

Coalition to Repair Klingle Road

FOR IMMEDIATE RELEASE

December 13, 2001

CONTACT: Laurie Collins (202) 986-5710

fax: (202) 797-7328

More info visit: www.repairklingleroad.org

MAYOR SIDES AGAINST DC RESIDENTS

Mayor Anthony Williams was not a DC resident when Klingle Road was a vital artery bringing citizens east and west across the city. Although he might like to keep the road closed to vehicular access while he is mayor, we remain confident that the DC Council and/or future leaders will open the road once again to all District residents.

Councilmember Adrian Fenty, who represents many of the neighborhoods affected by the closing, says, "**Now when so many roads are being closed for security reasons by federal authorities, it is more important than ever that our government works for everyone by keeping roads open for all of our citizens. I continue to strongly support the reopening of Klingle Road, and I will do all that I can to get the road reopened.**"

Mayor Williams doesn't understand the road's importance to many, and he ignores **the great weight of six ANCs in Wards 1, 3, and 4, which voted overwhelmingly to reopen Klingle Road.** Public safety institutions and numerous neighborhood associations also are behind the effort. Elected officials in the most impacted wards support reopening Klingle Road.

Our Coalition is strong, and remains more confident than ever that the road will reopen, in spite of Mayor Williams' misguided proposal. Indeed, the Coalition finds the Mayor's present position keenly hypocritical given his loud condemnation of the recent closures by federal authorities of Pennsylvania Avenue, E Street, and roads around the Capital. Ironically, the Mayor wants to close Klingle Road to district residents, bowing to federal pressures and closing his eyes to the long-held and heartfelt desires of many local citizens.

The principal of the road's right of way is unquestioned. Klingle Road is a dedicated public highway. We are certain that future generations will use Klingle Road just as did many generations past.

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
Harold Brazil - At Large Councilmember
ANC 1E - Mount Pleasant
ANC 1C - Adams Morgan
ANC 1A - Columbia Heights
ANC 3B - Glover Park, Cathedral Heights
ANC 4A - Crestwood, Shepherd Park, Brightwood, Colonial Village, Fort Stevens, North Portal, and 16th Street Heights
ANC 4C Rock Creek East

Advisory Neighborhood Commissioners' Assembly
The Washington Post
Washington Area Bicyclist Assoc members
Sierra Club members

Ben's Chili Bowl
Cleveland Park's Brookville Market

Fraternal Order of Police
Intn'l Fire Fighters Association, Local 36
American Federation of Government Employee Local 3721
Association of the Oldest Inhabitants of DC

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

Professional Ambulance Service, Silver Spring
Ambulance Service, Metro Care Wheelchair Transport, Ambulance Services Company

ABC, American, Autorama, Checker, Comfort, Consolidated, District, Dupont, Liberty, Potomac, Premium, Royal, Washington and York Cab Taxicab Companies

St. Sophia's Greek Orthodox Church

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MAYOR'S PROPOSAL MAKES NO SENSE

Mayor Williams' announcement that he will propose turning Klingle Road into a pervious gravel hike/bike trail and utility service road smacks most of the residents of Wards 1, 3, and 4 right in the face.

The mayor's position is not logical from either a political, environmental or transportation point of view. His proposal seems at best misguided to many of us, who sit in traffic at poorly timed signals and clogged intersections in one of this country's most congested cities.

Millions of federal and local highway dollars were spent rebuilding the Klingle Road cloverleaf, which fed thousands of cars from Beach Drive and Porter Street onto Klingle Road. Under the mayor's proposal, this cloverleaf will now lead to a gravel utility road. Over \$200,000 of taxpayer money was spent on the "Berger Report" to come up with seven alternatives for Klingle Road. Yet, the District Division of Transportation inexplicably now claims that there are insufficient funds to reconstruct Klingle, a federally classified road, and the mayor now proposes a new *eighth* alternative for which we have no cost estimates.

We have several concerns, including the following:

The mayor says that federal highway funds are not available to repair Klingle Road; yet federal funds were used to repair Porter Street and the cloverleaf leading to the barricades on Klingle Road. Federal highway funds were used to build the parking garage behind Union Station. Why are no federal highway funds available to repair Klingle Road, which is part of the federal System of Highways?

The Advisory Neighborhood Commission Assembly and six ANCs in Wards 1, 3, and 4 have voted to reopen Klingle Road, Mr. Mayor. Are you saying that their opinions carry no weight?

You have promised a government that works for everybody, yet you propose to close Klingle Road in direct contravention of significant public support. How does this decision deliver a government that works for everybody? Doesn't this only benefit a few people who live near the road?

Wasn't Klingle Road dedicated as a public highway? Isn't Klingle Road part of the Federal System of Highways? How can you turn it into a gravel hiking path?

Obviously the city's transportation system needs help. By closing Klingle Road, are you saying that the city can afford to loose roads? Why, then, do we need to reopen Pennsylvania Avenue, or the streets around the Capital?

DC has some of the worst traffic congestion in the nation. Why is the District Division of Transportation proposing to turn a public road into a hike path?

Presumably the city will retain the right of way to Klingle Road so that the road could be reopened in the future if traffic gets worse. How much worse would traffic in the city have to get before you would consider reopening Klingle Road?

Maintaining a paved road in Klingle valley obviously was a challenge to the District, as evidenced by the washout ten years ago. How does the Division of Transportation propose to safely maintain a gravel hike path in this steep and narrow valley?

There were some concerns about losing trees if Klingle Road was rebuilt. Won't trees be lost when Klingle Road is torn out under the mayor's proposal?