

Friends of Klingle Road

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Keeping Klingle Road Open Saves Travel Time, Reduces Toxic Air Pollution

Traffic count and traffic delay data from the Klingle Road Feasibility Study, which was released by the DC Department of Transportation (DDOT) last year, reveals that restoring two-way access for motor vehicles on Klingle Road will reap significant travel time savings, and will reduce toxic air pollution.

TRAVEL TIME

Opening Klingle Road to motor vehicles will reduce overall travel time in the Klingle Road study area:

- Total peak travel time savings = 719 hours per day
- 719 hours per day x 250 work days each year = 179,837 hours each year

Note: Estimate is conservative, since travel time savings during non-peak hours were not reported by DDOT.

Using American Association of State Highway and Transportation Officials (AASHTO) figures, these savings translate to over \$1.3 million in lower operating costs and travel time costs, rising to \$1.9M by 2017. Subtracting the cost of restoring Klingle Road, the net present value of the road repair project would be over \$17M.

TOXIC AIR POLLUTION

Idling cars emit more air toxics. Opening Klingle Road to motor vehicles will immediately reduce toxic air pollution in the Klingle Road study area.

Annual Reduction of Hazardous Air Pollutants (in metric tons per year):

- Hydrocarbons = 1.621 tons
- Carbon Monoxide = 18.211 tons
- Nitrogen Oxides = 0.777 tons

Opening Klingle Road to motor vehicles will pay for itself five times over in saved travel time and operating expenses. Opening Klingle Road to motor vehicles will reduce toxic emissions.



Barricaded Klingle Road, on the Porter Street side.

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SPECIAL POINTS OF INTEREST:

- *Keep Klingle Road Open to Improve Transportation.*
- *Keep Klingle Road Open to Improve Air Quality and Reduce Pollution.*
- *Keep Klingle Road Open to Improve Public Safety.*
- *Keep Klingle Road Open to Save Transportation Dollars.*

Visit Our Website

And Register Your Support at

www.repairklingleroad.org

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

Email us at:

Support@friendsofklingle.org

What Makes Klingle Road Any Different From Any Other Road in DC?

Years ago, the Federal Government gave the go-ahead to repair Klingle Road. No other road was conveyed for use as a road and dedicated for use as a road for residents on both sides of the Park. The Advisory Neighborhood Commissions have said to repair. No other street repair in the history of Washington has been subjected to this process. The Council has said that it will not let this process usurp their authority. For DC taxpayers, the dollars continue to mount. Klingle Road should be on the top of the list of priorities for repair. Unless and until the City Council makes an official determination that the road is unnecessary, the City has the duty to maintain and preserve the historic and intended use of the road, as a road.

1. DC's transportation and public safety needs are too great to waste this connector road. It's one of the very few east-west routes linking residents on both sides of the park.
2. It is still officially a part of the DC inventory of roads and it should not take the City 10 years to fix this road and restore its use.
3. It makes no sense to fix all of the roads leading to Klingle Road, but leave this break. It is also fiscally irresponsible and short-sighted. This is especially true since the federal government is providing dollars to DC to maintain and repair the roads and transportation infrastructure.



View of Klingle Road and the Connecticut Avenue Bridge.

4. The City needs to follow the process. There are no squatter's rights to DC roads. If you want to restrict public use, you need to follow the established process. The divisive process that has been used with Klingle Road sets a faulty precedent by which DC risks losing the benefit of this and other roads, and raises serious questions about public rights, home rule, and due process.

Klingle Road should be on the top of the list of priorities for repairs

5. DC residents should not have to fight like this to get the City to provide essential Government services, like maintaining and preserving our roads.

DDOT is obligated to repair and maintain all public roads. DDOT can not barricade a public road and then ask the public if the road should be reopened. Keeping Klingle Road barricaded is a monumental waste of city resources.

Klingle Road Supporters Celebrate Palisades Parade and Mt. Pleasant Festival!

Supporters who want to keep Klingle Road open for All joined Council members, candidates, neighbors, fire fighters, police, friends and families and marched in the Palisades Parade in Northwest Washington on the 4th of July.



Supporters marching with Ward 4 Councilmember Fenty

Clear skies and hot temperatures made for a fun day that was had by many. Hundreds of flyers, and green Mardi Gras beads were passed out to parade watchers along the parade path.



DC Residents sign postcards, pick up yard signs and bumper stickers.

Coalition volunteers came out to support our efforts at the June Mount Pleasant Festival. Hundreds of postcards were filled out to DC Council members. Bumper stickers and lawn signs were also given away with a reminder that all lawn signs should be kept close to the house or in the window.

Many visitors wanted to know why Klingle Road was different from any other road in the Park. Good question! The road isn't any different than the other roads feeding into the Park. In fact, Klingle Road is just like Piney Branch Parkway, Beach Drive, Wise Road, Joyce Road, Grant Road, North Portal, West Beach Drive, etc., all of which were designed by the Corps of Engineers to be steep, twisty and windy (to slow us down and enjoy the beauty of Rock Creek) and all of which have streams along side them.

We thank all the volunteers from Wards 1, 2, 3 and 4 for helping us out that day!

Letters From Our Supporters

Way to go supporters to Keep Klingle Open! We old-timers know this road well. I used Klingle Road as did my parents and grandparents. It was an important east-west cross park road. I now spend more time in my car traveling west since Klingle Road was barricaded. I sit at the light at Porter and Connecticut for at least 3 cycles before I am able to turn left on Connecticut. Then I sit in more traffic and sit through more traffic lights, where Klingle had none. Klingle Road cuts southwest and goes under Connecticut Avenue, and I avoided going on a 6-lane Connecticut Avenue, I avoid all the traffic lights, and I avoid the traffic congestion that goes along with Cleveland and Woodley Park.

Now I sit in traffic stewing over the politics of it all.

In fact, with Washington being 3rd in the nation for traffic congestion, and 4th in the nation for waiting in traffic, it makes no sense not to repair Klingle Road. We aren't suffering from lack of parkland. We have 2,000 acres of parkland and miles of hike/bike paths. We struggle to get back and forth across the park.

Do you really think closing Klingle Road will reduce one less car? Yeah, that will never happen. The city has already predicted there are more cars and more traffic to come. One of the Mayor's goals is to get more people back in the city.

Reports have shown that we will save almost 200,000 hours a year in travel time if Klingle Road were open. We, the traveler, will benefit by the reduction in delays and travel time, reduction in vehicle operating costs and reduction in accident costs.

And now these people who want the road closed want to criticize and judge us for using public roads? And we must have a reason that suits them? We used Klingle only because.....it gets us to fancy restaurants and upscale schools? Give me a break.

Public roads are for everyone--and should not be restricted because of where you live and where you want to go, who we visit and where we shop. I will use all roads of this city for whatever I choose to.



Hundreds of yard signs delivered to neighborhoods across the city.

"We will save almost 200,000 hours a year in travel time if Klingle Road were open."

It is environmentally criminal to continue to wait in traffic, with exhaust fumes filling up our already red ozone day limit. Our traffic is not going to let up in this city. My commute time has doubled since Klingle Road was barricaded. Total emission reductions are estimated to be in tons per year if Klingle Road were opened. Keep us informed and keep up the Good Work to Keep Klingle Open! Tonya Jackson, Columbia Heights

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Opponents of repairing Klingle Road do not let facts stand in the way of their selfish arguments for spending public funds on a park for use by a selected few. A recent example is the letter from John Williamson, published in the NW Current. It applies wobbly legal theory to a fictional fact setting. Assuming there is a federal law, unidentified by Williamson, that prohibits spending funds to build roads that use public park-

land unless there is not feasible and prudent alternative, it is ridiculous to say that such a law would apply to the REPAIR of Klingle Road, in existence for over a century and paved since, at least, 1954. These repairs can be done with Federal Dollars.

Under grant from the original landowners, the District of Columbia has a 90 foot right of way and this extends far beyond the dimensions of any conceivable design of a two-lane, auto-traffic carrying road.

It's amazing how opponents of repairing the road have wrapped themselves around the neglect and incompetence of past D.C. Government administrations and the cynical politics of the current mayor. Because of the shameful, irresponsible neglect of the Barry Administration, Klingle Road fell into disrepair and collapse of a small segment deprived D.C. residents of an important, historic cross-town link. At the expense of residents and emergency medical service providers, who have genuine cross-town travel requirements, opponents of repairing Klingle Road cynically endorse Barry's dismal failure for the gain of a privileged few. Their arguments ought to include changing the name to "Barry Way."

Anthony Williams is equally cynical. While he has grandly announced plans for a limited hike/bike trail to please what he hopes will be political supporters, he now quietly concedes that there has to be a substantial roadbed to handle trucks that service several utilities that have long been routed along Klingle Road. Repairing Klingle Road will not require cutting down trees to install the utility vehicle road-bed. Williamsons's description of the Mayor's approach as "prudent" simply doesn't pass the giggle test.

Bobbie Carroll, North Cleveland Park

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*Keep Klingle Road
Open to All of Us.*

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

Repair Klingle Road

WANTED! Information Leading to the Recovery of Repair Klingle Road Yard Signs



On Sunday, July 14, a resident in the Klingle Road area was caught removing Klingle Road yard signs and carrying them away.

When asked to please give them back—he refused. When asked his name, he said he worked for the Department of Public Works

(DPW), yet he took the signs to his residence in the 2600 block of Klingle Road.

We know he doesn't work for DPW.

If you know this man, please ask him to please return our signs.

Yard signs cost money and as my mother always said, "Money doesn't grow on trees".

