

The Coalition to Repair and Reopen Klingle Road decries Councilmember Chavous' stated support for tearing out historic Klingle Road. We address Mr. Chavous' statements in support of his position as follows:

Mr. Chavous states that we should have a plan to solve the City's traffic problems. We agree, but closing Klingle Road is not part of any urban transportation plan as Mr. Chavous implies. On the contrary, Klingle Road was temporarily blocked for repairs, and remains closed as a result of mismanagement under the former D.C. administration. In these days of increasing traffic problems, it makes no sense to force higher volumes of traffic onto fewer roads. Concentrating our cars and buses onto a few high-speed arteries invites more gridlock and jeopardizes public safety. Our City is made up of neighborhoods, historically connected by a network of roads. The beauty of the grid pattern of streets in D.C. is that it offers us alternative routes for avoiding traffic delays and getting around efficiently and effectively.

Moreover, closing Klingle Road does not stop anyone from driving - there is no public transportation alternative to Klingle Road. Instead, thousands of much longer trips around the barricades are taken every day along small, heavily residential streets. This is no way to "solve" our transportation problems.

Mr. Chavous states that we should not be "creating shortcuts through neighborhoods," yet Klingle Road already exists. We are not bulldozing green space to 'create' a new road. Further, the closed portion of Klingle Road passes through open space, not through anyone's neighborhood. By contrast, closing Klingle Road forces more traffic onto residential side streets.

Mr. Chavous states that green spaces like Klingle valley need to be preserved in a natural condition, but Klingle Road has been there for 150 years, and preexisted Rock Creek Park by decades. No one is advocating taking away any green space to repair Klingle Road. Moreover, the City has an obligation to its citizens to repair and maintain our existing transportation infrastructure.

Mr. Chavous states that the National Park Service (NPS) opposes vehicular alternatives for Klinge, but in fact after extensive review and consideration NPS approved plans in writing to repair Klinge Road in 1990.

We urge Mr. Chavous to reconsider. His stated position finds no broad-based support in the Wards directly effected by the closure of Klinge Road. In fact, no ANC in the surrounding neighborhoods has voted to close Klinge Road. Moreover, the ANCs in Mt. Pleasant, Crestwood, Adams Morgan, Columbia Heights, 16th Street Heights, and Rock Creek East have voted overwhelmingly to reopen and repair Klinge Road. These ANCs represent tens of thousands of District residents, who are joined by an increasing number of public figures, businesses, and civic and labor organizations who support the repair and reopening of Klinge Road.