

respects. In response to Commissioner Mendelson's question, Commissioner Gordon stated that the present insurance ~policy carries replacement insurance as well as depreciated value. it was decided to look into the value of the equipment. The discussion would be further taken up at the P&Z meeting.

D. Expense Resolution: The expense resolution, with an addition, was approved unanimously (8 ayes).

[The Commission recessed 8:55p.m. - 9:00 p.m.]

VI. **COMMITTEE REPORTS:**

A. **Planning and Zoning:**

1. Klingle Road: Mr. Gary Burch, from D.P.W., presented an overview of the Klingle Road issue, dating back 10 years, to the present controversial question about its reopening. Mr. Burch elaborated' about the site's environmental problems, traffic studies conducted in the adjoining area to learn of the impact of the Klingle Road closure, funding for it, and the awarding of contracts. To date, the Federal Government has withdrawn its funds from the proposed project and D.P.W. is unable to come up with any local funds, resulting in D.P.W. having to cancel bids and repackage it for further bids. It will be at least two years before anything can be done. Mr. Burch believes the Federal Highway Administration should bear some of the costs. **He also reported** on the conclusions from traffic studies of the surrounding area and **found little impact because of the Klingle Road closing**. According to Mr. Burch, the city's view is that Klingle Road should remain closed and another use for it should be looked into, other than vehicular traffic. No matter which decision is reached, Mr. Burch stated that work will still have to be done and the redesigning of it will soon begin.

Discussion began with Commissioners questioning Mr. Burch followed by members of the assembly's questions. In response to the commission, Mr. Burch clarified certain points: that the water and sewer division of the city has contributed certain funds for the project; that the Federal Highway division will help with funds; that by not building the road \$500,000 of the total construction cost will be saved; that D.P.W. will have to go back to the community whether the road remains closed or reopens; and that the National Park Service is incapable of taking over Klingle Road. Commissioner Wamsley questioned whether the Commission should even vote on the project because of the changes that have occurred since the Commissioner's fall meeting with Mr. Burch and said she preferred voting on a "real" proposal rather than on a hypothetical one--to which Commissioner Mendelson agreed. He also requested a copy of the traffic study and asked whether Mr. Burch envisioned a change to the road that would require some kind of rulemaking procedure as a change of policy. Mr. Burch expressed uncertainty at this time

and said this issue will be investigated in the next few months.

Members of the assembly raised questions and expressed their views about the Klingle Road issue. Mr. Robert Clark attempted to explain the problem with federal contracts that might have had some bearing on the Klingle Road issue. Ottier comments were made by those people who favored Klingle Road remaining closed or the reopening of it.

Charles Beckhoefer, 2609 Klingle Road: favored its reopening.

Steve Solomon, 2737 Devonshire Pl., opposed its reopening.

Jerry Goldman, 2737 Devonshire Pl., opposed its reopening.

Mary McCarthy, asked about the traffic study on Klingle Road. Expressed interest in traffic on Klingle and Porter Street.

Lloyd Jordon, 3214 Woodley Road, opposed the reopening of Klingle Road and expressed the view about having to bear the brunt of commuter traffic.

Gene Massey of Macomb St., spoke of the negative impact of traffic on Macomb St. as a result of Klingle Road's closing.

Kathy Higgins, Woodley Road, questioned about the future of Tregaron. Tim Russert of Woodley Road, because of the funding issue, urged the Commission to make an immediate decision about Klingle Road; asked the Commission to accept the decision of the city; and spoke in favor of converting Klingle Road into bike path. He expressed willingness to appeal to Congress for funds, if necessary.

Mary Owen Massey, Macomb St., questioned whether anyone had done a traffic study of Macomb St. and spoke about traffic flow affecting school children. She also questioned why there could not be a jogging or bike path. In response, Mr. Burch stated the inappropriateness of a jogging path and biking path and agreed to see if any traffic studies were done on Macomb.

Susan Bennet observed that Macomb Street was being used as a convenience primarily for shopping and not necessarily used as a through street.

Ellen Hurter stressed the need for a traffic study of Macomb St. and stated that people who formerly used Klingle Road now use Macomb St. She urged that broader interests be considered, especially those depending on it as a cross town route. **Bob Scofield**, 4201 Blagden Avenue, NW, although not from the neighborhood, felt he was denied access to the neighborhood because of the closing of Klingle Road and faulted the city for not repairing it, and stated that keeping it closed was a question of elitism.

Robert Kaztman, 2737 Devonshire Pl., refuted Mr. Scofield's idea of an elitist's decision and urged the necessity for the Commission to prioritize the issues in terms of the needs of the community. Bob Thurston, 13 Kennedy St., NE, raised the issue of Klingle being a city road and that it should not be dismissed as a con-

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