

Friends of Klingle Road

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Repair Klingle Road is in Line with City's Comprehensive Plan



We are told that DC transportation experts have made great strides these past two years "moving Klingle forward." Apparently Herculean efforts are required, as well they should be, to keep DC taxpayers off of our public road. Thousands of motorists waste hundreds of hours every day circumnavigating this half-mile boondoggle, causing many additional thousands of motorists to sit in traffic on other roads, pumping extra tons of toxics into the surrounding air.

Ask DDOT Director Dan Tangherlini why not remove the barriers and fix the road, and you'll hear something about too much cost for the benefit of a few. This is doublespeak, though, because Tangherlini himself has admitted that fixing Klingle Road won't cost DC a dime, and DDOT's studies show that it will address two critical problems facing our city: Reducing air pollution, and efficiently moving tens of thousands who travel surrounding roadways every day. Ambulance and fire companies tells us that public safety and emergency response in area neighborhoods will improve as well.

How will these be achieved if our road is gone? DDOT's studies reveal that without Klingle Road, traffic and air pollution in the area only gets worse. Also, the Porter and Connecticut intersection needs widening by several lanes now, to handle displaced Klingle Road traffic, a chimerical solution with no foreseeable plans.

Ironically, the City always planned, instead, to keep Klingle Road open. A unique and irreplaceable resource, it carries crosstown traffic underneath Connecticut Avenue. This rare and vital below-grade crossing was to be fully restored in 1991. DDOT's 80-page plan solved drainage problems by giving Klingle Road its first stormwater control system. The Federal Highway Administration approved the plan, which keeps runoff out of the Klingle tributary, and slowly returns filtered rainwater to Rock Creek. We should stick with the plan and keep Klingle Road, a parkway that is part of our historic heritage and cultural landscape.

Converting our road to a park would be a costly and irrevocable mistake. More money is spent on parks in DC than in almost every other city in the country, yet the city struggles to maintain its 381 acres of public parks. Rock Creek Park, a 1,755 acre gem, also lacks monies for proper maintenance and desperately needed improvements.

On the other hand, Federal laws and resources give us a chance to restore historic Klingle Road to its original alignment. Once the road is gone, however, that chance will be lost forever.

Special interests have kneecapped DDOT's fundamental mission to maintain and improve our transportation system. The decision on Klingle has been tossed like a hot potato to the Mayor and the City Council.

They should flip it back to DDOT and say, "Do your job!" Keep Klingle Road barrier free!

KLINGLE BELLS

KLINGLE BELLS,
KLINGLE BELLS,
KLINGLE ALL THE WAY,
OH WHAT FUN IT IS TO
RIDE
ON KLINGLE ROAD
PARKWAY, HEY.

KLINGLE BELLS,
KLINGLE BELLS,
KLINGLE ALL THE WAY,
OH WHAT FUN IT IS
TO RIDE IN MY
DROP-TOP CHEVROLET.

DASHING THROUGH DC,
ON ANY GIVEN DAY,
WE ARE FORCED TO
BREATHE,
TOXICS ALL THE WAY,
COUGH, COUGH COUGH.

PORTER STREET IS
CLOGGED,
CONNECTICUT AVE. —
NO WAY!
CAN'T GET THROUGH,
SHAME ON YOU,
TIM RUSSERT GETS HIS
WAY!

OH, KLINGLE BELLS,
KLINGLE BELLS,
KLINGLE ALL THE WAY,
OH WHAT FUN IT IS TO
RIDE
ON KLINGLE ROAD
PARKWAY!

Visit Our Website

And Register Your
Support at
www.repairklingleroad.org

- Make a Contribution
- Voice Your Support
- Volunteer
- Send a Letter
- Be Political
- Pass the Word!
- Put Up a Yard Sign

Email us at:

Support@friendsofklingle.org

A Little Bit of History



Klingle Road has been a public roadway since 1839 (formerly known as Klingle Ford Road), since before most of Woodley Park and Cleveland Park were developed.

In 1885, Klingle Road was deeded to the City for the purpose of staying a road "forever".

Klingle Road was used for logging and by farmers since well before the creation of Rock Creek Park in 1880.

When Rock Creek Park was established, only three country lanes, Klingle, Pierce Mill, and Military Roads had through connections on either side of the valley above the National Zoological Park. These roads and the major

north-south routes on the eastern and western edges of what became Rock Creek Park, such as Fourteenth Street, Broad Branch, and Daniel's (today Oregon Avenue) Roads, largely determined the development of the land area into the twentieth century. Klingle Road was dedicated as a public highway under D.C. Code, Title 7, Chap. 1, §7-104.

"The dominant consideration, never to be subordinated to any other purpose in dealing with Rock Creek Park, is the permanent preservation of its wonderful natural beauty, and the making of that beauty accessible to people." Olmsted

In 1901, the District of Columbia recorded a permanent system of highways and incorporated these designations as part of a highway plan within the DC Code. By law, all spaces on any duly recorded plat, designated as a street or road became a "public way", if it were recorded as such in 1901. Klingle Road was recorded in 1885 as a public road with the DC Recorder of Deeds and became a part of the DC's permanent system of roads.

In addition to being a DC public road, Klingle Road has federal significance. Klingle Road is referenced as the historic southern border for Rock Creek Park, the 1,754.62 acre parcel legally defined as Reservation 339. The park's boundaries are roughly defined as Sixteenth Street on the east, Oregon Avenue and Branch Road on the west, the District line and Parkside Drive on the north and Klingle Road on the south. A bill establishing Rock Creek Park was approved by both houses of Congress and signed into law by President Benjamin Harrison on September 27, 1890, five years after Klingle Road was deeded to the District of Columbia for use as a public highway. Klingle Road functions as a public access road for Rock Creek Park, which is located in the northwest quadrant of Washington, DC.



It is imperative that DC preserve the historic function of Klingle Road and maintain the public access that the planners intended with regard to Rock Creek Park, as well as the function that the road serves as a connector for DC residents.

Closing Klingle is a Dead End



Our Supporters

- Former Mayor Walter E. Washington
- Former Councilmember William Lightfoot
- Former Councilmember Charlene Drew Jarvis
- Linda Cropp - Chairperson, DC Council
- Jim Graham - Ward 1 Councilmember
- Adrian Fenty - Ward 4 Councilmember
- Vincent Orange - Ward 5 Councilmember
- David Catania - AT-Large Councilmember
- DC Fire & Emergency Medical Services Department
- U.S. Representative Ray Browne
- Sandra Seegars - Taxicab Commissioner
- ANC 1A - Columbia Heights
- ANC 1B - Columbia Heights, Ledroit Park, Howard University, Pleasant Plains, U Street-Cardozo Shaw
- ANC 1C - Adams Morgan
- ANC 1E - Mount Pleasant
- ANC 3B - Glover Park, Cathedral Heights
- ANC 4A - Crestwood, Shepherd Park, Brightwood, Colonial Village, Ft Stevens, North Portal, 16th Street Heights
- ANC 4B - Takoma Park, Lamont Riggs, Manor Park
- ANC 4C Rock Creek East
- ANC 5C - Catholic University, Brookland, Bloomingdale
- Advisory Neighborhood Commissioners' Assembly
- The Lois and Richard England Foundation, Inc.
- Latino Economic Development Corporation
- Mount Pleasant Neighborhood Alliance
- Mount Pleasant Business Association
- Foxhall Citizens Association
- Shepherd Park Citizens Association
- Crestwood Citizens Association
- Rock Creek Glen Neighborhood Assoc.
- Harvard Street, NW Association
- Adams Morgan Business Association
- Taxicab Commission of the District of Columbia
- Association of the Oldest Inhabitants of DC
- Fraternal Order of Police
- International Fire Fighters Association, Local 36
- American Federation of Government Employee Local 3721
- Uniformed Division Officers of the Secret Service
- Professional Ambulance Service
- Silver Spring Ambulance Service
- Metro Care Wheelchair Transport
- Ambulance Services Company
- Bethesda-Chevy Chase Rescue Squad, Inc.
- American Lung Association DC Chapter
- AFSCME Local 1959, DC School Bus Drivers
- The Washington Post
- Washington Area Bicyclist Assoc members
- Sierra Club members
- Ben's Chili Bowl
- Cleveland Park's Brookville Market
- ABC, American, Autorama, Checker, Comfort, Consolidated, District, Dupont, Liberty, Potomac, Premium, Royal, Washington and York Cab Taxicab Companies
- St. Sophia's Greek Orthodox Church

JOIN US!

On March 21, 2001, the Mayor testified before Congress on the future of Pennsylvania Avenue. The Mayor included the historical perspective; commercial impacts, traffic and environmental impacts, and all the reasons for reopening Pennsylvania Avenue.

We have provided his testimony and our satire to his testimony on Klingle Road on our website for your to read. Visit:

www.repairklingleroad.org/PennAvevsKR.htm

You tell us—what makes Pennsylvania Avenue any different than Klingle Road?

We want to know! Write us:
support@friendsofklinglead.org

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*Keep Klingle Road
Open to All of Us.*

We're on the Web!
www.repairklingle.org

Repair Klingle Road

Families Take to the Streets to Deliver Signs—Vandals Follow



Families took to the streets on a beautiful fall day to deliver signs to neighbors and supporters who want Klingle Road open.

It wasn't too long before their signs were stolen or vandalized.

Take care of your signs, place them in your windows or in a safe place.

Please help us by sending us a contribution to support our efforts to cover costs on printing, signs, and postage. Thank you!