF THE LOCATION AND DESIGN ASPECTS OF THE PROPOSED ONEIDA STREET BRIDGE AND APPROACHES IN THE CITY OF APPLETON OUTAGAMIE COUNTY. PROJECT 4657-2-00.

The League of Women Voters of Appleton would like to take this opportunity to share with the community its thoughts about the proposed design for the Oneida Street High Level Bridge. Our comments will be confined to three areas of concern: first, the consideration of alternate modes of transportation and their relationship to design demands for the bridge; second, the impact of bridge designs on Jones Park; and third, citizen involvement during the planning stages.

Through past studies touching on air quality, equal employment and housing opportunities, land use, and energy use, members of the League of Women Voters have built up a strong commitment to energy conservation with a focus on transportation. We are, therefore, concerned that the design report for the proposed Oneida Street bridge gives little if any attention to the relationships among increased energy conservation measures, including use of mass transit, and the demands on bridge design.

In our opinion inadequate consideration has been given to the prospect that public bus service will share a significant portion of future trips across the bridge. A look at bus ridership figures since 1973 will indicate a steady increase in ridership, from 460,000 passengers in 1973, to 562,000 passengers in 1974, and a projected 662,000 passengers in 1975. This increase in ridership has been accompanied by an increase in mileage from 334,000 miles in 1973, to 395,000 miles in 1974, and a projected 463,000 miles in 1975. These figures should indicate that there has been a reversal of the situation which Harland Bartholomew and Associates referred to as "the deteriorating transit operation..." in its January, 1973, report, "River Crossing Analysis."

Would a careful consideration of the future of mass transit lead to any alteration in the proposed design?

One may assume that the number of automobiles in the Appleton area will continue to increase with an increase in population and affluence. But, in light of the current energy shortage, can one assume that this increase will be as great as might once have been predicted? Has adequate attention been given to bicycle ridership in designs for the bridge and approaches? Has adequate consideration been given to current and projected high costs of owning and operating an automobile? Will improved bus service coupled with the high cost of automobile ownership lead to a changing public attitude about transportation in the next 15 years? These factors, unquantifiable as they may be, deserve to be carefully weighed for their implication on bridge designs.

If these factors have not been given thorough consideration in formulating the proposed design, then it seems to us ironic that the

same transportation package which calls for funding this bridge also calls for increased vehicle registration fees, increased gasoline tax, a mileage efficiency tax on new cars, and an increased emphasis on mass transit in transportation plans.

Our second area of concern is the impact of the bridge design on Jones Park. Our members have joined countless others in the community in calling for the preservation of Jones Park as a natural ravine park. The park's primary value seems to us to reside in its natural features, in its deep ravine with tree-covered slopes. These same natural features are what make it an area for major park activity during the winter months, activities enjoyed both by the residents of Appleton and by others of surrounding communities. Design Alternates One and Two call for extensive retaining walls. Even if the city were committed to the expense of building these walls (an expense estimated at \$150,000 or \$250,000) we feel much of the park's natural beauty would be lost. Without the retaining walls the skating facilities now located in the park would need to be moved at some inconvenience to the present users. Of the proposed northern approaches, Alternate Three, in our view, would have the least serious impact upon the natural character of the park. We might question, however, under the terms of Sections 4 (f) of the Department of Transportation Act and 138 of Title 23, U.S.C., whether all "feasible and prudent" alternatives have been considered for the bridge design.

We are concerned that the proposed bridge designs may have the effect of cutting the park off from the rest of the community. The proposed north approach designs do not give adequate attention to moving pedestrians across the roadways. We would ask that any bridge design chosen provide clear plans for access to the park, both for service vehicles and pedestrians.

Replacement of park land with city-owned land abutting the park to the south (land which already forms slopes to the park but is not included within its boundaries) would be a valuable addition to the park. The city should be encouraged to make this transfer no matter what decisions it may make on bridge design. Replacing park space with land between the one-way roads on the north approach is of questionable value in terms of the park, although green space along the roadway itself should be encouraged. In this regard, the city should be very cautious about vacating any present street right-of-way in the area of the bridge until a proper evaluation can be done about future green-space needs.

Jones Park is an irreplaceable natural resource of Appleton's downtown area. Steps must be taken to minimize the effect of any bridge design on the park's natural characteristics and useability.

Our third concern is citizen involvement during the planning stages. We suggest that many of the questions about design are questions involving value judgments, questions of aesthetics, questions which need to be answered by the citizens of the community. Citizens can bring to the decision-making process a knowledge of the local community which can be helpful to engineers and technicians in drawing up design proposals. A citizen familiar with the community's attitude toward Jones Park,

for example, would recognize that saving the park's natural features takes precedence over providing the most direct access to the park.

Citizens are interested in looking beyond the project's boundaries to see what secondary effects might occur. The design report states, for example, that air pollution in the project area is not expected to increase. A citizen looking beyond the project area might ask what effect the increased traffic generated by a new bridge will have on air quality in the downtown area?

Involving citizens throughout the planning stages might better assure a proper balance among unquantifiable amenities and values; and quantifiable economic or technical considerations.

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