

Friends of Klingle Road

VOLUME 2 ISSUE 1

APRIL 2003

DC Council Hearing on Klingle Brings Compelling Testimony by W. Carroll

On March 13, 2002, the District of Columbia Council held a hearing on two Klingle Road bills. The bill sponsored by City Council Chair Linda Cropp and Chair of the Public Works Committee Carol Schwartz and co-sponsored by Adrian Fenty, Jim Graham, David Catania and Vincent Orange requires the D.C. Government to fully repair Klingle Road, NW. A bill introduced on behalf of the City's Mayor seeks authority to partially repair the road for use as a "hike/bike trail." Both plans rely upon federal funding.

Chairperson Cropp elicited testimony from the Federal Highway Administration that, whichever bill is passed, the FHA will defer to local interests. She obtained National Park Service agreement that, as long as there is no additional taking of national park land, NPS will respect the bill which is passed by our D.C. Government.



Coalition Members from Wards 1, 3 and 4

Bolstered by a legal opinion from the City Council's legal counsel, Council Member Adrian Fenty and Ms. Schwartz, demonstrated that the Mayor's plan constitutes a "road closing," that can only be authorized by the Council under applicable law. Chairpersons Cropp and Schwartz also exposed assumptions underlying the Mayor's cost projections that can only be described, charitably, as reckless disregard of reality. In sum, the Council's examination of federal and D.C. government witnesses was a splendid and significant exercise of our limited form of home-rule government.

Prior to examining government witnesses, the Council patiently and respectfully accepted six and one-half hours of testimony from over 100 D.C. residents, much of which was passionately delivered.

Rightly so, from the perspective of this supporter of the Cropp/Schwartz bill. From 1885 until its partial collapse due to city government neglect in 1991, Klingle Road functioned as part of the D.C. infrastructure. Pushing non-Klingle Road agenda, such as closing Rock Creek Park to all automobiles and preventing residential development in Cleveland Park, hike/bike path supporters are attempting to exploit the District Government's mendacious neglect of its responsibility to maintain and repair this infrastructure component.

All D.C. citizens should rally to support the City Council's responsible, deliberate and professional effort to rectify the Mayor's abdication of responsibility.

PAVE IT SUSPECT CONFESSES

At the DC Council hearings on March 13, 2003, the "Pave It" suspect who has been vandalizing our yard sign confessed after being caught trying to leave a "Pave It" sticker behind open road supporters in the Council Chambers.

Residents of Mount Pleasant and Cleveland Park have woken numerous mornings throughout the past year to see their yard signs had been defaced with "Pave It" stickers.

The suspect, who was a resident of Mount Pleasant, told a Klingle Road supporter, "...Yes, it was me. These stickers cost me \$60 at Kinko's and I woke up in the middle of the night -- it was hard to stick them to your signs because your yard signs are too slick...."

After the conversation, the admitted offender, a former Mt. Pleasant resident, moved back with the Klingle Valley supporters.

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News Talk Channel 8 on Klingle



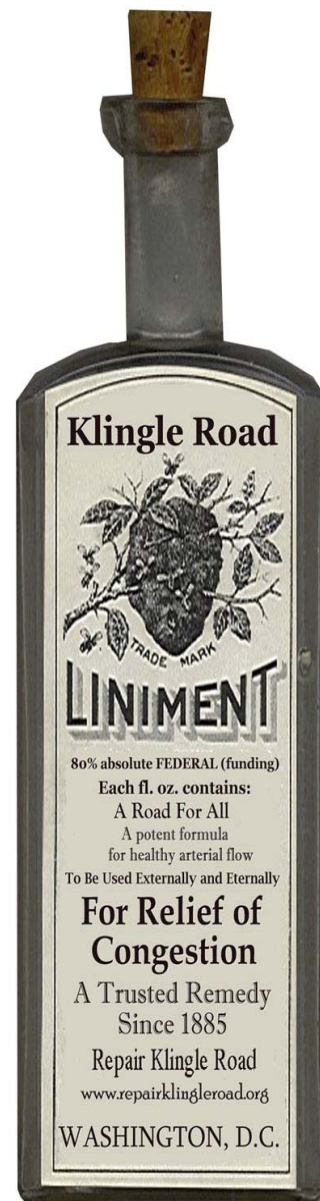
On March 12, 2003, Coalition member Peter McGee was a guest on News Talk 8 hosted by Bruce DePuyt. Also appeared were DDOT Director Dan Tangherlini and Jim Dougherty from the Sierra Club. Tangherlini was asked why deprive residents and visitors of Klingle Road. Tangherlini said, "We wouldn't use the word 'deprived'. We think this road is not a critical road. It would dump cars from arterials to *neighborhood* streets."

Jim Dougherty was asked about why he opposed cars and emergency vehicles on Klingle Road. He responded, "This is about this fantastic piece of parkland. The official name is Klingle Valley Park. That's what it was called before anyone arrived on the scene." Peter McGee corrected Mr. Dougherty by stating, "When the U.S. purchased the property along side Klingle Road, it wasn't dedicated as Klingle Valley Park, it was, in fact, dedicated as Klingle Valley Parkway in 1920, and not Klingle Valley Park, and that was in keeping with the whole Olmsted idea for Rock Creek Park which is a series of twisting, winding, serpentine roads that traveled through the park and the idea was that it would be opened for everybody to enjoy it and to drive through the park and enjoy the scenery."

Bruce DePuyt asked Tangherlini: Isn't there an obligation to fix the road since the city hasn't gone through the legal process to close it? Tangherlini: "I respectfully disagree. We've gone through this tremendous process, we've gone through community outreach meetings, we've had 3 of them; we've evaluated the costs and associated benefits. We don't believe we are actually closing this road just because we are denying access to cars and cars alone on this road. It doesn't mean the road is in fact closed. A road closure is a reversion of the public right of way to the adjoining property owners." Viewers were allowed to call in and ask questions. In fact, the city has spent so much time and money **not** fixing this road, Tangherlini admitted that he personally spent more time on Klingle Road than on all the other roads in the city combined.

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Keep Our Roads for Their Intended Purpose by P. McGee

The Williams administration wants to reopen E Street and Pennsylvania Avenue, and has balked at proposed restrictions to travel on Beach Drive in Rock Creek Park. I'm glad to see the city fighting to keep roads and parkways open for their intended purpose as public thoroughfares. Maintaining and improving the efficiency of our transportation system is a basic function of city government, critical to our economic and physical survival. The administration's arguments supporting open roads are clear, coherent, and compelling.

By contrast, the rhetoric surrounding William's impolitic decision to close Klinge Road in northwest DC is murky, muddled, and mystifying. Just as closing E Street and Pennsylvania Avenue hampers travel downtown, closing Klinge Road has created a "mobility problem" in and around Cleveland Park. To paraphrase Mr. Tangherlini's letter to the editor [Washington Post - March 31, 2003], there is an obvious, if partial, solution to the mobility problem: Reopen Klinge Road underneath Connecticut Avenue.

As Mr. Tangherlini stated, closing streets "...harms the economic and cultural life of our city, and reduces mobility for those who need to use our roads - including fire, rescue and law enforcement personnel." These words ring just as true for our city's wards and neighborhoods as they do for the commercial and federal core. DC's transportation policy should be transparent and integrated, not vague and vulnerable. The future of our city depends on it.



Our Supporters

Hon. Linda Cropp - Chairperson, DC Council
 Hon. Jim Graham - Ward 1 Councilmember
 Hon. Adrian Fenty - Ward 4 Councilmember
 Hon. Vincent Orange - Ward 5 Councilmember
 Hon. David Catania - At-Large Councilmember
 Hon. Carol Schwartz - At-Large Councilmember
 Hon. Harold Brazil - At-Large Councilmember
 DC Fire and Emergency Medical Services
 U.S. Representative Ray Browne
 Honorable Walter E. Washington
 Honorable William Lightfoot
 Honorable Charlene Drew Jarvis
 Honorable Jim Nathanson
 Taxicab Commissioner
 ANC 1A - Columbia Heights
 ANC 1B - Columbia Heights, Ledroit Park, Howard Univ., Pleasant Plains, U Street-Cardozo Shaw
 ANC 1C - Adams Morgan (2000)
 ANC 1E - Mount Pleasant
 ANC 3B - Glover Park, Cathedral Heights
 ANC 3/4G - Chevy Chase DC
 ANC 4A - Crestwood, Shepherd Park, Brightwood, Colonial Village, Fort Stevens, North Portal, and 16th Street Heights
 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
 Development Corporation of Columbia Heights
 Fraternal Order of Police
 DC Fire Fighters and EMS
 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.
 AFSCME Local 1959, DC School Bus Drivers
 The Washington Post
 The Afro American Newspapers
 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
 AFSCME Local 1959 DC School Bus Drivers
 St. Sophia's Greek Orthodox Church

Coalition to Repair Klingle Road

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Fax: 202-797-7328
support@friendsofklingleoad.org

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Repair Klingle Road

Discussion Forum on the Rock Creek Park DRAFT Management Plan

The National Park Service has prepared a draft General Management Plan/ Environmental Impact Statement to analyze three action alternatives and a no-action alternative for general management of Rock Creek Park for the next 15 to 20 years.

The National Park Service's preferred alternative, would close three segments of Beach Drive in the northern portion of the park to motorized vehicles for a 6-hour period, from 9:30 A.M. to 3:30 P.M. on weekdays. These would be the same segments that currently are closed on weekends.

A second alternative is suppose to improve visitor safety, better control traffic volumes and speeds through the park by implementing high-occupancy-vehicle (HOV2 only) restrictions on Beach Drive during rush-hour periods in the primary travel direction of the traffic.

The third alternative would permanently close selected segments of Beach Drive north of Broad Branch Road to cars and would promote non-motorized recreation in this area. Other park roads would be managed to encourage slower speeds and reduce the number of non-recreational vehicles.

The no-action alternative would continue current management practices. In May, the National Park Service will hold public meetings to elicit comments from the general public in order to fully review the alternatives.

The complete plan is posted here:

<http://planning.nps.gov/parkweb/what.cfm?RecordID=135> .

A discussion forum is available for your comments and feedback.

To subscribe: openparkways-subscribe@yahoogroups.com

To post: openparkways@yahoogroups.com

We encourage people to make comments on the RCP management plan and say

Keep our roads open:

<http://planning.nps.gov/parkweb/comments.cfm?RecordID=135>

