

Coalition to Repair Klingle Road

FOR IMMEDIATE RELEASE

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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?

