
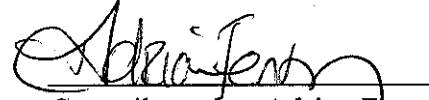
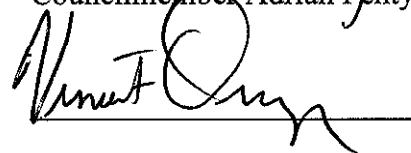
  
Councilmember Carol Schwartz

  
Chairman Linda W. Cropp 1

  
Councilmember Jim Graham

  
Councilmember Adrian Fenty 2  
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Councilmember David Catania

  
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A BILL 6

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IN THE COUNCIL OF THE DISTRICT OF COLUMBIA 8

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To require the repair and restoration of Klingle Road for vehicular and recreational uses. 10

BE IT ENACTED BY THE COUNCIL OF THE DISTRICT OF COLUMBIA, That this 11  
act may be cited as the "Klingle Road Restoration Act of 2003". 12

Sec. 2. Council findings. 13

The Council finds that: 14

(1) The portion of Klingle Road, N.W., between Porter Street, N.W., on the east and 15  
Cortland Place, N.W., on the west ("Klingle Road"), has been closed to vehicular traffic since 16  
1991. 17

(2) The historic cross-town transportation purpose that Klingle Road traditionally served for District of Columbia residents should be restored, due to the unfair burden that its closure to vehicular traffic since 1991 has placed on other residential streets in the District.

(3) Even with the substantial investment in and use of public transportation, which should continue to be strongly encouraged, the adverse environmental effect of traffic congestion is simply too much of a problem in the District to allow significant public thoroughfares -- whether they are Pennsylvania Avenue and E Street adjacent to the White House or Klingle Road across Rock Creek Park -- to remain closed to vehicular traffic without a full and careful consideration of alternatives.

(4) The Klingle Road drainage system shall be repaired or replaced, and Klingle Road shall be restored to the public for vehicular traffic and recreational uses, including a hiker-biker trail.

(5) The Council approves of the following elements contained in the Klingle Road Use Plan, submitted by the Mayor to the Council on December 19, 2002:

(A) The storm water runoff and drainage problems in Klingle Valley shall be evaluated in a hydraulic and hydrology study that will be used to develop a Storm Water Management Action Plan. The study includes determining the boundaries of the drainage basin, measuring the volumes of storm water runoff and developing methods to channel storm water to minimize environmental damage.

(B) Based on the findings of the Storm Water Management Plan, the District Department of Transportation ("DDOT") shall develop a series of surface stabilization measures. In consultation with the Federal Highway Administration ("FHWA"), the National Park Service

("NPS"), and the District Department of Health ("DOH"), DDOT has development a preliminary set of Intermediate Stabilization Measures. These measures shall be adjusted as necessary, if indicated by the quantitative analysis of the storm water drainage.

(C) An Environmental Assessment ("EA") shall be commenced immediately upon the effective date of this act, except that the EA shall be prepared on an alternative proposed action of repair or replacement of the existing drainage system, and restoring the roadway to vehicular and recreational uses. The EA, based on the Klinge Road Feasibility Study, will be guided by policies of the National Environmental Policy Act ("NEPA"), the Council on Environmental Quality ("CEQ"), and FHWA. Local and federal agencies will be consulted to identify all environmental issues, and the public will be fully involved. Once the EA is approved, DDOT shall proceed with design and construction of a restored roadway that shall be open to the public for vehicular traffic and recreational uses.

(D) The East-West Transportation Study shall be conducted to investigate possible mitigating measures for east-west traffic congestion. The study, however, should assume that Klinge Road will be restored to the public for vehicular traffic. The study shall assess east-west travel needs generated by Connecticut, Massachusetts, Wisconsin, Georgia and New Hampshire Avenues, Military Road, and Porter and Tilden Streets. It will analyze current and projected traffic, including increases in east-west trips due to retail, residential and commercial growth and because of changes in travel into and out of the District.

Sec. 3. The portion of Klinge Road, N.W., between Porter Street, N.W., on the east to Cortland Place, N.W., on the west, shall be repaired and re-opened to the public for vehicular traffic and recreational uses.

Sec. 4. This act is subject to the availability of appropriations.

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Sec. 5. Fiscal impact statement.

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The Council adopts the fiscal impact statement in the committee report as the fiscal impact statement required by section 602(c)(3) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(3)).

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Sec. 6. Effective date.

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This act shall take effect following approval by the Mayor (or in the event of veto by the Mayor, action by the Council to override the veto), a 30-day period of Congressional review as provided in section 602(c)(1) of the District of Columbia Home Rule Act, approved December 24, 1973 (87 Stat. 813; D.C. Official Code § 1-206.02(c)(1)), and publication in the District of Columbia Register.

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