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66	3	n.d.	Memo	Statement by Elwood Wilson, Past President of the California Citizens Freeway Association. About Governor Brown's record on freeways. 4 pages. Duplicates not copied.
66	3	10/20/1962	Letter	To: James Lindsey, President of the California Citizens Freeway Association. From: Richard Nixon. Subject: Nixon's transportation premise. 3 pages. Duplicates not copied.
66	3	10/23/1962	Letter	To: James T. Lindsey, President of the California Citizens Freeway Association. From: Edmund Brown, Governor of California. Subject: Brown answers questions put forth by Lindsey. 2 pages. Duplicates not copied.

Statement by
Mr. Elwood Wilson,
Past President,
California Citizens Freeway Association

RELEASE:

"In a recent letter to The Citizens' Freeway Association Governor Brown claimed that his administration can take pride in the way freeways have been located in the past four years. He said:

'It is always easy to find the shortest, lowest-cost route, but this is only the beginning point. I can't think of a freeway which has been located during the four years of my term without considering other values such as economic benefits, the character of the community, park and school influences, the number of improvements taken, the number of families displaced, historic structures or areas, if any, to be affected, esthetic and other elements. There may be some such short route in rural areas but, none come to mind in built-up areas or recreational areas.'

'This statement is clearly false. Brown's record proves it false. Citizens of Chico, Monterey, Rincon, Tuolumne County, San Francisco, Fremont and countless other communities, know that Brown is not telling the truth.'

"The fact is that Governor Brown has been completely indifferent to the cries of citizens, cities, counties and colleges who have been trampled on by the state's freeway engineers.

"He says the situation is beyond his ability to control. That I believe.

"But a governor who is willing to take the responsibility can prevent freeways from destroying historic campuses like Mills College; a decisive governor can strongly represent the desires of all the people in demanding that local community plans be honored and considered by the engineers, before land is condemned and buildings are demolished.

"The record shows the governor's administration has not given the problem of freeway location the kind of attention it deserves. The following are a few of the flagrant cases that have been placed before him. He has neglected to lift his finger on behalf of any of those who petitioned him:

- "1. Chico: Brown refused to help prevent a freeway from plowing a wide swath through the center of a fine, historic recreational park.
- "2. Monterey: Instead of helping, Brown threatens to take the 'state money' to another part of the state if the local citizens don't stop protesting

"a huge freeway interchange (one of six in five miles) called 'the can of worms' that would eradicate a fine private school (attended by the governor's daughter), a beautiful lagoon, and a sizable segment of this historic city -- on a freeway that runs out into the country and stops in the middle of nowhere.

"3. Rincon: Brown washed his hands of a citizens' plea to avoid a freeway location that would have needlessly destroyed fine homes, in a location opposed by the supervisors and planning commissioners of two counties. The citizens won their fight, but no thanks to the head-in-the-sand tactics of Mr. Brown.

"4. Mills College: Thousands of Californians have been dismayed to learn that a slice of this beautiful, 80 year old campus is to become a freeway. Trucks will rumble within a few feet of Mills' music building. This needless waste of our educational resources has been brought to Brown's attention repeatedly, but he's still hoping the problem will go away and leave him alone.

"And the same pattern of Brown indifference is seen in freeway controversies in Sacramento, San Francisco and forty (40) other places.

"Is it true that the governor's office is powerless to help?

Location of freeways is up to the Highway Commission, but it is everybody's business, including the governor's. The Commissioners are governor-appointed. The governor should speak up for the people in these cases. When Brown does not, he does not serve the people.

"California's governor should seek legislation to correct these abuses permanently. Brown will not; he has said and proved that Democratic Senator Collier and the Highway Commission are in full control as far as he is concerned. He has silently permitted corrective legislation to be watered down or killed in the past.

"California's governor must be vitally interested in preventing further damage to the face of our state. The governor can do much to make this a better place to live, to preserve neighborhoods, schools, parks and natural beauty.

"An indifferent governor has done much to lose them in the past four years.

"His false claims to the contrary will be disbelieved by every citizen who looks about him."

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C O P Y

CALIFORNIA CITIZENS FREEWAY ASSOCIATION

RICHARD NIXON

October 20, 1962

Mr. James T. Lindsey
President
California Citizens Freeway Association
Suite 302
Granada Building
Santa Barbara, California

Dear Mr. Lindsey:

It is a pleasure to give you my answers to the four questions of interest to the members of the California Citizens Freeway Association.

As you know, I have spoken in detail on these questions on my telethons throughout the state and in a major address, "The Face of California," which was broadcast on October 14. I would be delighted to make the full text of this radio program available to any of your members who may not be familiar with its contents.

The basic premise of my transportation program is that Californians deserve dynamic leadership that will preserve and improve the natural and man-made beauty of our state. One important reason why over 1,000 people a day move to California is that our state is a pleasant place to live. California state government has the obligation to see that it remains so.

The state must not be indifferent to the wishes of our local communities when choosing locations and designs of its freeways and other structures. The Governor does not have to live with a state-built eyesore, but the local people do. Therefore, such factors as the character of a community must be considered in this far-reaching state program.

Now, in answer to your specific questions.

Question 1.

I believe, and have repeatedly stated, that local people must have a greater voice in all freeway issues that intimately affect their lives.

To achieve this goal, I have outlined six exact guidelines for government to follow and five specific procedures on freeway construction.

Question 2.

These are the six questions or guidelines that must be given greater consideration in weighing the pros and cons of a proposed freeway with regard to both location and design:

- (1) How will the freeway affect homes, neighborhoods and communities?
- (2) How will the freeway affect individual property values, personal income, and farm lands?
- (3) How will the freeway affect the tax revenue of local governments?
- (4) How will the freeway affect the scenic beauty of an area?
- (5) How will the freeway affect existing recreational areas and historic landmarks?
- (6) How will the freeway tie in with regional and local comprehensive plans?

These are five procedures to insure that local people get full and fair consideration:

1. Hearings at the locale of the proposed project, after adequate notice, should be conducted by an impartial examiner.
2. Hearings should be conducted with the same regard for due process of law that we have in our court rooms.

3. No rights-of-way should be condemned until a highway project has received final approval.
4. Threats of withdrawal of highway funds or promises of extra highway expenditures must not be used to solicit local agreement for freeway routing.
5. No funds for any highway public relations activities other than purely informational programs should be authorized.

Question 3.

While I resist turning the Highway Commission into a political football, and favor keeping the Commission removed from partisan politics, I believe that the Legislature can responsibly examine its operations and make appropriate recommendations.

Question 4.

As Governor, I will carefully consider any legislative proposal regarding our freeway system and will take whatever action I feel is necessary, in the best interests of the people of California and within my constitutional authority, to implement the policy I have set forth in Question 2.

In conclusion, let me assure all your members that as Governor I look forward to four years of mutual respect and cooperation with the California Citizens Freeway Association.

Sincerely,

Richard Nixon

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STATE OF CALIFORNIA
Governor's Office
Sacramento

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October 23, 1962

Mr. James T. Lindsey, President
California Citizens Freeway Association
Suite 302
Granada Building
Santa Barbara, California

Dear Mr. Lindsey:

I am happy to have your recent letter asking me to answer four questions.

May I say at the outset that through our current hearing procedures we try hard to draw the public in our freeway planning process, and I appreciate the interest of your group in the total highway program.

Here are the questions you asked and my answers:

1. Question: Are you willing to allow to the local authorities more voice in disputed freeway designs and locations?

Answer: Certainly I am, if an orderly process could be adopted on a Statewide basis. To make such a revision in procedure workable, we would require the support and concurrence of the League of California Cities and the County Supervisors' Association. My Public Works people have been working with these Associations for many months on possible constructive improvements in the Federal-State-local partnership here in California. If any such changes required revision in the law, of course the Legislature would have to make that decision.

2. Question: Do you recognize that there are other community values to be considered besides distances, speed and lowest cost?

Answer: Of course I do. It is always easy to find the shortest, lowest-cost route, but this is only the beginning point. I can't think of a freeway which has been located during the four years of my term without considering other values such as economic benefits, the character of the community, park and school influences, the number of improvements taken, the number of families displaced, historic structures or areas, if any, to be affected, esthetics and other elements. There may be some such short routes in rural areas but, none come to mind in built-up areas or recreational areas.

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3. Question: If reelected, would you urge the legislature to examine the operation of the Highway Commission in fixing freeway locations and designs?

Answer: As you probably know, I did this last April in a letter to both Houses of the Legislature, which was released to the press. You know that the Legislature now has continuing committees on transportation and highways, and this is one of their continuing responsibilities.

4. Question: If such investigation showed basis for complaints made against the Highway Commission, would you urge remedial legislation?

Answer: Yes.

Sincerely,

/S/ Edmund G. Brown

EDMUND G. BROWN, Governor

Via Air Mail

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