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**In the matter of:** NATIONAL CAPITAL PLANNING COMMISSION

PUBLIC HEARING ON THE TRANSPORTATION SECTION OF THE  
PROPOSED COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL

VOLUME I

**Place:** Washington, D. C.

**Date:** June 14, 1967.

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**OFFICIAL REPORTERS**

**Jo Ann Withers Reporting Service**

1906 M STREET, N.W.

WASHINGTON, D.C. 20036

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cl/jbj

NATIONAL CAPITAL PLANNING COMMISSION

PUBLIC HEARING ON THE TRANSPORTATION SECTION OF THE PROPOSED COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL

June 14, 1967

(The hearing was convened at 7:45 o'clock p.m. in the Department of State West Auditorium, Washington, D. C., Mrs. James H. Rowe, Jr., presiding.

The following members, alternate members and officers of the National Capital Planning Commission were present:

MRS. J. H. ROWE, JR., CHAIRMAN

G. FRANKLIN EDWARDS

BRIGADIER GENERAL ROBERT E. MATHE, AND HIS ALTERNATES:

COLONEL TOM H. REYNOLDS

LIEUTENANT COLONEL LEWIS W. PRENTISS, JR.

ROBERT C. HORNE, ALTERNATE FOR THE DIRECTOR OF THE NATIONAL PARK SERVICE

WALTER J. McCARTER, AND HIS ALTERNATES:

JOHN RANNELLS

WILLIAM I. HERMAN

JOHN C. DYE, ALTERNATE FOR THE COMMISSIONER OF PUBLIC BUILDINGS SERVICE

COLONEL ALVIN B. WILDER, ALTERNATE FOR THE CHIEF OF ENGINEERS OF THE U. S. ARMY

JAMES L. SHOTWELL, ALTERNATE FOR DIRECTOR OF PUBLIC ROADS

DANIEL H. SHEAR, SECRETARY



Cl/jbj

In addition, the Honorable Walter N. Tobriner, President, Board of Commissioners of the District of Columbia, and the Honorable George A. Avery, Chairman of the Public Service Commission of the District of Columbia, were present.)

OPENING STATEMENT OF THE CHAIRMAN

CHAIRMAN ROWE: Good evening, ladies, gentlemen, friends and neighbors.

I am Elizabeth Rowe, Chairman of the National Capital Planning Commission, and on behalf of the Commission I welcome you to this public hearing on the transportation section of the Proposed Comprehensive Plan.

The purpose of the hearing, as all of you know, is to provide an opportunity for the organizations and individuals in the Washington metropolitan area to express their views on the transportation proposals recently published by the Commission.

In order to encourage the broadest possible response, notices of this hearing were published in local newspapers and the text of the transportation section of the plan was published in the Sunday Star on May 28th.

In addition, we have mailed reprints of the notice of public hearing and the text to our regular mailing



Cl/jbj

. lists.

Members and alternate members of the National Capital Planning Commission are in attendance tonight to hear your views. Furthermore, we have Commissioner Tobriner, who is too modest to sit up at the table with the rest of us and he is sitting in the audience, and the members of the Public Service Commission of the District of Columbia.

We believe that you, the citizens of this community, can contribute much to the process of planning a truly great Nation's Capital. We are grateful to you for coming to share your ideas with us.

This is a most unusual meeting of the Commission, not only because this is the first formal public hearing ever held, but it is also because we have come to listen to you rather than you to us.

In order for you to know us better, I would like to introduce the Commission members who are present and the alternate members:

First, Dr. Frank Edwards, who is the Chairman of Transportation Committee of the Planning Commission.

Dr. Edwards.

(Dr. Edwards rose; applause.)

Dr. Edwards and I are the only public members here tonight. The two out-of-town members couldn't make it.



Mr. Louchheim intends to come tomorrow, if and when we have a session, which seems likely.

Going down the table:

General Mathe, who sits on the Commission in his role as District Engineer Commissioner.

(General Mathe rose; applause.)

Mr. Walter McCarter of the National Capital Transportation Agency.

(Mr. McCarter rose; applause.)

Mr. James Shotwell of the Bureau of Public Roads.

(Mr. Shotwell rose; applause.)

Colonel Wilder of the Army Corps of Engineers.

(Colonel Wilder rose; applause.)

Mr. Robert Horne for the Park Service.

(Mr. Horne rose; applause.)

Mr. Dye of the Public Buildings Service.

(Mr. Dye rose; applause.)

Who is on the other end (to Mr. Shear)?

MR. SHEAR: Colonel Prentiss.

(Laughter.)

CHAIRMAN ROWE: I haven't got my glasses; I can't see who's at the end.

MR. SHEAR: Colonel Prentiss.

CHAIRMAN ROWE: Oh, and Colonel Prentiss from the District. Sorry, Colonel Prentiss.

CL/jbj  
(Colonel Prentiss rose; applause.)

The subject of the hearing tonight is limited to the transportation section of the plan. There will be no presentation. All of you know a lot about it. You have followed it for a long time.

I might briefly summarize some of the highlights of it but as I look out here into the audience I am reminded of a story of a man who in his early youth survived the Johnstown Flood and he made a career of talking about the Johnstown Flood and speaking about it on every occasion, graduation exercises, Fourth of July, Rotary luncheons.

He had a good and long life and he enjoyed talking about the Johnstown Flood and when he died and he got to Heaven he ran into St. Peter at the gate who welcomed him warmly and said, Oh, I know you, you're the fellow who is such an expert on the Johnstown Flood.

He said, indeed, he was and he would like to speak about it now that he was there. St. Peter arranged a gathering in the auditorium and the next night he stood in front of an audience and just as he was about to speak St. Peter said, By the way, I think I had better tell you Noah and his family are in the audience.

(Laughter and applause.)

So I do feel with so many experts in this



C1/jbj

audience that I will go once over lightly on the proposals of the plan because I do think you know them well.

The plan does propose approximately 40 miles of rail rapid transit within the District as part of a larger regional transit system. The city's citizens, as well as the National Capital Planning Commission, are unanimous in their support of a new mass transit system.

(Applause.)

The plan proposes about 34 miles of freeways and expressways within the District, of which about 19 miles have not yet been built. I need not tell you that the freeway system has been and is still the most controversial proposal in the plan or that the Planning Commission itself is sharply divided on the question.

T2

As to arterial and local streets, the plan advocates the establishment of a more clearly defined system of arterial streets with a reduction in the number of streets used for through traffic.

It also calls for an extensive program of off-street parking related to the new transit system and advocates strong public control of vehicular parking to insure that all downtown parking is located off-street and in the proper locations.

No changes are proposed in the railroad system. The plan suggests, however, that more use could be made of

T2/jbj

railroad commuter service when the subway system provides downtown distribution.

The plan also suggests that a means be found to route through railroad freight traffic around, rather than through, the city.

The plan recommends expanded use of the existing jet airports, Dulles and Friendship, and calls for development of direct rail transit to these airports to make them more accessible. Judgment is reserved in the plan on the **future** of the Washington National Airport until the Commission reviews the revised master plan for that airport currently under preparation by the Federal Aviation Agency.

Finally, the plan recommends the development of a consolidated transportation terminal combined with a visitors' center in the vicinity of Union Station.

At this point, in order to be very official, there will be inserted into the record the notices of public hearings published in the Sunday Star on May 28, 1967, and in the Washington Post, the Evening Star, the Washington Daily News, and the Washington Afro-American on June 2, 1967.

(The notices of public hearing referred to above read as follows:)



AFFIDAVIT OF PUBLICATION

District of Columbia, ss.

Personally appeared before me, PEGGY A. TRIMBLE, a Notary Public in and for the District of Columbia aforesaid, J. H. Brown who being duly sworn according to law, on oath says that he is the Agent and Controller of The Evening Star a daily newspaper published in the City of Washington, District of Columbia, and that the advertisement, of which the annexed is a true copy, was published in said newspaper 1 times on the following date:

May 28, 1967

at a cost of,

\$1,384.32

Dollars,

J. H. Brown

Subscribed and sworn to before me

My commission expires September 30, 1968

June 9 1967

Peggy A. Trimble  
Notary Public.

(Seal)



DISTRICT of COLUMBIA, to wit:

COPY OF NOTICE

Personally appeared before me a  
Notary Public in and for the said  
District,

Horace N. McLilly

who being duly sworn according to  
law, on oath says he is the duly  
authorized agent of the "Afro-American  
Company", publishers of the "Washington  
Afro-American" a newspaper published in  
the District aforesaid, and that the  
advertisement of which the annexed is  
a true copy was published in the regular  
editions of said newspaper ONE times,  
on the following dates.

JUNE 3, 1967

Horace N. McLilly  
Agent

COSTS \$ 20.25

Subscribed to and sworn before me  
this 6<sup>th</sup> day of June 1967

Anne W. Toliner  
Notary Public District of Columbia

NATIONAL CAPITAL PLANNING  
COMMISSION

NOTICE OF  
PUBLIC HEARING

On the Transportation Section of the Proposed  
Comprehensive Plan for the National Capital

JUNE 14, 1967

The National Capital Planning Commission will hold a Public Hearing in the State Department West Auditorium, on 23rd Street, N.W., between C and D Streets, on Wednesday, June 14, 1967, at 7:30 P.M., to afford interested parties an opportunity to present their views on the transportation section of the Proposed Comprehensive Plan. The text of the transportation section is available at the Commission's offices, 1111 20th Street, N.W., between 9:00 A.M. and 5:00 P.M., Monday through Friday. Individuals and representatives of organizations wishing to be heard at the Public Hearing are requested to furnish their names, addresses, telephone numbers, and the name of the organization, if any, in writing, to the Secretary, National Capital Planning Commission, Washington, D.C., 20376, not later than the close of business Monday, June 12, 1967, so that their names may be placed on the list of witnesses. Others present at the hearing who wish to be heard may be afforded an opportunity to testify, if time permits, after those on the list of witnesses have been called and heard. In order to provide an opportunity for the maximum number of persons to be heard, it may be necessary to limit the length of oral presentations. Witnesses are therefore encouraged to submit written statements for inclusion in the record of the hearing, in addition to or in lieu of oral presentations. The record of the hearing will be held open for this purpose until June.

Daniel H. Shear, Secretary  
National Capital Planning Commission

NCP/C

JUN 13 8 PM 12 04

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AFFIDAVIT OF PUBLICATION

District of Columbia, ss.

Personally appeared before me, PEGGY A. TRIMBLE, a Notary Public in and for the District of Columbia aforesaid, J. H. Brown who being duly sworn according to law, on oath says that he is the Agent and Controller of The Evening Star a daily newspaper published in the City of Washington, District of Columbia, and that the advertisement, of which the annexed is a true copy, was published in said newspaper 1 times on the following date:

June 2, 1967

\_\_\_\_\_ at a cost of, \$112.00 Dollars,

J. H. Brown

Subscribed and sworn to before me

My commission expires September 30, 1968

June 9 1967

Peggy A. Trimble  
Notary Public.

(Seal)

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NATIONAL CAPITAL PLANNING COMMISSION  
NOTICE OF PUBLIC HEARING

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Daniel H. Shear, Secretary  
National Capital Planning Commission



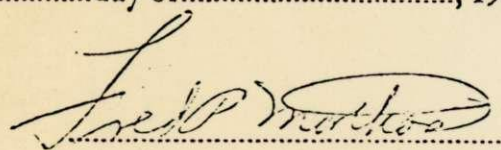
PROOF OF PUBLICATION  
—IN—  
The Washington Post

District of Columbia, ss.

Personally appeared before me, a  
Notary Public in and for the said District,  
William F. Reith  
....., well  
known to me to be....Asst. Comptroller...of  
The Washington Post

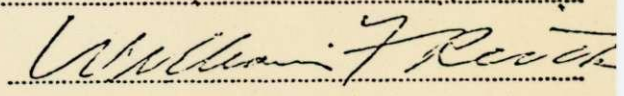
a daily newspaper printed and published in  
the City of Washington, District of Colum-  
bia, and made oath in due form of law that  
the annexed advertisement was published in  
said newspaper at the times mentioned in the  
Certificate opposite hereto.

Witness my hand and official seal this  
.....13th day of June....., 19.67.....

  
.....  
NOTARY PUBLIC, D. C.

I Herby Certify that the foregoing advertise-  
ment was printed and published in  
The Washington Post  
a daily newspaper, upon the following dates at a cost  
of One Hundred Eighty Six & 03/10<sup>0</sup> Dollars:

..... June 2, 1967 .....

.....  
  
.....

NATIONAL CAPITAL PLANNING COMMISSION  
**NOTICE OF PUBLIC HEARING**

On the Transportation Section of  
the Proposed Comprehensive Plan for the National Capital  
**JUNE 14, 1967**

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D.C., 20576, not later than the close of business Monday, June 12, 1967, so that their names may be placed on the list of witnesses. Others present at the hearing who wish to be heard may be afforded an opportunity to testify, if time permits, after those on the list of witnesses have been called and heard. In order to provide an opportunity for the maximum number of persons to be heard, it may be necessary to limit the length of oral presentations. Witnesses are therefore encouraged to submit written statements for inclusion in the record of the hearing, in addition to or in lieu of oral presentations. The record of the hearing will be held open for this purpose until June 30, 1967.

Daniel H. Shear, Secretary  
National Capital Planning Commission



# WASHINGTON DAILY NEWS

## PROOF OF PUBLICATION

### AFFIDAVIT

District of Columbia, to wit:

Personally appeared before me

A Notary Public in and for the said District

**Kathryn L. King,**

well known to me to be the bookkeeper of the Washington Daily News Company, a daily newspaper printed and published in the District aforesaid; and made oath in due form of law that the annexed notice was published in said daily newspaper at the time mentioned in the certificate opposite hereto.

Witness my hand and official seal this 14th

day of June, 1967

*Richard Shear*

Notary Public, D. C.  
My Commission expires January 14, 1972

### COPY OF NOTICE

#### NATIONAL CAPITAL PLANNING COMMISSION NOTICE OF PUBLIC HEARING

On the Transportation Section of  
the Proposed Comprehensive Plan for the National Capital

**JUNE 14, 1967**

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Daniel H. Shear, Secretary  
National Capital Planning Commission

I hereby certify that the foregoing notice was printed in the Washington Daily News, a daily newspaper upon the following dates:

June 2, 1967

*Kathryn L. King*

Bj/3

CHAIRMAN ROWE: In response to the notice, 69 individuals and representatives of organizations requested in writing by the close of business on June 12 that their names be placed on the list of witnesses. Because of the length of the list of witnesses, and in accordance with the notice, it will be necessary to limit each oral presentation to ten minutes. The time required for questions by members or alternate members of the Commission, the District Commissioners, or the members of the Public Service Commission, and for answers thereto, will not be charged to the witness. The Secretary of the Commission will indicate to each witness when eight minutes have elapsed.

Witnesses are encouraged to be brief in their oral presentations and to submit written statements for inclusion in the record of the hearing which will be kept open until June the 30th.

We have started doing a little arithmetic on the number of witnesses and we don't think that we can plan another 22-inning night and I think that we certainly will have to have another session tomorrow evening; if each witness is to take ten minutes, and there are 69 witnesses, you can see it would be a very late hour.

We hope to finish this evening's session by eleven or a little later and I would think that between nine and nine-thirty we might have a ten-minute recess.



bj/4

After the representatives of agencies of the Federal and District of Columbia Governments testify, witnesses will be called by the Secretary of the Commission in the order in which their names were submitted to the Secretary. The names of witnesses who fail to respond to the first call of their names will be called again after all of the names on the list of witnesses have been called initially.

I might say to those of you who either for one reason or another did not get the written notice in in time, I am terribly sorry. If we have the session tomorrow, which seems likely, and the list which you have here is finished, then we would like to hear from those of you whose requests in writing came in too late. But I do remind you that there is an opportunity up until June the 30th to submit your written testimony. Whether you will have an opportunity to stand here and speak, I can't be sure at this time. It depends on the amount of time that the other witnesses take.

A complete record of this hearing, including statements and materials submitted after the hearing but on or before June 30th to the Secretary of the Commission, will be available for examination after June 30th at the Commission's offices, 1111 20th Street, between nine and five, Monday through Friday.

12. 10j/5  
Copies of the record may also be purchased from the Jo Ann Withers Reporting Service at 1906 M.

Following this hearing, the Commission and its staff will review the comments received and submitted for the record, as well as those received at the series of public meetings previously held by the Commission on the various parts of the Proposed Comprehensive Plan.

We have been out in the different geographical areas of the city, as many of you know, listening to the citizens closer to home.

Together with the views of the official agencies submitted to the Commission, the comments will be used in preparing the Comprehensive Plan for the Nation's Capital for adoption by the Commission in accordance with the National Capital Planning Act of 1952. The Major Thoroughfare Plan part of the Comprehensive Plan is required by law to be approved by the Commissioners of the District and the Mass Transportation Plan part of the Comprehensive Plan is required by law to be approved by a joint board consisting of the District Commissioners and the members of the Public Service Commission.

Before the Secretary starts calling the witnesses, I would like to introduce for a few brief remarks Dr. Edwards who has served as the Chairman of the Transportation Committee of the Commission.



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Mr. Edwards.

MRS. ANN DICKERSON: Madam Chairman, a point of privilege. Could we have a moment of prayer from one of the ministers here?

We feel, many of us feel that this is a moral thing as well as just transportation. So could we have a silent moment of prayer before the other people begin?

CHAIRMAN ROWE: Yes, I'll be glad to.

FATHER JOHN DILLON: Our Father, we are gathered together here as God's people concerned about our city.

Grant us the ears to hear the cry and a heart to yield to those needs.

Help us to realize the important moral implications of our deliberations because we are dealing here with how space is used and how people live and work. In such situations, transportation becomes an instrument for justice or injustice, a means of opportunity or frustration, a mechanism for confining or releasing those who live in the ghettos.

Help us, Lord, to remember that our city is for men and not men for the city. Amen.

CHAIRMAN ROWE: Mr. Edwards.

(Applause.)

T2/jbj

## REMARKS OF G. FRANKLIN EDWARDS

DR. G. FRANKLIN EDWARDS: Mrs. Rowe, Members of the Commission, ladies and gentlemen:

I want to welcome you to this meeting as the Chairman of the Transportation Committee of the Planning Commission. There is nothing of real substance I might add at this time to what Mrs. Rowe has already said.

We have met over the past year with many of you in your local communities and also at the Commission offices and those meetings have extended at times late into the night. I don't want to take the important time now which is given to you to make any prolonged statement but I do want to assure you that the Commission takes very seriously the views which are expressed by citizens who take their time to demonstrate their interest in matters of transportation.

It is in that spirit that I welcome you to this meeting and I should like to give the same assurance that all of the Commission members will listen attentively to what you have to say.

(Applause.)

CHAIRMAN ROWE: The Secretary will call the witnesses.

MR. SHEAR: Madam Chairman, with your permission, I will call each witness and announce the witness



12/jbj immediately following, in the interest of time. I don't believe we had a sufficient number of witness lists for everyone in the audience and by doing so we may facilitate the hearing.

(The list of witnesses reads as follows:)

## NATIONAL CAPITAL PLANNING COMMISSION

WASHINGTON, D.C. 20576

PUBLIC HEARING ON THE TRANSPORTATION SECTION OF THE PROPOSED  
COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL

June 14 and 15, 1967

List of Witnesses

1. T. F. Airis, Director, Department of Highways and Traffic, Government of the District of Columbia
2. Commanders W. F. Reed, Jr., and L. J. Green, Chesapeake Division, Naval Facilities Engineering Command, Washington, D.C.
3. Harold E. Wirth, Chairman, District of Columbia Metropolitan Area Highway Users Conference
4. Glen T. Lashley, Director, Public Relations and Civic Activities, District of Columbia Division, American Automobile Association
5. Adolphe J. Edwards, President, South Manor Neighborhood Association
6. Joseph G. Ferrier, Chairman, Committee on Air Pollution, Save Takoma Park Committee
7. Russell H. Hornback, Vice President and Business Manager, Union Taxi Owners Cooperative Association, Inc.
8. Ted Prahinski, President, Shepherd Park Citizens Association
9. Stanley W. Dziuban
10. Lucille S. Goodwin, Chairman, Metropolitan Advisory Council Citizens of the Near North
11. Charles J. Pilzer, General Counsel, Yellow Cab Company of D. C., Inc.



12. Sammie Abdullah Abbott, Emergency  
Committee on the Transportation  
Crisis
13. Robert M. Kennan, Jr., Chairman,  
Roads Subcommittee, Committee of  
100 on the Federal City
14. George Frain, Executive Vice President,  
Kalorama Citizens Association, Inc.
15. Robert D. Lerner, Vice President &  
General Manager, Airport Transport Inc.
16. D. L. Chaney
17. Duncan Wall, Metropolitan Citizens  
Council for Rapid Transit
18. Herbert T. Wood
19. C. E. Hall, Regional Manager, Eastern  
Greyhound Lines
20. Simon L. Cain, President, Lamond-Riggs  
Citizens Association
21. Bernard Cain, Secretary, Brookland  
Citizens Association
22. Robert F. Koch
23. Morton S. Raff, Transportation Chairman,  
Montgomery County Citizens Planning  
Association
24. J. C. Turner, President, Greater Washington  
Central Labor Council, AFL-CIO
25. Marion Barry, Jr., Citizens Committee for  
Equal Justice
26. Mrs. Angela Rooney, Brookland for People  
and Trees Committee
27. William H. Waters

28. Frank Bias, President, The Connecticut Avenue Association
29. Thomas M. Walsh, Chairman, Transportation Committee, Metropolitan Washington Board of Trade
30. Rene Bozzi, Vice President, Lamond-Riggs Civic Association
31. Thomas P. Rooney
32. John A. Israelson, Vice President, Woodward & Lothrop
33. Frederic A. Heutte, Catholic Interracial Council of Washington, D.C.
34. C. P. Maloney, Jr., Vice President, Maloney Concrete Company
35. Col. Robert F. Evans, President, Citizens Association of Georgetown
36. Philip Young, (or Mrs. Barbara Young), Save Takoma Park Committee
37. Peter Glickert, Capitol Hill Community Council
38. Bernard W. Pryor, President, Brookland Neighborhood Civic Association, Inc.
39. David Solomon, President, Washington Section, Institute of Traffic Engineers
40. Laura Lee Spencer
41. Jesse Devore, President, Ivy City Trinidad Citizens Association, Inc.
42. Arthur C. Cox, President, Corson & Gruman Company, Inc.
43. Robert L. Saloschin
44. Murray S. Simpson, President, Super Concrete Corporation



45. Miles L. Colean, Chairman, Transportation Committee, Federal City Council
46. Mrs. Louisa Spottswood, Brookland Neighbors of Washington, D.C.
47. John H. Carter
48. Joseph Kogok, Kojak's Liquors
49. Leslie Logan, President, Arlingtonians for Preservation of the Potomac Palisades
50. Theodore R. Hagans, Jr., The District of Columbia Chamber of Commerce, Inc.
51. Arthur E. Morrisette, Chairman, Communications, Committee of Concern, Business and Professional People in the No. 11 Precinct
52. Norman Kilpatrick, Housing Advisor, Change, Inc.
53. Harry R. Applegate, National Automobile Dealers Association
54. Edward J. MacClane, Chairman, City Planning Committee, D. C. Federation of Civic Associations, Inc.
55. W. W. Ennis
56. William B. Peer, Chairman, Transportation Committee, Neighbors, Inc.
57. Hosea E. Taylor, Chairman of the Public Utilities and Public Works Committee, D. C. Federation of Civic Associations
58. LeRoy L. Werner, Cafritz Construction Co.
59. Arthur Clarendon Smith, Jr., President, Smith's Transfer & Storage Co., Inc.
60. Andrew W. Johnson, Managing Director, Washington D.C. Area Trucking Association
61. Frank L. Grimm, President, O'Boyle Tank Lines

62. Eugene I. Kane, Executive Vice President,  
Kane Transfer Company
63. Raymond N. Morauer, President, Washington  
Trailer Company, Inc.
64. Harry L. Graham, Potomac Grange #1 of the  
National Grange
65. V. L. Paris, President, American Sightseeing  
Association, Inc.
66. Lawrence Wilkinson, Chairman, Planning  
Committee, Brookland Area Coordinating Council
67. Richard A. Lill, Chairman, Transportation  
Engineering Committee, National Capital  
Section, American Society of Civil Engineers
68. Harry Obedin
69. Dr. John P. Gallagher, President, North  
Foxhall Road Association



MR. SHEAR: The first witness is T. F. Airis, --

MR. AIRIS: Here.

MR. SHEAR: -- Director of the Department of Highways and Traffic of the Government of the District of Columbia, who will be followed by Commanders W. F. Reed, Jr., and L. J. Green.

STATEMENT OF:

T. F. AIRIS, DIRECTOR, DEPARTMENT OF HIGHWAYS  
AND TRAFFIC, GOVERNMENT OF THE DISTRICT OF COLUMBIA

MR. T. F. AIRIS: Tell me when to go, Dan. Now?

MR. SHEAR: (Nodding head.)

MR. AIRIS: Madam Chairman, Members of the Planning Commission: My name is Thomas F. Airis. I am Director of the District of Columbia Department of Highways and Traffic, and I am glad to be number one on the list, I think.

I would like to present the comments of the Department with respect to the Transportation Plan contained in the Comprehensive Plan for the National Capital, which is the subject of the hearing this evening.

Generally, we support the plan as outlined. The freeway section closely follows that provided for in the Policy Advisory Committee's document of May 25, 1966, which was concurred in by all major agencies responsible for construction and maintenance of transportation facilities in

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the District. It is a logical descendant of many transportation plans proposed during the last decade and a half, a number of which, including the 1959 Mass Transit Survey and the Year 2000 Plan, were sponsored by the National Capital Planning Commission.

Although we are in general support of the rail features shown on Transportation Diagram Number Two, we would defer to the specific comment of the National Capital Transportation Agency and the Washington Metropolitan Area Transit Authority concerning these features, since they are experts in that field and have recently proposed substantial changes in the system from that shown here. Similarly, we would also suggest the acceptance of expert opinion from the Washington Metropolitan Area Transit Commission insofar as requirements of bus lines are concerned. The highway and freeway programs shown in the plan are capable of being adapted to complement any reasonable variation of the mass transit system that is finally adopted and built.

We are of the opinion that the plan furnishes the guidelines for orderly development of the Nation's Capital so that the construction of buildings, apartments, office structures, and other large traffic generators, when completed, can be properly serviced by adequate complementing transportation facilities that will have been constructed simultaneously with the building developments.



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This has not been done to date, and, as the city grows in size, it will become increasingly important to keep the transportation of people and goods abreast of the demand caused by the development of more traffic generators in both the metropolitan area and in the downtown. Otherwise, a crisis in transportation and traffic will result.

In this regard, until at least just lately, I have observed that the Planning Commission has not concerned itself with transportation capability of an area when approving construction of new traffic-generating projects. The current Southwest development is a good case in point. Here the Planning Commission approved such huge new traffic generators as the Forrestal Building and the Tenth Street Mall complex, both now under construction with early occupancy dates, without reviewing complementing needs for increased capability of the movement of people and goods.

It was only last year, after we expressed our fears and induced the Redevelopment Land Agency to have a review made, that a nose count showed that the area would not have the expected 25,000 occupancy, nor 35,000, not even 55,000, but a whopping 85,000, which, of course, poses a serious problem not only to the collector streets of the area which cannot handle this load in the normal manner, but also to the yet uncompleted connecting arterials and Inner Loop Freeway facilities as well.

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As a result, a number of agencies, under the leadership of the General Services Administration, are attempting to find a reasonable solution. The National Capital Transportation Agency has located a subway station and a line loop in the area, and we are examining, with the Washington Metropolitan Area Transit Commission, certain traffic aspects. I think we can prevent the situation from becoming chaotic, but it should be an example to us all that transportation requirements must be included in development planning.

Another case that is building up is the development of the proposal along the Anacostia River at the site of the Bolling Air Force Base, where large new Department of Defense and housing projects are under consideration. Here again, there will be a demand created for additional transportation capacity, which is not currently included in any plan.

At the Planning Commission meeting in May, when the Bolling project was presented, the sponsor did not touch on the transportation requirements nor did any member of the Commission indicate an interest by questioning whether or not this essential ingredient of a successful project could be provided.

For certain, if it does proceed, if the Potomac River crossing shown on Diagram Number One in dotted lines



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is really seriously considered for later construction and if Maryland continues to press for connections of the Indian Head Highway into Interchange 38 of the Beltway I-495, just east of Woodrow Wilson Bridge, then the District, for certain, has no alternative but to widen I-295, the Anacostia Freeway, to at least eight lanes.

These are some of the situations we, who are responsible for maintaining traffic in a healthy condition in the city, are continually confronted with and one on which we must have some assistance from the Planning Commission, if we are to do our job.

The plan calls for an increase in the employment in the District of from 600,000 in 1965 to 800,000 in 1985. Such an increase requires highways, parking, transit, in at least the amounts shown in the plan in order to insure the District of Columbia that its transportation system will be a positive element of the city rather than a continuous headache.

I am sure no one by now needs to be reminded that the Washington metropolitan area has been for over a decade one of the fastest growing areas in the United States. In 1965, construction in the metropolitan area approached a billion dollars a year and a large part of the total was expended in the District to construct such huge new traffic generators as I mentioned in the Southwest, the magnificent

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new office buildings along K and L Streets, Northwest, a  
hugh new hotel, the Washington Hilton, additions to the  
Sheraton Park and Shoreham Hotels, the gigantic Watergate  
Town and Columbia Plaza developments that are only now  
nearing completion, the proposed Ponte Vecchio Bridge and  
others too numerous to mention.

All this building creates new jobs and adds to  
our economic well being, but we have not been keeping pace  
with the transportation capability needed to support these  
newly constructed facilities.

As a result of this expanding economy and the  
increase in visitors traveling to Washington, the District  
has experienced a three to seven per cent increase in  
vehicular traffic per year. Individual counting stations  
vary but the average yearly increase remains fairly con-  
stant.

Another indicator, of course, is the addition to  
registrations on automobiles here in the District, which  
have increased about 4,000 vehicles per year, and that is  
in the District alone, not counting the metropolitan area.

We, in the highway and traffic field, are con-  
tinually confronted with what the American people, without  
regard to race, color, creed do, that is, they buy trucks,  
they buy automobiles, they buy cars in increasing quantity,  
rather than what some of we traffic officials would like to



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have them do, and that is, make maximum use of existing bus routes and other forms of public carrier, which would make our job certainly a lot easier.

I could cite many authorities on this point but by way of emphasis I would like to mention a fairly recent pronouncement of an important non-highway authority.

The following article appeared in a local newspaper a few months ago.

"RAILROAD CHIEF - SADLY ADMITS FACTS  
OF LIFE"

Hartford, Connecticut

The President of one of the largest railroads prefers to go by car instead of hopping a train. "I have a pass on the New Haven Railroad, but I drove up here today," New York Central head Alfred E. Pearlman said in a recent talk to Trinity College students.

(Laughter.)

"Every time an American wants to go anywhere," he said, "he wants to go now. This means a car, and this is what most of the people do. Most people don't like to go somewhere tied down by a schedule."

"It's only when it's snowing or the airlines aren't operating you like to go back to the good old days."

These, unfortunately, are what we face here.

At the present time, our small limited access roadways in the District, including our short completed freeway sections, comprise a mere --

MR. SHEAR: A minute and a half.

MR. AIRIS: A minute and a half. Very good, I'll try to finish.

(Continuing) -- a mere 2.8 per cent of the District's street system, yet they handle 15.5 per cent of the vehicular traffic.

Now, when the freeway system in the plan is completed, it will comprise 4.5 per cent of the street system and our limited access roadways will then handle 30 to 40 per cent of the traffic. We will get it out of the neighborhood and out from where it will hurt children.

In summation, the District Highway Department supports the general plan. It believes that it will provide a base to handle District transportation probably through 1985, provided, of course, further planning delays are not encountered and we can get the facilities built and into use within the time now programmed for their construction. Only then, I think, can we concentrate on the



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operational matters by promoting bus and rail transit usage. Then also we can move to minimize the need for yet further facilities.

Thank you very much.

(Applause.)

MR. SHEAR: The next witnesses are Commanders W. F. Reed, Jr., and L. J. Green, Chesapeake Division, Naval Facilities Engineering Command, Washington, D. C., who will be followed by Harold E. Wirth.

COMMANDER L. J. GREEN: Mr. Secretary, the Navy does not wish to make an oral presentation.

MR. SAMMIE ABDULLAH ABBOTT: What are you going to do, bring your battleships down the freeways?

(Laughter.)

CHAIRMAN ROWE: (Pounding gavel.)

Mr. Wirth.

MR. SHEAR: Mr. Harold E. Wirth, Chairman of the District of Columbia Metropolitan Area Highway Users Conference.

STATEMENT OF:

HAROLD E. WIRTH, CHAIRMAN, DISTRICT OF COLUMBIA  
METROPOLITAN AREA HIGHWAY USERS CONFERENCE

MR. HAROLD E. WIRTH: Madam Chairman, since your time is limited, before I begin my own statement and you begin timing me as you indicated, I have been authorized by

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the Maryland and Virginia Milk Producers Association to report that they wish to go on record as being in favor of the full completion of the entire interstate freeway system in the District of Columbia. They bring milk to all of the babies.

(A chorus of boos.)

And now my statement, Madam Chairman and Members of the Commission.

My name is Harold E. Wirth. I am the Washington Manager of the Firestone Tire and Rubber Company and I am speaking tonight as Chairman of the Washington Representatives of Rubber and Tire Manufacturers.

(Laughter.)

This organization is made up of the men and women from the various tire manufacturing companies which maintain Washington offices. Now, we represent the industry that is the second largest tax collector for your nation's highways. And, in Washington, D. C., our customers, you, who are paying these taxes for highways are obtaining very little value received for your outlays.

As you should know, the Interstate Freeway Program is financed solely by past, present and continuing levies and on truck and bus owners through numerous taxes on vehicles, motor fuel, automotive parts and tires. The program does not cost the General Fund one single cent, as



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compared with many other programs approved by this very Commission.

Motorists in the District of Columbia are the highest taxed of any community in the United States, having paid an average --

VOICES: What for?

(Scattered applause.)

MR. WIRTH: -- having paid an average of \$213 per vehicle in 1965, according to the American Petroleum Institute reports, but they do not have the benefits of modern freeways as do the motorists in such cities as Atlanta, Chicago, Cleveland, Dallas, Detroit, Hartford, Los Angeles, New Haven, New Orleans, and you name it.

A VOICE: And all points west.

CHAIRMAN ROWE: (Pounding gavel) I expect everybody to be courteous to the speaker, whether you agree with him or not.

It is a controversial issue that we are talking about tonight but I do expect courtesy.

Thank you.

MR. WIRTH: We urge the National Capital Planning Commission to approve construction for every mile of the national system of interstate and defense highways currently mapped for the District of Columbia and the balance of the freeway projects from "A" through "K" as listed in

T4/jbj column six of your "Notice of Public Hearing" advertised in the Sunday Star issue of 28 May 1967, page A-13. This includes, of course, the Inner Loop, the Three Sisters Bridge, the Potomac River Freeway and the North Central Freeway.

In the Washington area these well-known future interstate highways are usually described as local facilities. But perhaps some of us might have forgotten their national importance.

T5 So, let the record show that the North Central Freeway is our segment of the great Interstate Route 95 which runs from Miami, Florida, to upper Maine and is now rapidly being completed through the cities of Jacksonville, Richmond, Baltimore, Wilmington, Philadelphia, Trenton, New Brunswick, Newark, New York, New Haven, Providence, Boston, Portsmouth, New Hampshire and Portland, Maine, but not through Washington, D. C.

VOICES: Good.

(Applause.) (Cheers.)

Also let the record show that the North Central Corridor will carry the routing of Interstate 70-S, which is not just a commuter facility for Silver Spring and Rockville, as some people have mistakenly said, but goes on westward as Interstate 70 to serve Frederick, Hagerstown, Wheeling, Columbus, Indianapolis, St. Louis, Kansas City,



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Denver --

(Laughter.)

-- and connects with another freeway that goes all the way to California --

VOICES: Hurray.

MR. WIRTH: -- thus being the artery through which about 25 per cent of our country's motorists can reach their own Nation's Capital.

A VOICE: Trucks.

MR. WIRTH: It is shocking to note in the Proposed Comprehensive Plan for the National Capital on page 111, to be exact, that some of this Commission's members state that they are against the building of this vital nation-wide route.

(Applause and cheers.)

We sincerely hope that their thinking has changed since the Proposed Comprehensive Plan was written.

A VOICE: No.

VOICES: Never.

MR. WIRTH: They may have been under the impression at the time that since we have the Beltway, the freeways need not come through the city.

(Applause.)

However, as we know from recent visits to America's other major cities, all of the great interstate

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routes pass close to the center of all large cities, as well as having the option of a beltway for those who prefer to go around the city. It's part of the basic national plan.

(Laughter.)

This is necessary because origin and destination surveys of you people who drive automobiles show that much, sometimes the bulk of the traffic desires to go to the heart of the cities and not around them. To keep freeways out of cities would be as absurd as to have prevented railroads from coming into large cities over 100 years ago.

The national system of interstate and defense highways was launched by the Congress of the United States in 1956 as a 41,000-mile coast-to-coast freeway system serving all types of vehicles and traffic needs. Throughout the country 23,755 miles of this system are completed and open to the public use today. This is three-fifths of the total system.

The District of Columbia has only 29.8 miles of that system within its borders. Of this proposed mileage, only 10.5 miles have been completed, or about one-third. Only two other states have a smaller percentage of completion. They are Utah, which has hundreds of miles of highways and very few motorists, and Hawaii, who just became a state recently and, therefore, just got started on the



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program.

Maryland, for example, your neighboring state, is 75 per cent completed in her system and Virginia, the builder of the new world's first public highway system, is presently engaged in constructing four-lane divided highways to connect every town of 5,000 population in the state.

One wonders how Washington's economy can be expected to thrive in this automotive age when we are so far behind other comparable cities and 47 states of our nation. As the Nation's Capital we should be setting the example by leading the pace.

(Laughter.)

Tonight we are discussing future transportation plans for our city. The plan under review can be described as the smallest highway plan of the 20-odd transportation plans that have been prepared over the past 20 years.

(Applause.)

The freeways and bridges proposed in this Comprehensive Plan are the bare bones minimum, without which a modern city cannot exist. In practicality, it is reduced down to no other modern freeways than a severely condensed interstate system.

Compare this to earlier plans of this very same National Capital Planning Commission, which included several needed parkways and expressways.

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For example, I have here a leaflet (exhibiting document) summarizing the transportation plans of 1959 prepared by your Commission. Stricken from the present Proposed Comprehensive Plan are such throughways as the Northwest Freeway, the Northeast Freeway, the Glover-Archbold Parkway, the Intermediate Loop, and, in Virginia, the Pimmit Run Parkway and the South Potomac Expressway, all erased from that plan.

(Cheers and applause.)

Madam Chairman and Gentlemen of the Commission: I urge you to end these recurring delays, holdups, cut-backs, studies, re-studies, and other slow-downs on this essential program and to get on with the job of building this greatly reduced and minimum freeway system.

And, Mr. Timer, I hope you have given me credit for all of this applause, which I had no authority to control.

(Laughter and applause.)

This is not just a desire of those of us in automotive-type businesses.

(Applause.)

This is not only a desire of those of us in automotive-type businesses. I have here a file of editorials from the Washington newspapers whose headings tell the story of strong and sound support from the editorial



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writers, your own editorial writers, whose only interest is the welfare of the public.

(Laughter.)

For five years, Washington's editorial pages have contained strong pleas for completing the bridge and freeway system. Permit me to read just a few of the headings from some of these editorials.

The Evening Star: Freeway Breakthrough?

(Laughter.)

The Evening Star: Back on the Road.

Here We Go Again.

The Post: More Farce.

The Tunnel Caper.

Time for a Change.

Over and Over.

The Subway in Danger.

Freeway Challenge.

Tactics of Delay.

Slow Path Forward.

Counsel of Despair.

The News: Who's Driving.

Clearance for Freeways.

Roads and Reason.

(Laughter.)

For Five Years.

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A VOICE: Bingo.

(Applause and cheers.)

MR. ABBOTT: Free tires in the lobby.

(Laughter.)

CHAIRMAN ROWE: You have lost some time for applause, so we'll give you a half a minute more.

MR. WIRTH: Let me say to you that only automobile owners and bus and truck owners pay for your freeways. You don't pay one cent for them, if you don't own an automobile.

(A chorus of groans.)

You pay nothing to support the freeways of your country that we are advocating.

VOICES: No.

MR. WIRTH: But even though you do not own an automobile, if you don't, it is in your interest to support the rapid completion of our freeway system for the simple reason that all of your necessities of life and even the little luxuries in your life must be brought to you over their routes by an automobile. Congestion costs you more for every single item that you obtain.

Now, let me conclude, Madam Chairman, by reiterating the wise and solemn words of our distinguished Federal City Council: "If" --

(A chorus of boos.)



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"If Washington had no other reason to aspire to urban greatness, its federal purpose alone should be enough to arouse the desire for civic fulfillment. But the greatness of this community lies not in a static federal reservation dotted with monuments and isolated from its urban environs. Its greatness lies in its role as a city -- livable, beautiful, functional, inspiring -- a place where the human purpose as well as the federal purpose may be consummated.

"Such greatness requires planning.

"It also requires action." Let's please have it.

(Applause.)

CHAIRMAN ROWE: Before calling the next witness, I would like to introduce Mr. George Avery, the Chairman of the Public Service Commission of the District, who arrived a little late.

Mr. Avery.

(Mr. Avery rose; applause.)

MR. AVERY: Thank you.

MR. SHEAR: Mr. Glenn T. Lashley, Public Relations and Civic Activities, District of Columbia Division, American Automobile Association, who will be followed by Adolphe J. Edwards.

end T5

## STATEMENT OF:

GLENN T. LASHLEY, DIRECTOR, PUBLIC RELATIONS AND CIVIC  
ACTIVITIES, DISTRICT OF COLUMBIA DIVISION, AMERICAN  
AUTOMOBILE ASSOCIATION

MR. GLENN T. LASHLEY: Madam Chairman and Members of the Commission: Before you start the timing of my presentation, I would like to commend the young lady here who asked for a word of prayer to open this meeting because I think this is an extremely important meeting and I personally am delighted to see it start off on the tone of: Come, let's reason together.

There is an important decision to be made in this conference and I would ask the members of the audience -- disagree with me all you like -- but please don't take my time. Let me finish and then you can demonstrate all you want to.

My name is Glenn T. Lashley and I am Director of Public Relations and Civic Activities for the D. C. Division of the American Automobile Association, which has over 195,000 members in the District of Columbia, Northern Virginia and suburban Maryland.

We are pleased that the Planning Commission is holding this hearing. We hope it will be the last. The freeway and parkway network for the District of Columbia has been studied, restudied, planned and replanned, but far too little has been implemented. Until it is implemented,



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the concept of balanced transportation cannot become a reality.

From previous hearings and actions, it is quite apparent that some members of NCPC are violently opposed to any form of transportation involving rubber tires.

(Applause.)

We find it completely out of order to have the editorial footnote on page 111 of the proposal for the entire National Capital Planning Commission.

Planning for the freeway system in the District of Columbia has become fragmented and uncertain, because individuals and groups have been able to inject confusion into the freeway planning picture. Firm planning decisions have been delayed, creating a condition that prevents a single freeway project from being completed or even advanced to the final stages.

By 1970, ladies and gentlemen, 24 million people each year will be coming to this city as tourists. 80 per cent of them will travel by automobile.

Now, in terms of money, 24 million visitors means over \$900 million of business to our community.

We wonder what it will be like if we cannot complete our Inner Loop Freeway System when tourists leapfrog from one incomplete freeway to another, meeting clogs of traffic

16jd3 of motorists who do not want to be in the central business district and would not be there, if we could complete the Inner Loop Freeway.

As you know, there are concrete memorials all over the town which vividly illustrate the planning disputes which have delayed our major highway projects. The Potomac River Freeway juts into the air just south of the Whitehurst Freeway and ends at 31st Street, an abrupt drop-off at 30 feet above the ground, and it will be another seven years --

(Applause.)

The Southeast Freeway, built along Virginia Avenue, Southeast, as far as 6th Street, was completed in 1964. But the connecting freeway to the 11th Street bridges will not be finished for another two years, and this keeps us from getting the traffic out of that local street which does not want to be there and would eliminate the congestion in that area.

Now, it is true that up to now city freeways have demanded quite a bit of land but they don't need to. The highway needs only a permanent three-dimensional easement or air tunnel. Space above, below and alongside could be used for the city's most pressing needs, such as business offices, housing and parks.

Freeway opponents frequently cite human and esthetic values as reasons for opposing further freeway construction.



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(Applause.)

I question whether or not this opposition can be founded in the District of Columbia. The newly opened E Street Expressway in front of the State Department here shows how beauty can be built into urban freeways, --

(Laughter.)

-- where six acres of parks and landscaping have been constructed where none existed before.

The bold new proposal to beautify the Georgetown Waterfront, along with construction of the Potomac River Freeway, is another example. Tunneling of portions of the North Central Freeway and East Leg of the Inner Loop are excellent illustrations.

Let me emphasize that the D. C. Division of the American Automobile Association since 1961 has enthusiastically supported a balanced system of transportation for the Metropolitan Washington area, including a system of rapid transit, including a system of express bus routes, and adequate parking facilities in the downtown area.

Madam Chairman, I have added two attachments to this Report:

One, a page from American Motorist outlining our policy on transportation and

Two, from the same magazine, showing action that took part at our Advisory Board Meeting back in 1965. On

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that occasion at our Board Meeting, we considered it an honor that Mr. William J. McCarter would honor our organization by being luncheon speaker there, his first public appearance in Washington.

And on that occasion Renah Camalier, the Chairman of Our Board, presenting him with a four-foot shovel assured him of our support and said, Mr. McCarter, start digging.

(Laughter.)

It is true that up to now pretty freeways have demanded quite a bit of land but, as I mentioned a moment ago, beauty can be built into these freeways.

Citizens have already made their choice where they want to live, where they want to work and where they want to play and here is where we come to some of the conflict.

We believe that these people should not be forced to change their desires in order to conform to a preconceived plan.

The D. C. Division of the Triple-A endorses the proposed transportation section of the Comprehensive Plan for the National Capital. We wish to emphasize that the freeway proposals are the bare minimum which should be built. Anything less can cripple the Nation's Capital.

I would like to comment on three specific proposals.

Number One - The Three Sisters Island Bridge. This bridge has been considered essential in every comprehensive



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planning report published during the last ten years, with the exception of the one abortive review by NCTA in 1962. The current building boom in Rosslyn is evident to even the most casual observer. Key Bridge and Chain Bridge traffic capacities are overtaxed daily. Traffic on the Roosevelt Bridge has increased 32 per cent since 1965.

Ladies and gentlemen, the Three Sisters Bridge is the only practical means at hand whereby the Georgetown Waterfront can be rehabilitated. Without the bridge, there can be no Potomac River Freeway along the Potomac on the Maryland side, and I am sure you agree that this is an important phase of our system and, very important.

The Three Sisters Bridge will provide the fast access to Route 66 and to Dulles Airport and, ladies and gentlemen, we need to get that white elephant operating properly and to take some of the objectionable jet traffic away from Washington National Airport.

(Scattered applause.)

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Route 66, coming in through Arlington, as planned, will be a divided eight-lane freeway. Roosevelt Bridge is a six-lane bridge and restricted to passenger vehicles. Thus, we would have an eight-lane freeway carrying both passenger and truck traffic leading into a six-lane bridge which prohibits truck traffic and which increases its traffic count by 32 per cent in one year.

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How then can anyone logically reject the need for another Potomac Bridge? And the Three Sisters Island location is the obvious location. Unless it is built, there will be a traffic jam of colossal dimensions at the approaches to the Roosevelt Memorial Bridge and truck traffic will be obliged to go two and a half miles to cross the 14th Street Bridge, which already is overloaded.

Project Number Two - North Central Freeway. The most recent plan includes a number of important improvements. It does not contemplate bulldozing a new corridor. It would consolidate the existing B&O Railroad and the proposed rapid transit line into one traffic artery to minimize disruption.

I think our Highway Department has done an excellent job in this project, and I will hurry on, on the East Leg of the Inner Loop, by keeping the number of displaced persons to an absolute minimum.

The Capital Hill Area is another place where we are reducing the congestion on the local streets.

And I would emphasize that in the central business district 50 per cent of the traffic down there does not want to be in the central business district.

The freeway system of the District of Columbia is one entity. You cannot delete sections of it and expect it to work.

Madam Chairman, there is one part that we do take



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exception to on the parking proposals. We believe that establishing a numerical limit on parking spaces is ill-advised because most projections on motor vehicles have been found to be extremely low.

Thank you for your time.

CHAIRMAN ROWE: Thank you.

(Applause.)

(Mr. Lashley's full statement is as follows:)

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Testimony of  
Glenn T. Lashley  
Director, Public Relations and Civic Activities  
D. C. Division, American Automobile Association

on

Transportation Section of the  
Comprehensive Plan for the National Capital  
before the National Capital Planning Commission  
State Department Auditorium  
Washington, D. C.  
June 14, 1967

Madam Chairman and Members of the Commission:

My name is Glenn T. Lashley. I am Director of Public Relations and Civic Activities for the District of Columbia Division of the American Automobile Association, which has more than 195,000 members in the District of Columbia, Suburban Maryland and Northern Virginia. On behalf of the District of Columbia Advisory Board of the AAA, I wish to make the following observations concerning the Transportation Section of the 1985 Plan for the National Capital:

We are pleased that the Planning Commission is holding this hearing. We hope it will be the last. The freeway and parkway network for the District of Columbia has been studied, restudied, planned and replanned, but far too little has been implemented. Until it is, the concept of balanced transportation cannot become a reality.

From previous hearings and actions, it is quite apparent that certain members of the NCPC are violently opposed to any form of transportation involving the use of rubber tires. We find it completely out of order to have the editorial footnote on page 111 included in what is supposed to be a proposal from the entire National Capital Planning Commission. Planning for the freeway system in the District of Columbia has become fragmented and uncertain. Individuals and



groups have been able to inject confusion into the freeway planning picture. Firm planning decisions have been delayed, creating a condition that prevents a single freeway project from being completed or even advanced to final design stages.

Within a few years, tourism will be Washington's number one industry. Predictions are that by 1970 some 24 million people will be visiting this city, 80 per cent of them arriving by automobile. We wonder what will enter the tourist's mind as he leapfrogs from incomplete freeway to incomplete freeway, dodging heavy traffic on city streets which shouldn't be there in the first place and would not if freeway construction could proceed on schedule.

There are concrete memorials all over town which vividly illustrate the planning disputes which have delayed our major highway projects. The Potomac River Freeway juts into the air just south of the Whitehurst Freeway and ends at 31st Street, N. W., at an abrupt drop-off point 30 feet above ground. It will be another six to seven years at the earliest before this project can be completed. The Southeast Freeway, built along Virginia Avenue, S. E. as far as 6th Street, was completed in 1964. But the connecting freeway to the 11th Street bridges will not be finished for another two years.

What the Planning Commission has overlooked in opposing portions of freeways and invoking its delays in the area is that trip patterns have changed in the past 50 years. Instead of a vast in-pouring and outpouring during rush hours, there is now journeying in all directions throughout the Metropolitan area.

Meanwhile, traffic continues to increase--now at the rate of 3 to 7 per cent per year. In fact, a comparison of 1966 traffic



volume counts with those taken 10 years ago, in 1956, showed an increase of 73 per cent on the Potomac River bridges alone. As District of Columbia highway officials have frequently pointed out, increased traffic may necessitate further application of various traffic engineering techniques and devices to extract more capacity from the existing street system. This could have a detrimental effect not only upon the better residential neighborhoods, but on the business sections of Washington as well.

It is true that up to now city freeways have demanded quite a bit of land. But they don't need to. The highway needs only a permanent three-dimensional easement--or "air tunnel." Space above, below and alongside could be used for the city's most pressing needs, such as business offices, housing, parks, etc.

Freeway opponents frequently cite human and esthetic values as reasons for opposing further freeway construction. No such charge could be more unfounded than in the District of Columbia. The newly opened E Street Expressway in front of the State Department shows how beauty can be built in to urban freeways, where six acres of parks and landscaping have been constructed where none existed before.

The bold new proposal to beautify the Georgetown Waterfront, along with construction of the Potomac River Freeway, is another example. Tunneling of portions of the North Central Freeway and East Leg of the Inner Loop are also good illustrations.

Let me also emphasize that the D. C. Division of the AAA, since 1961, has enthusiastically supported a balanced system of transportation for the Metropolitan Washington area, including a system of rapid transit, a system of express bus routes, and adequate parking facilities in the downtown area. But there is simply



no substitute for the car, either today or in the foreseeable future, to meet the flexible trip needs and desires of people. Citizens have already made their choice where to live, work or play. They should not be forced to change in order to conform to a preconceived plan.

The D. C. Division of the AAA endorses the proposed transportation section of the Comprehensive Plan for the National Capital. We wish to emphasize that the freeway proposals in this section are the bare minimum which should be built. Anything less will cripple the Nation's Capital.

I would like to comment on several specific projects in the freeway portion of the Plan:

1. The Three Sisters Island Bridge. This bridge has been considered essential in every comprehensive planning report published during the last 10 years, with the exception of the one abortive review by the NCTA in 1962. The current building boom in Rosslyn is evident to even the most casual observer. Key Bridge and Chain Bridge traffic capacities are overtaxed daily. Traffic on the Roosevelt Bridge increased 32 per cent in 1966 over 1965.

The Three Sisters Bridge is the only practical means at hand whereby the Georgetown Waterfront can be rehabilitated. Without the bridge, there can be no Potomac River Freeway along the Potomac on the Maryland side.

And very important, the Three Sisters Bridge will provide the fast access to Route 66 and the Dulles Airport Access Road needed to get that "white elephant" operating properly and to take some of the objectionable jet traffic away from Washington National Airport.

Route 66 coming in through Arlington, as planned, will be a divided 8-lane freeway. The Roosevelt Bridge is a 6-lane bridge and is restricted to passenger vehicles. Thus, we have an 8-lane



freeway, carrying both passenger and truck traffic, leading into a 6-lane bridge which prohibits truck traffic and which increased its traffic count by 32 per cent in one year.

How then, can anyone logically reject the need for another Potomac River Bridge at the Three Sisters Island crossing? Unless it is built, there will be a traffic jam of colossal dimensions at the approaches to the Roosevelt Memorial Bridge and truck traffic will be obliged to travel out of its way 2½ miles to cross the 14th Street Bridge.

2. The North Central Freeway. The most recent plan by the D. C. Highway Department includes a number of important improvements over previous schemes.

It does not contemplate bulldozing of a new corridor. It would instead consolidate the existing Baltimore and Ohio railroad, the proposed rapid transit line, and the highway into one traffic artery to minimize disruption. Only one stretch of the road would have eight lanes. The road would also be sunken or at surface level rather than elevated.

Consolidation with the railroad tracks will make possible a bypass, rather than a split, of Takoma Park. It will also reduce the displacement of people by one-half. Many of these families and more could be accommodated in new housing over the freeway, with the use of airspace.

The new concept would help rather than compete with rapid transit. The freeway interchanges would coincide with rapid transit stations, allowing coordination for parking garages.

At the present time, all traffic originating or passing through the North-Central corridor and destined to or through downtown Washington must use either 16th, 13th or North Capitol streets,



or Georgia Avenue, all heavily congested.

Construction of the North-Central Freeway would make the business districts of Washington and Silver Spring more accessible to patrons of the rapidly growing suburban areas, and would thus stimulate the business of both retail and non-retail establishments. We must remember that a freeway runs two directions--residents from within the District can go into the suburbs to shop just as easily as commuters can use the freeway to come into the District to work. It seems to us this point is often overlooked. Too often, members of the Planning Commission have looked upon freeways as mere commuter routes into Washington which serve no other purpose than to clog the city streets with cars during the day. Freeways are for everyone--businessmen, people leaving the city, Washington Senators and Redskins fans, and tourists, not just commuters.

3. East Leg of the Inner Loop. This freeway has been redesigned so that a full interchange will be provided at the Maryland Avenue entrance to the National Arboretum, giving everyone access to this present hard-to-find but excellent exhibit. The Arboretum is willing to let the District use a slice of its land so the freeway may bend slightly to the north, missing the homes of some 400 families.

The proposed route for the East Leg will result in a displacement of only 350 families, a marked reduction from that of earlier designs. The freeway will tunnel between Bladensburg Road and West Virginia Avenue, N. E., avoiding the Ruth K. Webb Elementary School, Trinidad Playground and parts of Mt. Olivet Cemetery.

Access to D. C. Stadium and the East Capital Street Bridge will provide major relief for residential neighborhoods in this



area which now experience regular weekend traffic jams due to baseball, football, and most recently, soccer games, not to mention the easy access for fans of these sporting events. The freeway will also provide greater service to the recreational requirements of the city than any other portion of the freeway system, giving access to parks along the Anacostia River.

The Inner Loop, when completed in its entirety, will be as vital a link around the downtown area and as much a necessity as the Capital Beltway has proved to be.

More than 50 per cent of all traffic within the central area has neither an origin nor a destination inside the Inner Loop area.

From an overall view, objections to the freeway portion of the Plan before us are generally worded to the effect that congestion is built into the proposed highway building program, that we will never be able to keep up with traffic demands at commuter peak periods. I would like to submit as part of this presentation a copy of our most recent Commuter Time Test Study. It is evident that despite a 40 per cent average increase in traffic in the past 10 years, it takes no longer to drive to work now than it did 10 years ago, with several notable exceptions, including Shirley Highway where present construction prevented a fair comparison.

The D. C. Division, American Automobile Association endorses the transportation section of the Plan, except the parking recommendations,\* as the bare minimum which should be constructed. Anything less than what is included here would reduce the effectiveness of the entire system and bring chaos to the city.

The freeway system for the District of Columbia is one entity. You cannot delete sections of it and expect it to work.

\* Establishing a numerical limit on parking spaces is ill-advised because most projections of motor vehicles have been found to be extremely low.



The District ranks 49th in obligation of available highway funds with only 25 per cent of its Interstate mileage completed. We will soon have a backlog of more than \$200 million in available funds.

We have the funds, we have the desire, the great majority of residents want a good network of freeways. It is time to stop talking and start building.



## AAA ENDORSES PLAN NO. 2

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ACTION** At public hearings held late in November, representatives of the District of Columbia and the Northern Virginia AAA Advisory Boards testified as to the motorist organization's preference and position on the need for and the location of the proposed new Potomac River bridge, to be located somewhere upstream from Key Bridge.

The AAA approves the proposal to build another bridge in location II, running across at the general area of the midstream rocks called the Three Sisters.

Renah F. Camalier, Chairman of the D. C. Board and a former D. C. Commissioner, said:

"This bridge is absolutely essential to prevent intolerable traffic congestion in the area of Rosslyn on the Virginia shore and on Key Bridge and M Street in Georgetown. . . . Forecasts for the year 1985 indicate that traffic demand will be more than double the capacity of Key Bridge. . . . Without the bridge, traffic congestion will multiply and traffic accidents and fatalities will increase."

Mr. Camalier cited a report by the White House-appointed Policy Advisory Committee as well as the recorded opinions of highway and government officials in the District and in Virginia, as source of the AAA's decision.

"... We submit," he said, "that this galaxy of outstanding authorities is far more convincing in stating that an additional bridge is needed than are the views of persons who are banded together to oppose any and all bridges because of selfish interests."

"It is our contention that the bridge is needed NOW," Mr. Camalier told the hearing. "It took 12 years to get authority to construct the Theodore Roosevelt Bridge, and four years to build it—a total of 16 years. We should start immediately on the construction of this additional bridge."

"We have funds to build the bridge. Congress has appropriated \$6 million for this purpose. It is important therefore that the question of location be decided immediately so that the program of construction can commence without further delay."

### Phony Bridge Issue

The AAA wholeheartedly agrees with the *Washington Star*, which, in its editorial page of November 28, had the following comment on the bridge hearings, then in progress:

"The specific purpose of the recent Potomac bridge hearing was to determine the best location for a necessary new river crossing in the Rosslyn area. But you would never know it from the testimony.

"For several small but well-organized groups, successfully diverted attention from the matter at hand to a thoroughly fallacious alternative. Forget the bridge, they said, until a regional rail transit system is built and fully in operation. Then see if the bridge is needed.

"This argument fails first because of clear evidence which already has demonstrated the need for the bridge. It is not merely another way to cross the Potomac. Without it, the carefully-planned freeway systems in both Virginia and the District cannot possibly function effectively. Nor does the case for the new bridge assume the absence of a transit system. To the contrary, the relatively conservative forecasts of traffic which will use the new bridge are based on a firm assumption that the transit system will be built—and that only through a balanced combination of freeways and transit can the massive traffic volumes predictable in the future be handled at all.

"Only a couple of years ago, a similar attack on Washington freeways was led by Mrs. Elizabeth Rowe, the chairman of the National Capital Planning Commission, and by the District Democratic Central Committee. That move also was supported by those who believed that a freeway slowdown might advance the transit system. It didn't. It touched off a feud between highway and transit advocates which brought both programs to a virtual halt. On that occasion, White House intervention was required to restore the sensible concept of a balanced transportation approach—including, incidentally, the new Potomac bridge.

"Now Mrs. Rowe and her friends, by their latest irrational attacks, are recklessly threatening once again to reopen the same old wounds. If they have any real concern for the transit program, they should stop before it is too late. And if they fail to do so voluntarily, the White House should again step in and stop them."

Speaking for the Northern Virginia AAA Advisory Board was the chairman of its highway Committee, W. P. Ames, Jr.

The Virginia body also supported the recommendations that a new bridge be built, and that it be built on the location of Plan II, Three Sisters, he said.

"Plan II offers the best solution for the handling of the traffic eastbound on Route 266," Mr. Ames said. "Plan II will do the least damage to residences in the area through which it passes and at the same time will result in a minimum of disfiguration to the majestic beauty of the Palisades.

"It has been estimated that between 1955 and 1980 there will be a 100 per cent increase in the volume of traffic crossing the Potomac River bridges between Chain Bridge and the Arlington Memorial Bridge. With a 10-lane freeway (Route I-66) coming into Arlington County from the west, if a new river crossing is not provided in the area where this highway approaches the river, the traffic congestion which will result will be intolerable. . . . The citizens of Arlington County should realize that this additional river crossing is absolutely essential to retain the fine residential character of their community," Mr. Ames pointed out.

Mr. Ames reiterated the AAA's support of a "balanced transportation system," consisting of rapid rail transit as well as freeways.

As this issue goes to press, the community awaits the decisions of the authorities in this vital matter.

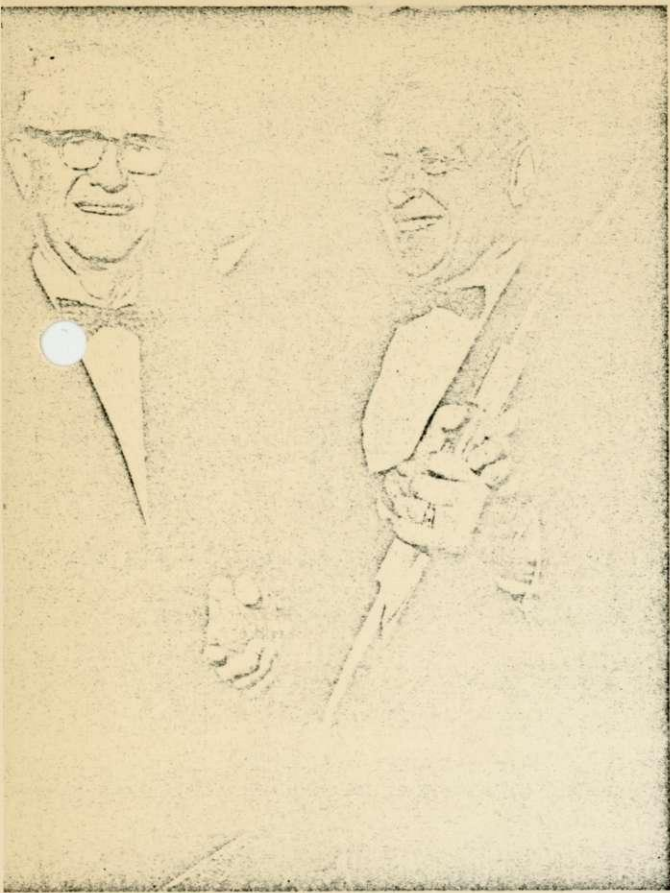
#### AAA NOT OPPOSED TO MASS TRANSIT

The following statement of position first appeared in the April, 1961, issue of *American Motorist*. It still exactly delineates the AAA's policy in regard to the Washington Metropolitan Area transit plans:

The *American Motorist* frequently publishes articles promoting better highways. This occasionally results in complaints that the AAA opposes mass transit. This is NOT true. AAA Advisory Boards representing the District of Columbia, Suburban Maryland and Northern Virginia have gone on record favoring a transportation plan for the National Capital Region embracing:

1. A network of freeways and bridges with adequate parking facilities.
2. A system of express bus routes utilizing freeways.
3. A system of rapid rail transit lines.





A SHOVEL with which to help dig D. C.'s proposed subway system was presented to NCTA Administrator Walter J. McCarter by D. C. AAA Advisory Board Chairman Renah F. Camalier, at a recent joint meeting of the boards.

flow, he said.

"We must give the people a choice of transportation," he said. Good public transportation can do a great deal to relieve overburdened surface streets and radial freeways.

While a great many people on the experimental Skokie Swift parked their cars in the station lot at 25 cents a day and rode the Chicago transit vehicles into town, Mr. McCarter said, they found that a number of short-time parking spaces would be used by "kiss and ride" patrons.

These passengers were men whose wives drove them to the station to catch the train to town, and then had the car to themselves during the day.

Chicago found that a surprising number of these "kiss and ride" passengers were women. They found that the husbands would drive the wives to the rail line to go into town for work in an office, and then use the car for their own business, such as reaching outlying factories.

The Chicago experience included the revelation that a number of people using the transit system were not just going into the center of Chicago, but on and out the other side, to work. This reminded Mr. McCarter's listeners of Washington, where a surprising number of commuters have been found to work on the far side of the Metropolitan Area from where they live. The NCTA chief said that in some cases the company at the other end of the line met this challenge by providing a station wagon or bus at the destination terminal to take its employes to the plant.

Mr. Camalier hailed the appointment of Walter J. McCarter as harbinger of the solution of the traffic jam growing on area highways and streets.

**GOLDEN WHEEL AWARDS PRESENTED AREA CITIZENS**

A new award "for community service," the *Golden Wheel Award*, has been presented to three area citizens by the D. C. Division, AAA.

For her many years and hard work in the field of driver education, the first *Golden Wheel Award* was presented to Mrs. Cissie Gieda, head of the Department of Driver Education at Montgomery-Blair High School in Silver Spring. In addition to her constant campaigning for extended and improved high school driver education in Maryland, Mrs. Gieda has provided

# AAA PRESENTS GOLDEN WHEELS, FOUR-FOOT SPADE

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ACTION**

To demonstrate graphically that the American Automobile Association's D. C. Division is not at all opposed to rapid rail transit or the proposed downtown subway for the District of Columbia, the three area Advisory Boards of the AAA recently presented to the new Administrator of the National Capital Transportation Agency a four-foot spade, urging that he "start digging."

The occasion was the June meeting of the Advisory Board at the Mayflower Hotel, at which the new Administrator, Walter J. McCarter, made his first Washington appearance as a speaker. Presentation was made by D. C. Board Chairman Renah F. Camalier, who said:

The AAA's position has been made very clear. We have been and are strong in our support for a transportation system for the National Capital which embraces a network of freeways including adequate parking facilities, a system of express bus routes utilizing the freeways, and a system of rapid rail transit lines.

"Mr. McCarter's reputation for having effectually coordinated all phases of transportation in previous positions is a healthy indication that Washington can look forward to having some of our transportation problems solved," he declared.

Mr. McCarter said, "I see absolutely no conflict between any of us."

As an example of what he had found over years of practical experience in the urban transportation field, he cited the development of the Skokie Swift while he was head of the Chicago Transit Authority. The Skokie Swift is a five-mile feeder line from Skokie, Ill., to the Chicago transit system designed to provide fast service, combined with the best rolling stock and a large parking facility at the Skokie terminal. Daily passenger totals rose from about 1,000 per day to 8,000 per day in short order, Mr. McCarter testified. The autos that drove to the station filled the lot and the Skokie police had to rush around and take down "No Parking" signs from adjacent streets, to take care of the over-



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May 14

AAA ANNOUNCES COMMUTER TIME TEST RESULTS

While traffic entering and leaving the District of Columbia has increased almost 40 per cent the past 10 years, normal driving times for area commuters during the rush hours have remained virtually the same, and in some cases improved, according to a survey by the American Automobile Association's D. C. Division.

The latest in a series of "Commuter Time Tests" was conducted recently by AAA employees during morning and evening rush hours on 15 key commuter routes into the District. The tests were conducted from as far out as 15 miles, on dry pavement, and under normal rush hour conditions, corresponding with the 1957 AAA survey. (See map, attachments.)

Results of the 1967 survey showed that in general, Virginia and Montgomery County residents are better off time-wise than their commuter counterparts in Prince Georges County.

Several exceptions were noted, however:

Shirley Highway in Virginia continues to be one of the most crowded highways in the United States. It took the AAA test driver five more minutes inbound than in 1957 and seven minutes more outbound, and traffic was lighter than usual on that day.



2-2-2 time test release

The Lee Highway route outbound from the District took longer than in 1957 due to increased congestion on the Whitehurst Freeway. Once past that point, traffic moved faster than in 1957, the test driver reported.

Much improved over 1957 was the Arlington Boulevard route, which took as much as six minutes less to drive in 1967 due to widening and traffic control improvements.

Montgomery County traffic conditions were generally improved over the 1957 test. From the River Road route, the test driver this year used the Cabin John Bridge to the George Washington Parkway, then on to the Roosevelt Bridge, saving nine minutes inbound from the old Massachusetts Avenue route, used in 1957, and seven minutes outbound.

From Norbeck via Georgia Avenue and 16th Street, the test driver took four minutes less both inbound and outbound than the 1957 driver, due to the widening of Georgia Avenue from two to six lanes, and the routing of 16th Street around downtown Silver Spring.

From Rockville via Rockville Pike, Bradley Lane and Connecticut Avenue, the 1967 test driver encountered 65 traffic signals, 42 of which were on green when approached. The driver was forced to stop at 19 red lights, two of which required two cycles to pass through, and two more required three cycles. The 1967 test time equalled the time recorded on the 1957 survey.

Inbound from Burtonsville, despite a tremendous increase in traffic, the widening of almost all of New Hampshire Avenue has increased the speed and capacity of traffic to the point that it took the 1967 test driver only one minute more than the 1957 driver. Outbound, it took four minutes less in 1967 than in 1957.



3-3-3 time test release

Prince Georges County motorists apparently fare worse, especially on the Indian Head Highway and East Capitol street routes. It took the test driver eight minutes more in 1967 than in 1957 on the Indian Head highway route and traffic was lighter than usual. On the East Capitol street route, the test driver left home at 6:15 a.m. but it still took five minutes more in 1967 than it did in 1957.

The test runs again prove the value of the highway building program in the District and surrounding area, Norman Weiss, Manager of the D. C. Division, said.

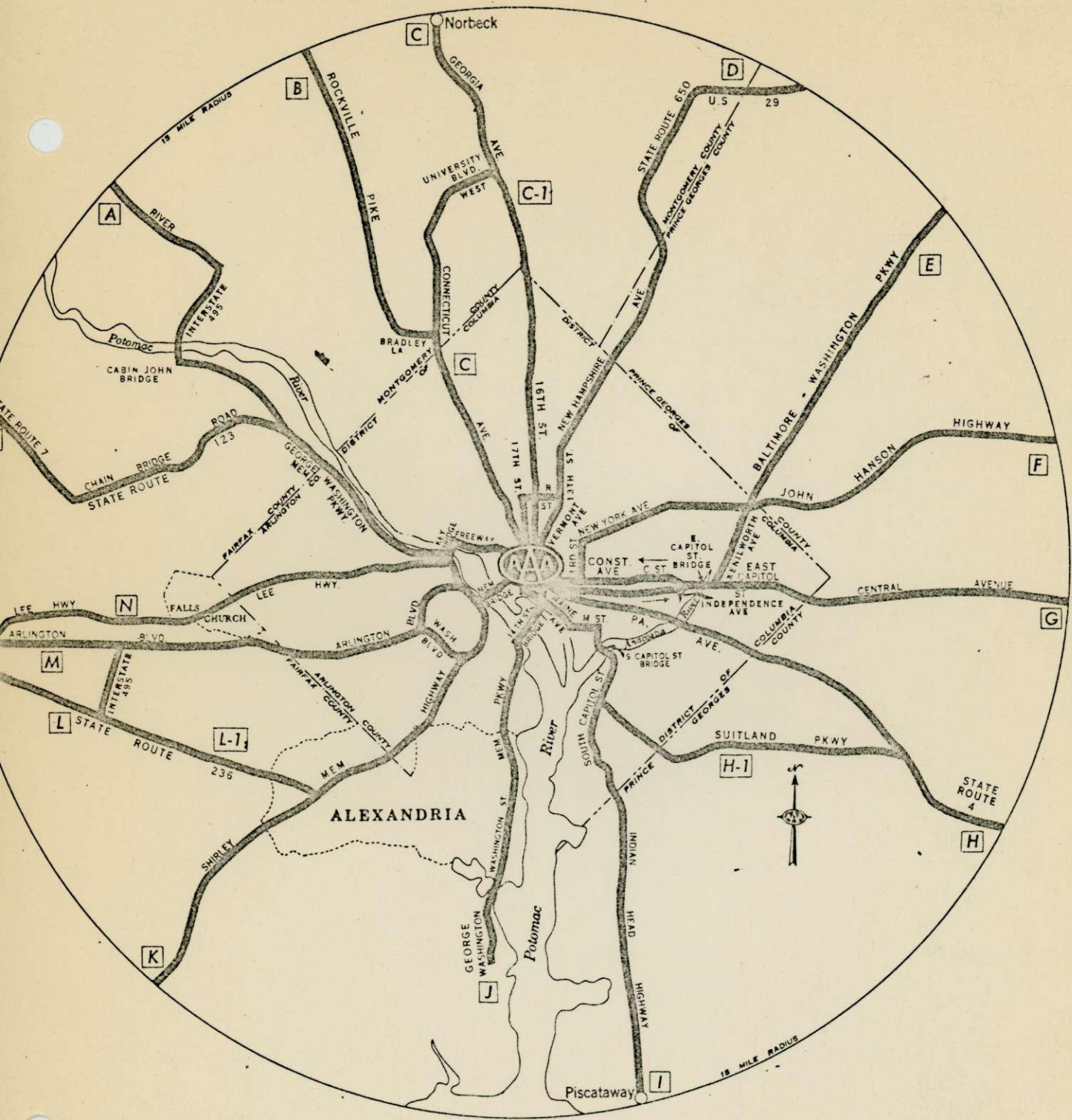
"The fact that we were able to make our runs to and from work in just about the same times as 10 years ago, while total traffic has greatly increased, proves that we are keeping up with the demand traffic is making on our highway program," he said.

-MORE-



ROUTE	INBOUND 1957	(Time in minutes) 1967	OUTBOUND 1957	(Time in minutes) 1967
River Road via Mass. Ave.	41	32 (9 less)	35	28 (7 less)
Rockville (via Rockville Pike, Bradley Lane & Conn. Ave.	50	50 (same)	49	48 (1 less)
Norbeck (via Georgia Avenue, 16th Street	48	44 (4 less)	52	48 (4 less)
Burtonsville (via U.S. 29 & New Hampshire Ave.	44	45 (1 more)	54	50 (4 less)
Greenbelt (via BW Parkway NY Avenue)	35	34 (1 less)	42	45 (3 more)
John Hanson Hwy.	43	37 (6 less)	50	50 (same)
East Capitol	32	37 (5 more)	45	33 (2 less)
Marlboro-Rte. 4	38	42 (4 more)	46	43 (3 less)
Indian Head Hwy.	39	40 (1 more)	42	50 (8 more)
George Washington Pkwy. from Mt. Vernon (This route extends 10 miles)	38	23 (15 less)	40	27 (13 less)
Springfield via Shirley Hwy.	35	40 (5 more)	30	37 (7 more)
Annandale via Rte. 236 & Shirley Hwy.	40	35 (5 less)	33	35 (2 more)
Arlington Blvd.	42	36 (6 less)	51	50 (1 less)
Lee Highway	42	39 (3 less)	37	43 (6 more)
Vienna-Rte 7	37	32 (5 less)	42	31 (11 less)







07jd9  
MR. SHEAR: Mr. Adolphe J. Edwards, President  
of the South Manor Neighborhood Association.

(Applause.)

Who will be followed by Mr. S. A. Abbott.

STATEMENT OF:

ADOLPHE J. EDWARDS, PRESIDENT, SOUTH MANOR  
NEIGHBORHOOD ASSOCIATION

MR. ADOLPHE J. EDWARDS: Madam Chairman, Members  
of the Planning Commission: My name is Adolphe J. Edwards  
and I appear here as President of the South Manor Neighbor-  
hood Association.

We are grateful for this opportunity to offer  
comments on the transportation section of the Proposed  
Comprehensive Plan, although we feel that this opportunity  
has come a bit late in view of the progress already made  
toward the completion of the freeway system.

It is somewhat ironic, we think, that we are here  
tonight to consider the basic question of whether there should  
be a freeway or not. Yet some property has already been acquired  
for these freeways and construction has actually started in  
some sections.

This situation leaves the good faith of the Com-  
mission open to serious question and causes us to wonder if  
this hearing is only a mere formality. Nonetheless, we feel  
that belated or even insincere hearings are better than no

W7jd10  
hearings and again we are grateful to the Commission for the opportunity to present our views.

The transportation section is, in our judgment, the most important single issue of the entire Comprehensive Plan and, unless the controversy is satisfactorily resolved, we call for the rejection of the entire plan.

In particular, the highway and transit element is of vital importance because it will determine whether the city is to remain a suitable place to live or is to become a mere way station for the commuter and the interstate traveler.

The issue would be more accurately stated as highway or transit because the choice must be made and the outcome will depend upon which course we follow.

There is widespread disagreement on this subject and we would like to present our viewpoint and state the facts that compel us to take the stand we do.

We are unequivocally opposed to the building of any more freeways in the District of Columbia.

(Applause and cheers.)

And further, we suggest that serious thought be given to the possibility of removing some of the existing freeways.

(Applause.)

So this land could be freed for more productive



17jdl1 uses.

Some of the facts that caused us to take this position are:

Number One - The proposed freeway system would be injurious to the financial wellbeing of the District. The land area of the District is fixed so the most judicious use must be made of every available acre.

Roughly 30 per cent of the land area is currently devoted to streets, highways and associated facilities. Another 35 per cent is tax-exempt. With such a narrow tax base, is there any wonder that the District is in such dire financial straits?

The proposed freeway system, if it were built, would further diminish this already inadequate tax base. The proposed North Central Freeway alone would eliminate a large number of small businesses and over 4,000 jobs.

The increased number of cars coming into the city as a result of more freeways would require additional parking facilities. Thus, high-employee, high-tax-revenue-producing businesses in the downtown area would have to give way to low-employee, low-tax-revenue-producing parking facilities.

All things considered, we simply cannot afford this freeway system and the reduction in tax revenues that it could cause.

Number Two - Housing. Housing is the most important

17jd12 element of any community and, in our case, it would suffer greatly as a result of this freeway program. Largescale displacement of people, mostly the poor, would result with no hope of these people ever being able to find comparable housing.

Many neighborhoods that are presently stable and desirable would deteriorate because of proximity to the freeway, thus adding to the problem of urban blight. The loss of valuable park land and open spaces would make the city generally a less desirable place to live, thus encouraging the more affluent members of the community to seek homes elsewhere.

In short, the residential character of the city would be severely damaged and the District would no longer be attractive to potential residents.

Number Three - Highways cannot solve the transportation problem while mass transit can. During commuting hours the average car carries 1.6 persons while consuming 800 square feet of roadway space. A D. C. Transit Bus, for example, can carry up to 76 persons while consuming only 1100 square feet of roadway space. Thus the bus is 30-odd times more efficient as a passenger carrier. A subway is up to 40 times more efficient than an automobile, according to the well known transportation expert James Nathan Miller but, more importantly, it doesn't consume any roadway



17jd13  
space. Further, a subway has the inherent capacity for expansion without additional construction simply by adding more cars.

18  
It has been estimated that the entire population of Manhattan New York could be evacuated in less than one hour by their subway system alone, without reaching the choke-off point. From our own experiences, we know that freeways are easily choked off and during inclement weather they can't even handle the traffic for which they were designed.

Well, the highway proponents will invariably call for balanced transportation, a term they never bother to define. Balanced to us means a roughly --

(Applause.)

Balance to us means roughly equal portions of the two systems. The trend in recent years, however, has been toward imbalance, heavily weighted in favor of highways.

In 1950, for example, the Capital Transit Company transported almost 400 million passengers while today the yearly volume is only slightly over 100 million.

Approximately 70 per cent of the commuter traffic today into the District is by private automobile. At present over one million cars cross the District Line on the average week day and, if population forecasts hold true and transportation habits are allowed to remain as they are, we can expect this volume to increase to 1.5 million by 1985 and 2.5

08jd14 million by the year 2000. What will be the solution then, more and more freeways? It should be abundantly --

(Laughter and applause.)

It should be abundantly clear that this soon will become a physical impossibility because of the restricted land area of the District. So we should begin investigating all of the solutions now.

We would like to introduce a new concept; namely, unbalanced transportation --

(Laughter.)

-- and we recommend it --

(Applause.)

-- and we recommend it to you as the only workable solution to the area's transportation problems.

Under this plan mass transit would be the principal carrier in our transportation system and the private automobile would become a minor supplement thereto.

(Applause.)

We favor a system in which at least 80 per cent of the passenger trips would be made by mass transit facilities. These should be in the form of both busses and subways. To bring about this change, it will be necessary to build more fringe parking facilities from which express busses would be routed to the business areas and to start construction on an extensive subway system immediately.



015  
The building of any new highways simply encourages more people to use their cars and, thus, would lessen the effectiveness of this plan.

As the population of the area increases, mass transit facilities should be expanded until 90 per cent or even 95 per cent of the passenger trips could be included. For a city with fixed boundaries, a system of this type is the only one that holds any promise of success.

Well, we stand now at the threshold of a vitally important undertaking and the alternatives are unmistakably clear. Will the District continue to live as a growing, healthy community suitable for family life or will it become -- or will it be sacrificed to the shortsighted self-interest groups and become a wasteland of multi-lane highways and parking lots?

(Applause.)

Members of the Planning Commission, the decision is yours and apparently it is yours alone. We hope that your verdict will be in the best interest of the District and her people.

Thank you.

(Applause.)

STATEMENT OF:

SAMMIE ABDULLAH ABBOTT, EMERGENCY COMMITTEE ON THE  
TRANSPORTATION CRISIS

jd16 (Mr. Abbott approached the podium.)

(Standing ovation.)

MR. SAMUEL ABDULLAH ABBOTT: Thank you, fellow soldiers in this decisive battle to save our homes and community and Nation's Capital.

(Applause.)

CHAIRMAN ROWE: Will you announce your name --

MR. ABBOTT: Yes, I shall.

CHAIRMAN ROWE: -- for the record.

Thank you.

(Laughter.)

MR. ABBOTT: Madam Chairman, Members and Alternates and visitors, absentee governmental officials. Welcome tonight.

My name is Sam Abott, ex-member of the Triple-As.

(Laughter and applause.)

And publicity director for the Emergency Committee on the Transportation Crisis, a year-old group coordinating the efforts of all of the major organizations in the city and metropolitan area.

Tonight we have something new in procedural rules and, if we allow it to go through, we then are guilty of city planning by egg timer.

(Laughter and applause.)

I do not propose to be limited in my discussion on



8jd17 projects which total in the accumulative total on freeways by the year 1972 one billion dollars, a subway system 500 million and the resultant projects which, according to this book distributed tonight, in private and public projects totaling some 5.2 billion dollars, and they propose to put a limit? Not tonight.

(Cheers and applause.)

(Exhibiting chart) This is an ad that the citizen groups, mobilized by the Emergency Committee, put in the newspaper.

VOICES: We can't see it.

MR. ABBOTT: Put in the newspaper on Monday in the Post, the morning paper. It cost us a thousand dollars of hard-earned money. The signatures, some 30 of them, starting with the Democratic Party of the District of Columbia, all the way down to Leonard School Services -- I'll bypass a couple of the liquor stores --

(Laughter.)

-- showed the wide support for the position that is going to be given here tonight and we address it at the top to certain individuals:

Walter Tobriner;

John B. Duncan;

Brigadier General Robert Mathe.

Two are here, and I think that Commissioner Tobriner

8jd18

should be at the table.

(Applause.)

I'd like to know what you look like, Commissioner, because you never attended a hearing before. Stand up.

(Applause.)

CHAIRMAN ROWE: (Pounding gavel).

MR. ABBOTT: No, no, no. No, no. If my remarks seem to be personal, they are meant to be, because policies, Mrs. Rowe -- the facts of life are this, policies do not grow out of the logic of planners. They grow and are pursued and pushed and foisted by individuals and when those individuals become identified with a policy, either by promotion or by default, they have to stand here, if we are American citizens exercising our right under the First Amendment. They have to stand up and be counted --

(Applause.)

-- and tonight we are going to point our finger at you.

(Applause.)

Secretary of the Interior Udall, are you present?

(No response.)

We'll mark you absent. (Marking on chart.)

(Laughter.)

Senate and District House Committee members were sent telegrams Monday night. We have heard from Senator



.8jd19

Kennedy and Senator Morse and Senator Dominick, who sent us their best wishes and said that due to previous commitments they could not attend. However, keep them informed.

Representative Broyhill sent his regrets.

(Laughter.)

Presidential Advisor Stephen Pollak, are you present? You received a telegram. We did not want to burden the President of the United States with all his problems. We wanted you therefore to be here.

Are you?

(No response.)

Absent. (Marking chart.)

(Laughter.)

Now, we know that two Commissioners are here. There is one missing Commissioner and I want our Negro brothers in the audience to sound out for him. Call his name out.

VOICES: Duncan, Duncan, Duncan.

MR. ABBOTT: And in our testimony you will see why we are in such a lousy state in the District of Columbia.

(Applause.)

We are being, by people, who, for one reason or another, choose the role of political eunuchs --

(Applause.)

Now, for Maryland. This is an interstate freeway.

CHAIRMAN ROWE: Mr. Abbott, I don't want to take your time but, if you want to talk about the issues --

MR. ABBOTT: These are the issues.

(Whistles and applause.)

CHAIRMAN ROWE: You, as well as everyone else, are limited to ten minutes.

MR. ABBOTT: No, no, no.

Ladies and gentlemen, this is an interstate freeway that cannot be built in the District without Maryland building it. Where is Mr. Addison and the State Roads Commissioner Wolf?

(No response.)

Not here and they have not okayed the freeway in Maryland and you cannot build it here.

Absent. (Marking chart.)

(Applause.)

I'm not going through the rest of the list.

We are going to make a tally of it. The people are going to know that when the stake of the city is being discussed, where are our leaders? Shame.

(Applause.)

In all of these manuals they put out to justify the whole thing to build all these freeways and bridges, they have to have some reason, the need for it.

The Mass Transit Survey of 1959 (Exhibiting chart).



9jd21

What a discredited document. We have been puncturing it at meeting after meeting year after year and you still haven't been able to come up with a new report to justify it.

You are off 1400 per cent and five years in predicting the increases from Montgomery County into the District.

And then they still want to use those old discredited figures.

(Applause.)

The peak hour in the North Central, the Northwest and the Northeast corridors was predicted just five years ahead. They weren't talking about 1985, an increase of some 22500 vehicles.

What did the actual highway count figures submitted and sent forward by Roads Director Airis show? 3,000 actual increase in that five-year period. What an error. Everyone would flunk the class, if they did their homework that way.

(Applause.)

And the peak hour -- the peak hour traffic on the North Central predicted for an increase of 13,300 vehicles in that five-year period turned out to be a measly 1,700.

Now, I ask you again: How can you justify these freeways? You can't do it.

And I'll tell you why they can't, because this map here (exhibiting chart) points out what Wolf VonEckhardt has

9jd22

said in the Post on several occasions and what every resident of the District knows --

CHAIRMAN ROWE: Two minutes, Mr. Abbott.

MR. ABBOTT: -- from outside of the District of Columbia you have a bunch of spots. These spots represent the homes of the people in the planning process such as Mr. Airis out here (indicating).

(Applause.)

And you go all through there and you find out they live, those responsible all live outside of the District of Columbia, all are white, and, therefore, --

(Applause.)

-- therefore, when we say that these are white men's roads through black men's homes, they don't know what it means.

(Applause.)

And when we say that a Planning Commission led like that comes up with one library for every 19,000 citizens west of Rock Creek Park and comes up with one library for 54,000 citizens east of Rock Creek Park, you know what I'm talking about.

(Cheers and applause.)

Now, this is the Maryland Plan which the Commission and the District is evidently oblivious or ignorant of.

CHAIRMAN ROWE: Mr. Abbott, I'm sorry.



9jd23 (A chorus of groans.)

MR. ABBOTT: Oh, no.

CHAIRMAN ROWE: I'm sorry, your time is up.

MR. ABBOTT: Oh, no.

CHAIRMAN ROWE: These are the rules.

MR. ABBOTT: The rules are the rules of the people tonight.

(Cheers and applause.)

CHAIRMAN ROWE: If you have --

MR. ABBOTT: No, no. Mrs. Rowe, Mrs. Rowe is a nice lady --

(Applause.)

-- but today we are going to speak.

(Continued applause.)

I am talking until we get dragged out of here.

Now, Mrs. Rowe is a valiant woman but she doesn't have the punch to deal with these people that have been fighting the citizens.

A VOICE: Let our Chairman speak.

(Applause.)

MR. ABBOTT: The North Central Freeway, you know how many cars is predicted to be coming down there in the year 1985.

VOICES: Time.

MR. ABBOTT: This is 40,000 cars.

9jd24  
CHAIRMAN ROWE: Mr. Abbott, this time --

MR. ABBOTT: No, no.

CHAIRMAN ROWE: -- if you have material, you can submit it for the written record (pounding gavel to restore order). Or someone else can present the material.

MR. ABBOTT: Nobody will present my material.

CHAIRMAN ROWE: You could put it in the record, Mr. Abbott. I'm sorry.

MR. ABBOTT: I'm going to put it for the people here.

A VOICE: A point of order.

CHAIRMAN ROWE: I'm sorry. Those are the rules.

MR. ABBOTT: Your rules are ludicrous.

A VOICE: Let him speak.

CHAIRMAN ROWE: I'm sorry you feel that way but they are the rules of the meeting.

MR. ABBOTT: No, we told you, Mrs. Rowe, at the meeting, you were warned in Brookland with Mr. Conrad present and Chairman Edwards, Dean Edwards, and at the meeting at Roosevelt High School, when you yourself were present.

We said we shall not be limited in our presentation.

(Applause.)

CHAIRMAN ROWE: We have many other people here tonight who have something to say, many of them who agree with you.



W9jd25

CHAIRMAN ROWE: That astonishes me.

(Laughter.)

Mr. Abbott, finish in one minute and be gracious about it.

MR. ABBOTT: I am not gracious at this stage, no.

VOICES: No.

CHAIRMAN ROWE: Come on.

MR. ABBOTT: This is not -- Look, this is not a tea party, Mrs. Rowe.

CHAIRMAN ROWE: I don't think it's a tea party.

MR. ABBOTT: It's a fight for me. It's my home.

A VOICE: You can't take the floor again.

MR. ABBOTT: Please take your chair so we can continue.

CHAIRMAN ROWE: I'm sorry.

SAME VOICE: It's my time.

(Chairman Rowe consulting with Secretary Shear.)

CHAIRMAN ROWE: Are there any members who are listed who would yield their time to Mr. Abbott or a portion of their time?

(Scattered applause.)

Will you give the Secretary your name.

MR. FERRIER: I will relinquish five minutes of my time.

CHAIRMAN ROWE: All right.

W10jd26

VOICES: I'll relinquish five minutes of my time.

CHAIRMAN ROWE: I think that will be sufficient.

MR. ABBOTT: Now, look. There are plenty of them.

CHAIRMAN ROWE: Five minutes from Mr. Ferrier.

MRS. HEUTTE: I will relinquish five minutes.

Number 46.

CHAIRMAN ROWE: Number 46 gives five minutes and --

MR. WOOD: I relinquish five minutes.

CHAIRMAN ROWE: All right. That's plenty, Mr.

Abbott. You said you'd be through by now anyway.

Fifteen more minutes.

It's not a tea party.

(Applause.)

MR. ABBOTT: Now, ladies and gentlemen, I'm talking to the audience too, at the Maryland Park and Planning Commission -- I don't think any of you people attended it -- up in Maryland for two days, the University of Maryland, they produced this monstrosity.

(Exhibiting chart.)

The arteries, the blood life and veins of the metropolitan area. They don't go into the District, do they? But every one of these big red 1985 traffic flow designations pours into the District and what do they show?

That the North Central Freeway, which one of the gentlemen preceding me, I think it was Mr. Wirth or Lashley



.Ojd27 said was necessary, the North Central Freeway, you know what it shows? 40,000 cars. That's all they can motivate coming off the Beltway to justify the North Central Freeway. 40,000. I didn't draw this.

A VOICE: 40,000?

MR. ABBOTT: A day, that's all.

Now, coming down here the road they don't talk about, I-95, the Maine to Florida truckroute. You know what it will pour into the North Central Freeway where it hits it at Gallatin Street? 200,000 trucks and cars a day. That's it.

And they haven't had one hearing on I-95 and when I asked the Planning Commission last summer, and I think it was Mr. Wirth that took my question up and asked the Highway Department about that road, they promised to come up with the figures on a breakdown of truck traffic. They have to this day not mentioned it because they know that those hundreds and thousands of trucks coming down from Maine to Florida will pass down through Riggs, Adelphi, not stop at the Beltway and go around, because already, without this monstrosity being approved, they are already building an overpass above the Beltway.

Who authorized that building?

(Applause.)

So those trucks come down there, 200,000, and they

128 are going to go not around the city but into it and what kind of travesty is it when the Park Service keeps off the Baltimore-Washington Parkway, where no people live, and then throws their vote in a sell-out deal to bring those trucks right through the areas where the people live?

(Applause.)

What these people don't tell you and what the facts of life have proved is that 65 per cent of the residents of Montgomery County now work in the county and do not need the arterial roads into the District. The demand is not for the roads and it's about time you revised the basis for your figuring.

(Applause.)

(Exhibiting new chart.)

I have gone about through I-95, except to mention one thing. I received a beautiful brochure from this new satellite town called Columbia. Oh, boy, the home of the future. And you know what they do to sell that city which is half way between Baltimore and Washington?

They have a traffic map and they brag about coming down I-95 at Interstate Highway speeds so that they can get into the center of Washington in 30 minutes.

And what kind of justice is it for everybody that lives between here and Columbia to be the guinea pigs, to have no security in their homes and their property in their



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communities, if we are to be shoved aside and bulldozed under for the benefit of these so-called satellite, new and modern towns?

(Applause.)

The Federal City Council, which was mentioned here, oh, yes, you did your work. You got two pages in the Star when you went out to battle the Little Report.

(Exhibiting chart.)

And the author of that so-called Federal City Report is in the audience. He now works for the Highway Department. I think he ought to stand and take a bow, Mr. Rivard. Stand up.

(Mr. Rivard did not rise.)

(Applause.)

MR. ABBOTT: I hope you are blushing from embarrassment.

(Laughter.)

Because the whole justification of what these irresponsible business people try to advance is that they have to have the freeways in order to keep their prosperity, to have the dollars and the traffic and freeways to bring the consumer into the heart of the city. But the Highway Research Board had a convention a few months ago and there was a report presented by an independent consultant named Withaford, and his conclusions were just the opposite; that

10jd30 in the struggle for the consumer's dollar, the competition between the downtown business and the suburban shopping center, and in most cases it's the same man anyway, but freeways --

(Applause.)

The freeways cause more loss to downtown business.

Now, the irony, the dishonesty of the coverage was that while the Federal City Council got a full two pages in color in the Star, this Withaford Report was buried in the financial section on a Saturday. What a shame again.

(Applause.)

Pollution, Washington, D. C.

(Exhibiting chart.)

(Applause.)

Yesterday on WTOP-radio I heard an author named Nemo who has written a book on pollution testify there and he had the figures to prove it, that Washington, D. C. has the highest concentration of traffic of any city in the country, 4,000 cars per square mile.

Whose cars were they? A big mystery. Because, in the District of Columbia itself, the residents have the lowest percentage of cars by title.

(Applause.)

So, when these gentlemen who preceded me asked you to sacrifice more of your city for freeways, more of your



10jd31

lungs for pollution --

(Applause.)

Now, 62 per cent of this downtown area that the Federal City Council is pleading and praying about is already devoted to parking and streets, the highest of any major metropolitan central business district.

Now, here are some facts on parking.

(Exhibiting chart.)

One mile of expressway will in one hour, peak hour, generate seven times the area surface of that expressway in parking needs.

Now, what kind of nonsense is this that you are going to realize that the more freeways you are building you are lagging behind in parking at a seven-to-one rate?

This is the figure.

(Applause.)

11 This is the figure appearing, all of these next few figures appeared in the Congressional Record of the 7th of June under Senator Ribicoff's insertion dealing with the findings of the League of Urban Cities, which was a symposium -- also including the Luce Magazine -- and other planning experts.

Three lanes of expressways in one hour will only bring in what one single seven-car subway train in one trip brings in. So is it worth it?

11jd32

(Applause.)

(Exhibiting chart.)

One car, and this is also in that set, to bring one car in of a commuter in peak hour, in New York City it costs \$21,000 for that one car. That means if you bring in a thousand cars you will multiply that by 21,000. It is exceeded by one place. Do you know where it is? Washington, \$23,000 per car.

(Scattered applause.)

Not only that but the man that said rubber pays for everything, you're not right, sir.

MR. WIRTH: I didn't say that.

MR. ABBOTT: You meant it.

(Laughter and applause.)

The same conference produced incontrovertible -- some such word --

(Laughter.)

-- figures -- that sounds like an automobile --

(Laughter.)

-- that every commuter car in the peak hours is subsidized 10 cents a mile. That doesn't count parking or anything else. That's in taxes on unpaid interest. The policemen, who pays for the police? We talk about crime in Washington and I would venture that the majority of the police are doing nothing but traffic.



11jd33

(Applause.)

(Exhibiting chart.)

Life Magazine, which I read only in the barbershop, and you can see by the state of the absence of my necessity for going to a barbershop --

(Laughter.)

-- that I only occasionally go. However, a month ago I picked up a cover which had Truman Capote on it. That's enough to keep anybody from looking at it.

(Laughter.)

But, fortunately, I turned in there and there was this article which pointed out, under a heading which said the bitterest issue today: Mass transit versus more freeways. The federal government, since the institution of this wonderful interstate highway program in 1956, has spent \$100, \$100 for every one dollar on mass transit. A shame again.

And that article in Life went on to point where the pressure was coming from and it listed Mr. Wirth's outfit by name. And I'm sorry for Life, if it loses its advertisers, but more power to them and they'll get a new subscriber, if they keep up that fight to educate the people.

(Applause.)

Now, let's talk about this 90/10 money. It's about time that the 90/10 money went into transportation, yes, but the car driver should realize that his gas tax of 11 cents

T11jd34  
per gallon should be viewed as a privilege to drive in the urban areas and, therefore, that money go into mass transit so that we who go for the same job, return to our same home every night at the same time will be given a fast, economical, cheap and modern means of transportation and we won't need to drive.

(Applause.)

And there is no better place in the country than Washington, D. C. for the citizens to demand that Senator Tydings again put his name to the bill in the Senate to authorize the use of 90/10 money at the discretion of the states for that most vital need of all, transportation.

(Applause.)

(Exhibiting chart.)

Now, I don't know if you members of the Commission and other invited guests at the table read the papers --

(Laughter.)

-- but yesterday's Post pointed out that COG, the Metropolitan Council of Governments, which is set up to give us comprehensive, coordinated planning on a metropolitan-wide area, the hope of the future, this body, is going to spend \$4.5 million in a five-year program to study traffic --

CHAIRMAN ROWE: Two minutes.

MR. ABBOTT: -- \$4.5 million in a five-year program to study traffic needs in Washington.



T11jd35

What are they going to study, if these plans go through? What are they going to study?

And it behooves us here, and I know that several of you people in the planning process are lame ducks. Your turns are over, you are being superseded one way or another. There are reorganization plans being discussed. Therefore, please get it out of your system about running any freeways through, especially in view of the fact that our other set of officials are planning some studies.

We do not need any freeways in the interim.

(Applause.)

I have attended meetings of the Planning Commission and there were always three people, either members or alternates who sat there, faceless; I don't know who they are.

(Laughter.)

They have never opened their mouth to second a motion or to speak on the question but they voted and they voted against the people, and these faceless gentlemen represent the Public Building Service --

(Ringling of timer.)

CHAIRMAN ROWE: Time.

MR. ABBOTT: -- Bureau of Public Roads, --

A VOICE: You have another ten minutes.

MR. ABBOTT: -- the Commissioner of Engineers, the

11jd36  
Corps of Engineers.

(Scattered applause.)

CHAIRMAN ROWE: Mr. Abbott, your time --

MR. ABBOTT: I was given another ten minutes.

(Cheers and applause.)

CHAIRMAN ROWE: Mr. Abbott, I thought you were going to finish in 15. If you have another ten minutes, are you going to keep on? There are other people who have come distances who want to speak and, out of fairness to the other people who are here and who are as interested, if perhaps not as entertaining --

(Laughter.)

MR. ABBOTT: The time has been yielded.

CHAIRMAN ROWE: I do think --

MR. ABBOTT: Senators yield.

CHAIRMAN ROWE: No.

MR. ABBOTT: Why can't our people yield?

12  
CHAIRMAN ROWE: I will have to have a commitment from you that if you have ten more minutes that that will be it.

A VOICE: This gentleman has relinquished ten more minutes.

CHAIRMAN ROWE: I am trying to get a commitment from Mr. Abbott --

SAME VOICE: Will somebody else yield?



CH1jd37

CHAIRMAN ROWE: Mr. Abbott, will you take the ten minutes and that will be all? Otherwise, we will have a recess.

MR. ABBOTT: If I am through, I will finish.

MR. PHILIP YOUNG: Number 36, I relinquish all of my time.

MR. PRAHINSKI: A point of order. I am number eight and I object to this gentleman being given the time of anyone who is greater than eight.

CHAIRMAN ROWE: What number are you, sir?

MR. PRAHINSKI: I am number eight and I object to the gentleman being given the time of anyone whose number is greater than eight.

(Applause.)

CHAIRMAN ROWE: All right. You see, there are people, Mr. Abbott, who have waited a long time, who are up on the list and I can't in good conscience give you more than ten minutes.

MR. ABBOTT: All right.

CHAIRMAN ROWE: Number 36 has given you his entire time and I think that I can rely on you to finish within the ten minutes.

MR. ABBOTT: All right.

Now, last year at this time when the Georgetown Plan was being discussed and Doxiadis presented the proposals

T11jd38

here, and needless to say the Highway Department agreed with the least desirable solution --

(Scattered applause.)

-- Mr. Hartzog, representing the National Park Service stood at this rostrum and defended his **sell-out** agreement, which is here, which was concluded on May 25th, whereby, after four years on the side of the public, he threw the Park Service over to the side of the privileged interests.

Why did he do it? He said, and I sat in the back but I could see his embarrassment, that over the years the Park Service had lost hundreds of acres of park land to the Highway Department and, therefore, finally they had concluded a deal whereby all future park land would be exchanged in kind or cash.

Now, why did they surrender it? What right did he have to vote away my home to beautify the mall or to put a skating rink on the Reflecting Pool?

(Applause.)

Therefore, we asked Secretary Udall to account for his underling and I regret to say that Mr. Hartzog doesn't have the guts enough to face the citizens here tonight. He had nothing more important than to account for the Park Service vote, which is a disgrace to the Park Service and what it meant and means to the people.



T12jd39

(Exhibiting chart.)

And at the Planning Commission, when the NCTA threw their vote over because their arm was twisted by Representative Natcher who said, If you don't vote my way, I'm going to pick up my egg timer and go home --

(Laughter and applause.)

-- you don't get any subway.

Now, at that time, the next day we were given the opportunity to make a presentation and we directed our remarks at Mr. McCarter from the Windy City of Chicago and Mr. McCarter, the next day, took extended time to defend himself, and what a defense.

He said, Ladies and gentlemen, NCTA is the creature of Congress and I am a creature of the Commission. Well.

(A chorus of boos.)

I am not going to comment further.

If Mr. McCarter wishes, he may take some of my time.

(Laughter.)

(Exhibiting chart.)

Mr. Edwards, speaking for South Manor, warned everybody here that this meeting has the effect of a window dressing. We are coming here ostensibly as trained seals to flap our fins, click our heels and then, as the water rolls off the backs of our intrepid listeners, they go back to their

12jd40

vote. We then can go home and start crying for our homes,  
because --

(Applause.)

-- this T stands for the Taylor Street Underpass  
and the Commission voted at the last meeting to start con-  
struction on the Taylor Street Underpass.

A VOICE: Who authorized it?

MR. ABBOTT: We asked that question of Mr. Conrad  
and Dr. Edwards up at Brookland and you know what the answer  
was? That this was not made predominantly a freeway project.  
Oh, no. This was an NCTA project and only incidentally a  
freeway.

(Laughter.)

Now, you do not have the money or the authorization  
to begin construction on the NCTA. That construction starts  
in '68. Your plans have not been approved and the people  
want final approval on where the routes go, and this is a  
subterfuge.

We are going to fight it. We will be there with  
our bodies.

(Applause.)

(Exhibiting chart.)

I see -- I can't see him now with my glasses off but  
General Mathe seems to be amused.

We have another member --



:12jd41

A VOICE: Throw him out.

MR. ABBOTT: We have another member of the Corps of Engineers sitting up there now.

David A. Rimley of the Izaak Walton League of America, Bloomington, Indiana, in a letter to the editor, responding to an article on conservation in the last issue of Ramparts said this:

It is a strange and terrible irony when an army outfit, with all the usual blood-and-guts motivation of an infantry division, gets entrenched in civil affairs. They are building reservoirs -- and I am interjecting highways -- like an infantry company would hold a hill. Since their professional honor depends upon the determination with which they fight, they will not give up nor admit a mistake.

(Applause.)

Therefore, ladies and gentlemen, in the capital of the leading Democratic party in the world, if you are willing to accept a military dictatorship for the formulation, planning and building of your environment, then you deserve it. If you don't and as citizens you expect participation in the process of planning and construction by officials responsive to the public, planning in the interests of the public and not special interests, then you must join us in demanding that in any reorganization the Corps of Engineers gets in and does the battle, their part and battle against the enemy and

112jd42  
not against us.

(Applause.)

(Exhibiting chart.)

Every one of the hearings and briefings and neighborhood meetings --

..99 MR. PRAHINSKI: (Interrupting Mr. Abbott from the audience)

MR. ABBOTT: Mr. Prahinski, you're wanted on the phone.

(Laughter and applause.)

The Planning Commission has gone around to the neighborhoods and this creature here has laid an archaic -- I mean a monstrous and huge gooseegg. Not a single organization in the District has approved the freeways and in the suburban areas only two infinitesimally small groups have supported them.

Therefore, you have no support by any public group for these monstrosities. Take heed, will you, please.

( Applause )

(Exhibiting chart.)

Therefore, ladies and gentlemen, I ask you all to respond in an unmistakable vote your feelings on this matter so that once and for all there will be no question.

All **those** for freeways say no.



43  
VOICES: No.

MR. ABBOTT: All those for subways say yes.

VOICES: Yes.

(Applause; attendance standing.)

I will now present this to the Commission for insertion into the record. (Referring to charts.)

(Applause.)

CHAIRMAN ROWE: I think we could all have a ten-minute break now, but no longer than that, and we'll come back.

(Recess.)

CHAIRMAN ROWE: I think the hearing will come back to order and we will proceed with the witnesses and if I could ask that the ten-minute rule please be observed because it is a hardship on other people who have come.

We have had a good bit of time relinquished but I hope that you will not have that as a pattern through the evening but an exception.

MR. SHEAR: The next witness is Mr. Russell H. Hornback, Vice President and Business Manager, the Union Taxi Owners Cooperative Association, Incorporated.

CHAIRMAN ROWE: (Pounding gavel to restore order) The next witness is ready, so, if you will, be quiet, please.

3jd44

## STATEMENT OF:

RUSSELL H. HORNBACK, VICE PRESIDENT AND BUSINESS MANAGER  
UNION TAXI OWNERS COOPERATIVE ASSOCIATION, INC.

MR. RUSSELL H. HORNBACK: Madam Chairman, Members of the Commission, ladies and gentlemen: In your notice on public hearing that was published in the Star on May 28th you failed to list taxicabs in the Nation's Capital. Although we don't have a licensed cab in the District of Columbia, just public vehicles for hire, I feel that these vehicles are just as much a part of the transportation picture as other modes of transportation.

I have appeared before Congressman Natcher's subcommittee on D. C. Finance as well as Senator Byrd and Senator Proxmire's committee for meters and limitation to change the public vehicles for hire to taxicabs in the District of Columbia as well as request a chauffeur's license be issued.

There is a rider to the D. C. Appropriations Bill which prohibits meter taxicab operations in this city. We submit that this rider has outlived its depression-born goal.

Even under the present zone system, several associations have a monopoly on most hotels, radio operations and Union Station. We would like to seek the support of the Planning Commission and request that meters be placed in D.C.



3jd45 taxicabs with a limitation based on vehicle age only and not on the number of taxicabs, all of which would be administered by the D. C. Public Service Commission.

The present zone fares are responsible for the high crime rate in the Nation's Capital, particularly on streets that are taxicab zone lines. This is due to a large number of people who walk to or from the zone lines to save ten to 30 cents for an extra block or so and thus may be attacked and robbed. The taxicab zone maps, of course, are readily available to local citizens.

The present taxicabs being used and licensed as public vehicles can be more than ten years of age and they fill our streets with air pollution, particularly oil, smoke and gas fumes. 80 per cent or more of the present D. C. hackers are part-time, due to the zone rate structure now existing, which ranges from six cents per meter mile to as much as six-thirty per meter mile for fares. The lack of control by the Public Service Commission and cab associations, since present D. C. taxicab operators as public vehicles are not on a payroll, therefore, there is no employer-employee relationship.

There is an added burden on D. C. police, the Division of Motor Vehicles and others in a regulatory position, since there are currently more than 12,000 licensed public vehicles in D. C. alone and there are more than 2,000 suburban

113jd46 meter cabs which also may pick up passengers in the District for Virginia or Maryland destinations, as appropriate, with one exception. The present D. C. cab liability insurance is invalid in Virginia, including the airport and Pentagon, since these local insurance carriers have not been certified as to Virginia coverage due to a number of factors.

This means that a D. C. cab parked overnight in Virginia must pay \$50 in the uninsured motorist fund of Virginia.

There is poor cab service during the morning and evening rush hours with people hailing cabs passed up all because of zone rates.

Last year Congress authorized \$1.40 an hour as a minimum wage for cab drivers. Since we do not have meters, this wage scale is not applicable to us but applies to cab drivers almost anywhere else in the country who, of course, earn more money than us, pay more in taxes and are covered by Unemployment Compensation, Workmen's Compensation and employer-employee paid social security.

I would like to point out the large number of transients and visitors who use D. C. cabs and are puzzled by the current situation of having to ask the driver, What is the fare, accept the driver's word and leave town without being able to ascertain the correctness of the spoken word of the driver, particularly when another driver charged another



T13jd47

price.

There is so much cab business going outside the District now with public preference for National Airport in Virginia instead of Union Station, we feel regulated fares computed mechanically before the passenger would increase our business and profit margin and provide us with adequate insurance and payroll benefits. We will be able to pay more in District and Federal taxes and lessen the burden of the D. C. Budget.

We would like to get the rider eliminated because, in most instances, if we go to Virginia and Maryland, we will come back empty. If meter cabs come into town, they go back empty, and it requires two cabs to haul one passenger normally, each at different rates.

We get no subsidy from advertising revenues unlike our competitors under the 1910 Act of Congress establishing the Fine Arts Commission. In the interest of public safety, we would like to be issued a chauffeur's permit and a law passed to prohibit U turns when meters are authorized.

If the meters go in the cabs, there could be less miles of freeways built. They wouldn't be necessary. You wouldn't have the traffic congestion with meter cabs like you do with zoned vehicles.

Thank you.

(Applause.)

13jd48

CHAIRMAN ROWE: Thank you, Mr. Hornback.

MR. SHEAR: Mr. Ted Prahinski, President of the Shepherd Park Citizens Association.

STATEMENT OF:

TED PRAHINSKI, PRESIDENT, SHEPHERD PARK CITIZENS ASSOCIATION

MR. TED PRAHINSKI: Start my time right now, Madam Secretary, please.

This, what I have in my hand represents a new device called the Ted Prahinski Handy Traffic Generator. Would you like to know what the Ted Prahinski Handy Traffic Generator is? Where to put it?

(Mr. Prahinski distributing item.)

(Applause.)

My wife is passing out some on the other side.

My friend Joseph Ferrier of the Save Takoma Park Citizens Association will give the Members of the Commission my prepared speech.

(Mr. Prahinski going to podium.)

The Ted Prahinski Handy Traffic Generator comes in four convenient models.

The first one is residential developments for the 1.5 million new people who will be in the D. C. Metropolitan Area by 1985. If any of you have the NCPC Plan, look on page 108 and you will see the numbers there.

The second model of the Handy Traffic Generator is



T13jd49

employment centers like the Goddard Flight Center, NASA, out on the Baltimore-Washington Parkway.

The third model is the shopping centers.

The fourth model is recreational facilities like the Kennedy Cultural Center.

Now, you can install these handy traffic generators near rapid transit stops, if you want to pay for expensive land, or in some farmer's cowpasture, if you want to make money.

Traffic generated is no problem to you, if you install these generators. You take your profit and run. Traffic generated going from one employment center in one cowpasture to many suburban residential developments in many different cowpastures will cross the District of Columbia. Let them worry about the traffic.

The solution is real easy anyway. All you do is you build a subway, a rapid transit system only and just see if all those cars from all those cowpastures will take the subway.

encT13

114/jbj

Now, don't listen to those who state that the Ted Prahinski Handy Traffic Generator represents a problem that must be planned for. Everyone knows that it is nasty new roads that create more traffic. A coming 70 per cent metropolitan population increase has nothing whatever to do with it. Okay, I've had my fun.

T14/jbj

Now I bring you a message from my little girl. About two weeks ago, she said, Daddy, will you tell the people who make the cars go someplace where they won't run over little girls.

A VOICE: How about little boys?

MR. PRAHINSKI: Or little boys.

I have, just on this past Sunday, there was a three-year-old boy who was killed on Fourth Street, Northeast. That's one of those one-way streets which carries the traffic because they don't have any kind of suitable traffic diverter roads.

I have here (exhibiting item) six pedestrians that were killed in one month last year. There was a five-year-old, an 80-year-old, 77-year-old and some people who had been drinking too.

They were killed on Arizona Avenue, on Georgia Avenue, on Pennsylvania Avenue, Southeast, on Franklin Street, Northeast, on New Jersey Avenue, Northwest, and here's a real pathetic one.

A little boy was killed by a car on the front porch at Ninth Street, a car ran up there.

Here is the results of a study taken on the year 1964-1965. Do you know what automobile accidents cost every family on the average? \$100 per family per year. I just wonder -- I suppose later on we will be asked how many



114/jbj  
people favor freeways. I would like to ask you the question -- don't raise your hands like you will be expected to raise your hands for the other question. How many of you have had accidents?

Now, one thing this study shows is that as badly designed as some of our roads are, like the Beltway, the average was about -- less than a half of the accidents happened on the local streets and remember there are very few helpless five-year-old pedestrians or 80-year-old pedestrians who are killed on a traffic diverter road.

Now, I get into some technical details in the rest of my report. I talk about things like how you can build a rapid rail system a whole lot faster. I think if you build the downtown subway portion real fast, a crash program and get those commuter rail lines into operation -- I know the NCTA and other people have said that the commuter rail lines aren't such a good deal because they cost you more money to operate them and you can't run them as often as you can your own line but they will do till a more permanent system can be built.

Now, I would like to say something about the dropping of the Columbia Road subway system. Now, this line -- I have a map there, a population map, which I made up. It's ironic. I got the data on the same day that the Planning Commission dropped the subway system. I didn't even know

4/jbj they were talking about it. I sure wish we could know what was coming up before the Planning Commission.

It was this population map which shows that the most congested area of the city, say, 73,000 people, between 14th Street and Rock Creek Park, between Massachusetts and Quincy, and 39,000 people, oh, roughly, along the line of Harvard Street, Quincy and between 14th and North Capitol would be served by that line.

They call it the Columbia Road subway but it really is the Columbia Road, the 16th Street subway, the 14th Street subway, the Georgia Avenue subway. It's the best compromise you can find.

Now, they said they had to drop some route to get the Independence Avenue subway and they might be right but I think there's a whole lot better route to drop and I think that's the Connecticut Avenue subway. There has only been one study that has been made that is publicly available which shows what the cost and the effect of a suburban subway system would be and that is the 1962 study. That showed that the best route of all was the Anacostia line. Guess what was the first route that was dropped?

The second best in the District was the Columbia Road line. So guess what the second thing was to be dropped?

And the worst thing of all, it only served one-sixth of the number of people in terms of the dollars that



114/jbj  
were spent for it was the Connecticut Avenue line. So guess when that's going to be dropped.

(Applause.)

Now, they talk about you might be able to serve the Shaw area with a line going up Seventh Street or 14th Street but they don't tell us what it would cost and they want us to drop the authorization that we already have before they give us a different authorization or even tell us what the other line would cost.

The best guess I can make is that it would cost \$30 million a mile and it's about six and a half miles from down there at G Street to the D. C. line, so I guess it's going to cost \$180 million. So, if the politically powerless people of North Central Washington can't even keep their \$56 million line, do you think you are going to be able to keep in a \$180 million line later on?

Now, talking about highways, I think our greatest need isn't met and that's for crosstown bridges. I don't think we need any more bridges downtown. Let's take the -- Suppose you live in Anacostia. You're supposed to go across the bridge of the Anacostia River and then across the 14th Street Bridge to get to Maryland or Virginia. So -- well, that's not so -- Wouldn't it be a whole lot simpler to build a bridge down near Bolling? They also need a bridge at Eastern Avenue and I think the Arizona Avenue Bridge has

P14/jbj

been talked about and some place up there would be a good bargain.

So when we talk about building freeways, there is a lot of mileage, ways we can build them without displacing people.

But I am sort of indebted to my good friend Sam Abbott, whom I respect highly as a fighter, even though I don't agree with him, but I know his heart's in the right place, when he said there are 200,000 people -- cars coming in every day that have to go one place or the other. They are either going to be squeezed in between Rock Creek Park and the Old Soldiers Home on every street in there or it's going to go on a traffic diverter road, and my little girl will appreciate it if you would put it on a traffic diverter road.

Thank you.

(Applause.)

(Mr. Prahinski's full statement is as follows:)



F14/jbj

MR. SHEAR: Stanley W. Dziuban, and I hope that's the correct pronunciation.

(No response.)

Mr. Dziuban, D-z-i-u-b-a-n.

(No response.)

Lucille S. Goodwin, Chairman, Metropolitan Advisory Council Citizens of the Near North.

(No response.)

Charles J. Pilzer, General Counsel, Yellow Cab Company of D. C., Incorporated.

(No response.)

Joseph G. Ferrier, Chairman, Committee on Air Pollution, Save Takoma Park Committee, who relinquished five minutes of his time to Mr. Abbott.

STATEMENT OF:

JOSEPH G. FERRIER, CHAIRMAN, COMMITTEE ON AIR POLLUTION, SAVE TAKOMA PARK COMMITTEE

MR. JOSEPH G. FERRIER: You heard the best five minutes of my talk already but I do have a little material here.

I have a statistical chart (exhibiting item), and I want to illustrate what has happened to Washington, D. C. -- My name is Joseph Ferrier, as you heard -- what has happened to the citizens of Washington, D. C., in the past three years, according to a story about two federal doctors who

4/jbj

made a study of air pollution.

In the past three years, Washington, D. C.'s air pollution has increased 60 per cent. Now, if you want to know what 60 per cent is, what it means is this.

Three years ago, if you were to have had sufficient air pollution on any certain day to reach to the top of the Capitol dome, today it would reach to the top of the Washington Monument. That's just about in ratio.

And what is the compound that's in this air pollution, so-called smog or other poison gases which are killing us?

Does anybody in here feel as good as they did three years ago?

VOICES: No.

(Laughter.)

5

Now, this thing will double in brass because here is how much of the total is automobiles. You can still cover the Capitol with it, even today, just by automobile exhaust alone.

The only way you are going to beat that -- you can't keep people from driving their cars. I wouldn't want to try, but you can try to interfere with any driving that's unnecessary due to the fact that something is better and available for some of these people, and that's rapid rail transit.



5/jbj

If you go to the Senate Office Building any time for many years and you watch all of the visitors, what do they jump on? The subway from the Senate over to the Capitol, and a balanced transportation system there when they built a new Senate Office Building, they built a new subway.

(Applause.)

Now, ladies and gentlemen, I have brought some materials here to illustrate by analogy what a balanced transportation system is as it can only happen in the city of Washington, D. C.

I have here a piece of one of our daily newspapers (exhibiting item) and we'll assume that there is a man laying sick in bed, the doctor is hovering over him and suddenly a well-dressed man pushes the doctor to one side and says, I am a Congressman from Kentucky. I will take this case. What is wrong with this man?

This man is a victim of poisoning. He drinks a fifth of whisky a day. He is going to be thrown out of his home. He can't hold anything on his stomach in the way of solid food and he's on his last legs.

So, instead of the doctor, a Congressman from Kentucky says, This man needs a balanced diet. No man can live on a fifth of whisky a day. Give him two more fifths of whisky a day --

5/jbj

(Laughter.)

-- and two peanut butter and jelly sandwiches.

He says, Make that Kentucky bourbon, the state that I love so well, and the result is this, ladies and gentlemen.

(Exhibiting item) Here is his balanced diet.

(Applause.)

Thank you.

(Applause.)

MR. SHEAR: Robert M. Kennan, Jr., Chairman,  
Roads Subcommittee, Committee of 100 on the Federal City.

(Applause.)

STATEMENT OF:

ROBERT M. KENNAN, JR., CHAIRMAN, ROADS SUBCOMMITTEE,  
COMMITTEE OF 100 ON THE FEDERAL CITY

MR. ROBERT M. KENNAN, JR.: Madam Chairman,  
Members of the Planning Commission: My name is Robert Kennan. I am Chairman of the Roads Subcommittee of the Committee of 100 on the Federal City. I wish to place in the record in behalf of the Committee of 100 three documents.

The first is a letter stating our objections to this public meeting. We are of the opinion that a public hearing, which was promised by the Planning Commission in its meeting of June 9, 1966, should include the following:

At least 30 days' published notice; invitations to



5/jbj

public agencies engaged in transportation planning in Washington, including the NCTA and the D. C. Highway Department, and recognized experts such as Arthur D. Little, Incorporated; no limitations upon time in the presentation of oral testimony; an opportunity for designated interested persons to examine in advance the data upon which the others rely; and an opportunity for a few representatives selected by interested persons to cross-examine witnesses representing both public agencies and experts.

Without these procedures --

(Applause.)

-- we do not believe you have a public hearing.

The second is a written comment of the Committee of 100 on the transportation section. I'm going to take the time to distribute a copy to each of you in the earnest hope, although I must confess not the assurance that you will personally read it.

(Laughter.)

(Mr. Kennan distributing copies to the members of the Commission.)

(Applause.)

The third document which we will submit for the record is a brief history of the freeway crisis in Washington and copies of these were distributed at the door at the beginning of the meeting.

bjbj  
On behalf of the Committee of 100 on the Federal City, I wish to commend the Chairman of the National Capital Planning Commission, Mrs. Rowe, for her courage and her tireless attention to the needs and desires of the people of Washington.

(Standing ovation.)

It is only by listening to the first few speakers that many of us can begin to appreciate the kind of enormous political pressure Mrs. Rowe has been under in the past few months.

We congratulate her for her courage in opposing the freeway proposals proposed by the Engineer Commissioner and the Department of Highways.

(Applause.)

The Engineer Commissioner has publicly complained that citizens will not stop raising the question whether his freeways are needed. We believe that he must prove the need for freeways which will displace 15,000 people in the District, reduce our precious park space and choke the air with air pollution.

The need for freeways has not been proved. The members of the Commission --

(Applause.)

This Proposed Comprehensive Plan documents this fact in a striking way. The plan proposes an ambitious



5/jbj

rapid transit system and adds to it an enormous network of freeways.

What I am about to say is fully documented comments I have distributed and placed in the record.

Each of the seven radial freeways entering Washington --

VOICES: Wrong map.

MR. KENNAN: Thank you.

Each of the seven radial rapid transit lines entering Washington can carry 40,000 commuters in the rush hour. If they are constructed as proposed, they will be able to carry a total of 280,000 commuters into and out of the city.

Now, how many more people will commute into Washington by 1985?

There has been a great deal of controversy about this question and millions of dollars have been spent trying to answer it.

We think a reasonable estimate, on the basis of independent study, using the Proposed Comprehensive Plan's projections of population growth and employment is 62,800 persons during the rush hour, a subway that is capable of carrying 280,000 commuters and 62,800 more rush hour commuters. These are the facts.

The rapid transit system will not only make

16/jbj  
freeways unnecessary, it will reduce the crush of automobiles now entering Washington in the rush hour. We think that the rail rapid transit system in the Proposed Comprehensive Plan should be built as quickly as possible.

We also think that each and every one of the freeway projects in the plan should be abandoned, because --

(Applause.)

In the words of the plan itself, they will preempt too much land, destroy too many homes, produce too great a change in the over-all character of the city and cost too much both in terms of initial investment and reduction in the city tax base.

Thank you.

(Applause.)

(Mr. Kennan's full statement is as follows:)



# COMMITTEE OF 100 ON THE FEDERAL CITY

1307 New Hampshire Avenue, N.W., Washington, D. C. 20036

Neill Phillips, *Chairman*

Grosvenor Chapman, *Vice Chairman*

Mrs. Vance Hood, *Secretary-Treasurer*

*Trustees:*

Grosvenor Chapman  
David Sanders Clark  
eter C. ...

Hugh S. Cumming, Jr.  
James G. Deane  
David E. Finley

Robert Hale  
Mrs. Vance Hood  
Louis Justement

Mrs. Francis D. Lethbridge  
Charles Carroll Morgan  
Neill Phillips  
David N. Yerkes

June 14, 1967

National Capital Planning Commission  
1111 20th Street, N. W.  
Washington, D. C. 20576

Gentlemen:

On June 9, 1966, a majority of the Planning Commission voted to include the freeway projects embraced by the Hartzog Agreement in the Proposed Comprehensive Plan. The minutes for that meeting state:

Upon motion by Mrs. Rowe, seconded by Mr. Edwards, and unanimously carried, the Commission authorized the Executive Committee and the Director to arrange for the presentation of the transportation section of the proposed Comprehensive Plan for the National Capital to appropriate Federal and District of Columbia authorities and to interested organizations in the community and for the holding of a public hearing or public hearings thereon.

The status of the three most controversial projects has since progressed as follows:

## North Central Freeway

March 9, 1967 Stage 3 approval of Part I, from Rhode Island Ave. to Buchanan Street, N. E.

May 4, 1967 Stage 4 approval of the Taylor Street Bridge.

## East Leg of the Inner Loop

February 9, 1967 Stage 2 approval of Part II, from Barney Circle to Benning Road.



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Three Sisters Bridge

May 4, 1967 Conditional Stage 3  
approval.

The D. C. Department of Highways, under the direction of the Engineer Commissioner, has initiated a program of appraisal and acquisition of property lying in the path of Part I of the North Central Freeway.

Now, more than one year after the resolution quoted above was adopted, a "public hearing" has been convened at 7:30 P.M. on a Wednesday evening. The published notice of this meeting invited "individuals and representatives of organizations wishing to be heard" to apply in writing "so that their names may be placed on the list of witnesses," but cautioned that "it may be necessary to limit the length of oral presentations." We were advised on June 12, 1967 that fifty-six persons had requested an opportunity to testify. Assuming that the meeting will be adjourned at 12:00 A.M. and that the time will be allocated evenly, a fraction more than four minutes will be given to each individual and organization.

Under the circumstances, this meeting will be a charade. To call it a "public hearing" is at best mistaken and at worst cynically misleading. We do not regard it as a public hearing in any legal sense; nor do we consider it to meet the self-imposed obligation recorded in the Planning Commission's minutes of June 9, 1966. Publication of a notice phrased in pseudo-legalistic language does not cure its defects.

A public hearing should include: (1) at least thirty days' published notice; (2) invitations to public agencies engaged in transportation planning in Washington, including the NCTA and the D. C. Highway Department, and recognized experts such as Arthur D. Little, Inc.; (3) no limitations upon time in the presentation of oral testimony; (4) an opportunity for designated interested persons to examine in advance the data upon which the others rely; (5) an opportunity for a few representatives selected by interested persons to cross-examine witnesses representing public agencies and experts.



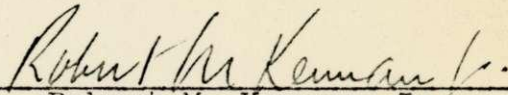
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We shall participate in the public meeting on June 14, 1967, but we reserve our right to object to it, for the reasons stated above.

Respectfully submitted,

COMMITTEE OF 100 ON THE FEDERAL CITY

By:

  
\_\_\_\_\_  
Robert M. Kennan, Jr.  
Chairman, Roads Subcommittee

June 14, 1967

Comments of the Committee of 100 on the Federal  
City on the Transportation Section of the Pro-  
posed Comprehensive Plan for the National Capital\*

DISCUSSION: HIGHWAYS AND TRANSIT

The history of transportation planning in Washington has repeatedly demonstrated the unreality of proposals directed to a specific point in time when optimum accommodation of vehicular movement will theoretically be attained. The time has come to abandon this antiquated approach. Washington's transportation system in 1985 should be developed in the light of a wide range of economic, social, and aesthetic variables, along the lines suggested by the Arthur D. Little Report.\*\*

A rail rapid transit system is undoubtedly the most logical and efficient means to provide transportation for commuters, as well as intra-city travelers, in the foreseeable future. Top priority should be assigned to it. Adding an elaborate network of interstate freeways would be self-defeating, for freeways will provide continuous

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\* The fact that these comments are not specifically addressed to all proposals in the Transportation Section of the Proposed Comprehensive Plan should not be regarded as implicit approval of those proposals not discussed.

\*\* See pp. 63-68, Appendix C.



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competition with the subways. Indeed, the consequences of continued reliance on automobile travel into and through the Federal City--social dislocation, wasteful and inefficient use of precious land, safety hazards, air pollution, blight--are so alarming that we believe traffic control devices should be used extensively to discourage automobile travel downtown.

The interstate highway proposals sponsored by the D. C. Highway Department are the products of irrational commitment to maximum participation in federal funding under the Federal Aid Highway Act of 1956. Of course, the existence of 90-10 participation by the federal government has generated its own rationale for spending. It has also given vitality to an article of faith of Engineer Commissioners: all imaginable travel demands in the Nation's Capital must be accommodated on concrete funnels for private automobiles.

The Proposed Comprehensive Plan appears to reject this juvenile notion (page 108):

In the past, transportation plans have proposed highways in sufficient quantity to carry all predicted traffic without congestion during the peak hours. This method produces proposals for highway systems larger than can or should be built in the District of Columbia. Construction of a highway system capable of carrying all peak-hour traffic without



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congestion would pre-empt too much land, destroy too many homes, produce too great a change in the overall character of the city, and would cost too much both in terms of initial investment and in the reduction of the city tax base.

The transportation system in the proposed Comprehensive Plan is therefore based on the assumption that construction of enough highways to carry all of the vehicles seeking to enter the highway system during the peak hour is neither feasible nor economical, and that the magnitude of the highway system will have to be determined by other criteria.

The interstate highway proposals included in the Proposed Comprehensive Plan are so startlingly inconsistent with this stated policy that one immediately looks for "other criteria" justifying them. None are to be found.

The need for the North Central Freeway, for example, can be justified only on the assumption that it should carry all peak-hour traffic not only without congestion, but with capacity to spare. The Smith-Voorhees report (April, 1966) reconsidered traffic forecasts for the North Central Freeway. It concluded that the total increase of peak-hour travel in the corridors potentially served by the North Central-Northeast Freeway\* between

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\* The "Columbia Road" cordon line from Rock Creek Park on the west to Minnesota Avenue (east of Kenilworth Freeway) on the east.



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1965 and 1985, based on population growths, will be 19,000. This is less than one-half of the total subway capacity programmed for the Silver Spring and Bowie rapid transit lines and included in the Proposed Comprehensive Plan.

The Planning Commission's statement quoted above would require deletion of the North Central Freeway because rapid transit lines can easily accommodate increased travel demands in that corridor for the next twenty years. For the same reason, that statement also requires deletion of the East Leg, K Street Tunnel (even in the modified form endorsed by the public citizen members of the Planning Commission), Three Sisters Bridge, and Palisades Parkway.

We have prepared two supplementary pages to Mr. Peter S. Craig's Report to the Planning Commission, "Forecasting 1985 Transportation Requirements" (February 26, 1966), Exhibits A and B, to apply his methods of



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proven validity\* to the population growth and employment projections in the Proposed Comprehensive Plan.

If the modest total of 40,000 is used as a "rated capacity" for each of the rapid transit lines entering Washington shown opposite page 110 of the Proposed Comprehensive Plan,\* the total rated capacity of the rapid

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\* On November 4, 1964, the Virginia and D. C. Highway Departments submitted to the Planning Commission a Supplementary Report on Interstate Route 266, claiming that the peak-hour travel from Virginia to Washington was 45,000 in 1964 and would increase at the rate of 2,500 per year to 1985. According to this projection, peak-hour travel should have been 50,000 in 1966. Mr. Craig's studies pointed out not only that the figure of 45,000 had never been reached, but also that the 1966 total would be in the neighborhood of 42,000. The D. C. Highway Department's own study for 1966 (D. C. Cordon Counts, May 1966) reported the total to be 42,223. For further criticism by the Planning Commission's own consultant of traffic forecasts upon which the highway proposals are based, see Bain, "Transportation in the Comprehensive Plan," (Dec. 21, 1965).

\*\* The theoretical maximum capacity per line is 96,000: 40 trains per hour (90-second headways); 8 cars per train (75 feet--number limited by station platforms); 300 persons per car (80 seated, 220 standing).



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transit system (without regard to existing capacity for automobile and bus commuters) in 1985 will be:

	Lines	Added Capacity (1965-1985)	Added Travel (1965-1985)
From Virginia	2	80,000	24,800
From Montgomery Co.	2 1/2	100,000	15,200
From Prince George's Co.	2 1/2	<u>100,000</u>	<u>22,800</u>
		280,000	62,800

Not only is the proposed rapid transit system capable of absorbing one hundred percent of the projected increase in rush-hour travel, it will also substantially reduce the current crush of vehicles entering Washington.

The interstate highway proposals in the Proposed Comprehensive Plan, on the other hand, would destroy the possibility of a self-supporting rapid transit system. The Plan's highways and bridges, plus other highway commitments shown on the Six-Year Plan of the D. C. Highway Department, would add capacity for 38,700 vehicles at the peak-hour (or 62,920 automobile commuters at 1.6 per automobile) to current highway space which in many instances is being used below capacity. The only conceivable justification for these highways is the desire to channel all peak-hour travel demands into Washington by private automobile. In the words of the Proposed Comprehensive

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Plan, this highway system would "pre-empt too much land, destroy too many homes, produce too great a change in the overall character of the city and would cost too much, both in terms of initial investment and in the reduction of the city tax base."

#### RECOMMENDATIONS

##### A. Highways.

Steps implementing the following freeway projects should be deferred indefinitely:

- (1) North Central Freeway;
- (2) Northeast Freeway;
- (3) East Leg of the Inner Loop;
- (4) Palisades Parkway;
- (5) Additional 14th Street Bridge;
- (6) Three Sisters Bridge;
- (7) K Street Tunnel; and
- (8) North Leg - Center Section.

We concur in the present proposals to remove cross traffic from the Mall by construction of tunnels at 14th, 9th and 3rd Streets, and to construct the South Leg underground. Regrettably, construction of the Center Leg is now in progress as far north as New York Avenue. It should terminate there, and an appropriate support



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facility permitting access to and from the New York Avenue Freeway should be provided.

The Whitehurst Freeway should be razed and replaced by a tunnel connecting K Street at Rock Creek with Canal Road west of Key Bridge in the manner proposed by the Georgetown Planning Council.\* The Virginia connections to Roosevelt Bridge (presently being used at less than one-half capacity) and extension of rapid transit to Virginia should almost completely eliminate Virginia surface traffic from the historic Georgetown waterfront, facilitating its redevelopment.

Rather than extend the Palisades Parkway from Montgomery County to downtown Washington, destroying irreplaceable scenic and recreational values, Canal Road should be extended west from Chain Bridge to link with the parkway. A short link should also be constructed at the District line between the parkway and MacArthur

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\* Contrary to recent representations by the Engineer Commissioner, such a tunnel freeway could be financed as part of the Interstate System, though it connects with the system at only one end. Numerous such spurs in other cities are commonly designated as routes with three digits beginning "1" or "3," e.g., Route 195 in Miami, Florida.

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Boulevard. Freed of the present bottlenecks at the District line and immediately west of Key Bridge, Canal Road and MacArthur Boulevard would adequately provide for foreseeable needs in that section.

Instead of an East Leg Freeway, a park road should be constructed in West Anacostia Park from the Southeast Freeway to the D. C. Stadium, providing access to the Stadium.

Further street or avenue widenings are unnecessary and undesirable; they should not be tolerated.

B. Rail rapid transit.

We fully endorse the policy that "the authorized rapid transit system should be built as rapidly as possible and extended to the suburbs at an early date" (page 109). The Planning Commission is also to be commended for giving greater priority to construction of a subway line through the Southwest Employment Area, where an exceptionally heavy concentration of federal employees makes such service essential. Some aspects of the present rail transit program, however, warrant re-consideration:

(1) The deletion of the proposed rail transit line via Georgia Avenue, 14th and Park Road, and



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Columbia Road to Connecticut Avenue, without substituting anything for it except a vague proviso that service be provided to the North Central Area in the future, is most unfortunate. A specific route and construction timetable for a transit line serving the North Central Area and tying in with other routes at 7th and G, N. W. should be settled now, because this route would traverse one of the sections which would benefit most from the rejuvenation to be expected from new "uptown centers" in proximity to rail transit stations.

(2) A rapid transit line should be built to Dulles Airport as soon as possible, not put off until sometime between 1973 and 1985 as the Plan proposes. Quick transportation for air passengers to and from downtown Washington is sine qua non to the development of Dulles as the great air terminal which it was designed to be. The existing Washington and Old Dominion Railroad right of way could readily be used for high speed rail transit between the proposed Transportation Terminal at Union Station and Dulles Airport.

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C. Bus transit.

The Proposed Comprehensive Plan briefly acknowledges that "improvements in bus transportation should be made" (page 113), pending completion of the rail transit system. But in contrast to other proposals which are plotted on maps and described in more or less detail in the text, nothing specific is said about bus routes. Immediate steps should be taken to modify the existing routes and schedules to better accommodate District residents employed in suburban areas. Existing traffic management policies should be reviewed with the objective of giving bus vehicles, rather than private automobiles, priority in use of roadway and bridge space in the peak hours. Every effort should be made to coordinate bus service with the rapid transit lines.

D. Parking.

We agree that "the number of downtown parking spaces for use by all-day parkers should be limited to the needs of downtown employment when allowance has been made for maximum use of mass transit. . . ." (page 109). A tax at least equal to the round-trip transit fare upon all cars entering a garage or lot between 7:00 A.M. and 9:30 A.M. should be considered. New fringe



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parking facilities should be constructed on rapid transit routes outside the District of Columbia.

We do not agree that offstreet parking space should be provided in residential areas. Rather, strict controls should be developed and enforced to limit curbside parking in residential areas to residents.

The proposal of public control and management of parking space in the downtown area should be commended, but only so long as it is undertaken by an agency with broad powers of transportation planning, such as the Planning Commission itself. Parking is an essential ingredient in transportation management; uncoordinated efforts by yet another separate agency would further atomize planning for Washington.

E. Transportation terminal.

We strongly support the proposal to construct a consolidated rail, subway, and bus terminal, plus a Visitor's Center, at Union Station, provided the present station is treated as one of the major architectural monuments of Washington and carefully preserved.

Respectfully submitted,

COMMITTEE OF 100 ON THE FEDERAL CITY

Robert M. Kennan, Jr.  
Chairman, Roads Subcommittee

David Sanders Clark  
Chairman, Transportation  
Subcommittee

NEW OR IMPROVED ARTERIAL HIGHWAYS ENTERING  
WASHINGTON AS PROPOSED BY D. C. HIGHWAY DE-  
PARTMENT (1967)

<u>MTS Corridor</u>	<u>Highway</u>	<u>Lanes</u>	<u>Capacity</u>
1	Palisades Parkway	2	3,000
2	Oregon Avenue-Chestnut St.	1 <u>a/</u>	500
3	16th St. widening	1 <u>a/</u>	500
	Blair Road widening	1 <u>a/</u>	500
	North Central Freeway	3	5,400
MONTGOMERY COUNTY TOTAL		8	9,900
4	Northeast Freeway	3	5,400
5	North Leg-East Section	2	3,600
	Minnesota Avenue extension	2 <u>a/</u>	1,000
8	S. Capitol St. widening	1 <u>a/</u>	800
	Anacostia Freeway widening	1 <u>a/</u>	1,600
PRINCE GEORGE'S COUNTY TOTAL		9	12,600
9- 13	Airport-Anacostia Bridge	3 <u>b/</u>	5,400
	Third 14th St. Bridge	3	5,400
	Three Sisters Bridge	3	5,400
VIRGINIA TOTAL		9	16,200
TOTAL, D. C. LINE		26	38,700

a/ Part of announced construction program of D. C. Department of Vehicles & Traffic; not depicted in Proposed Comprehensive Plan.

b/ Included in Proposed Comprehensive Plan; not a part of announced construction program of D. C. Department of Vehicles & Traffic.



Revised Projection of Peak-Hour Person-Trips  
Entering Washington, 1985

(Based on revised population and employment  
projections in NCPC Proposed Comprehensive  
Plan)

	<u>1965</u>	<u>1985</u>	
D. C. Population	810,000	950,000	Proposed Plan, p. 60
D. C. Employment	600,000	810,000	Proposed Plan, p. 35, Charts 1 & 2
D. C. Residents employed in D. C.	316,000	370,000	At 39% of D. C. popula- tion, per 1960 census
D. C. Employment from outside D. C.	284,000	440,000	Difference between total D. C. employment and D. C. residents employed in D. C.
--- from Virginia	112,000	174,000	Growth distributed at constant rate of increase (55%)
--- from Montgomery	70,000	108,000	
--- from Prince George's	102,000	158,000	
Peak-Hour Person-Trips from outside D. C.	114,760	177,560	Growth at 40% of increased employment from outside D. C. (37.5% for employment in D. C. and 2.5% for through trips)
--- from Virginia	41,170	65,970	
--- from Montgomery	27,300	42,500	
--- from Prince George's	46,290	69,090	

June 12, 1967

A BRIEF HISTORY OF THE  
FREEWAY CRISIS IN WASHINGTON

Robert M. Kennan, Jr.  
Chairman, Roads Subcommittee  
Committee of 100 on the Federal City

August 17, 1937. The first D. C. gasoline tax (2¢ per gallon) was enacted and the revenue earmarked for highway use.

June 8, 1938. Congress authorized D. C. to share in all Federal-aid highway funds on the same basis as the States (50-50), commencing July 1, 1939.

April 24, 1941. The first long-range planning study by the D. C. Highway Department (the "Whitehurst Plan") stated, "Mass transportation can and should supplant much of the individual vehicular service into the central business areas," but proposed a 20-year highway building program, nothing for transit.

February 1, 1942. The D. C. gasoline tax was increased to 3¢ per gallon.

March 7, 1942. Congress directed the D. C. Commissioners to make an investigation and survey to determine the feasibility of constructing subways in D. C.

June 24, 1942. In response to Congress' request, the D. C. Highway Department submitted a 9-page study, with eight lines devoted to the issue. It concluded, "A system of subways . . . is not warranted under present



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or prospective conditions. . . ." It recommended underpasses for motor vehicles.

October 1, 1944. "Transportation Survey and Plan for the Central Area of Washington, D. C.," prepared by independent consultants for the D. C. Commissioners, rejected most of the 1941 expanded highway proposals as unnecessary and advocated "a system of street car subways" as the "backbone" of the Washington transit system.

December 20, 1944. Congress authorized designation of a 40,000-mile system of "Interstate Highways" as part of the 50-50 Federal aid highway program.

December 20, 1946. "Transportation Plans for Washington," by the 1944 consultants, reversed the 1944 recommendations and endorsed "a system of expressways serving all parts of the District" as the "backbone" of public and private transportation. Most of the new freeways were planned to cut through park land--Rock Creek Park, Glover-Archbold Park, the Mall, Anacostia Park. The gasoline tax was raised to 4¢ per gallon in 1947.

August 2, 1947. After consulting with D. C., Virginia and Maryland highway departments, the federal Bureau of Public Roads designated Interstate Highways in Washington. The system involved one freeway--the Whitehurst Freeway--completed in October, 1949.



April 3, 1950. The NCPC-Bartholomew "Comprehensive Plan" for the Washington metropolitan area in 1980 advocated relocation of Federal employment centers to the suburbs and extensive highway construction to make suburbia more accessible. Planned dispersal of residential, employment, and commercial areas was to be complemented by "a system of collector and distributor roads, both radial and circumferential in function, that will redistribute traffic through the region," including a four or six lane inner loop freeway. The "inner loop" was born.

July 1, 1952. The gasoline tax was raised to 5¢ per gallon.

November 17, 1952. With one exception, the D. C. Highway Department's alternative to the 1950 NCPC Comprehensive Plan rejected the freeways proposed by that plan as too expensive and destructive. Only the Southwest Freeway was recommended because it crossed an area already slated for urban renewal. Generally relying upon street widenings and grade separations, the plan proposed extending the Whitehurst Freeway as a parkway through Glover-Archbold Park and construction of a new six-lane bridge across Theodore Roosevelt Island.

May 18, 1954. Congress raised the gasoline tax to 6¢ a gallon and gave the District authority to borrow



\$50 million to complete a major highway improvement program by 1964.

October 31, 1955. "Report on Inner Loop Freeway System." With increase of Federal aid to 90% for interstate freeways being imminent, the D. C. government asked a consultant to study an inner loop freeway. The consultant recommended not one loop but two--a figure eight which is only slightly modified in shape in present plans.

June 29, 1956. The Federal Aid Highway Act authorized 90% Federal aid for District freeways included in the interstate system.

July 1, 1957. Determined to add the maximum amount of freeway mileage possible, the D. C. Highway Department submitted cost estimates to the Bureau of Public Roads under the Federal Highway Act. The freeways included:

- (a) a "new route 240" (later 70-S), along the north side of the Potomac River from Montgomery Co. to 25th and K Sts., N. W.;
- (b) a "new route 29" (later I-66), composed of a new Theodore Roosevelt Bridge, a new west leg freeway, and a new north leg freeway;
- (c) a "new route 1" (later I-95), composed of a new 14th Street Bridge, the previously planned Southwest Freeway, a new center leg freeway, and New York Avenue

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converted into a freeway from the north leg to the District line;

(d) another "new route 1" (later I-295 and I-695), composed of a new Alexandria Bridge, a new Anacostia Freeway, a widened and rebuilt bridge at 11th Street, S. E. and a new Southeast Freeway to the center leg freeway;

(e) Yet another "new route 1" (now removed from interstate system, although built), composed of an extension of the new Anacostia Freeway to East Capitol Street, the soon-to-be-completed Kenilworth Freeway, and the New York Avenue Freeway.

July 1, 1959. The NCPC's "Mass Transportation Survey Report" (MTS) was published. On the basis of highway engineers' forecasts for 1980, it concluded that even a vastly enlarged highway system would not be sufficient; four rapid rail transit lines were also needed.

July 14, 1960. After investigating transportation planning in D. C. for three years, a special joint subcommittee of the House and Senate District Committees had concluded: "Any attempt to meet the area's transportation needs by highways and private automobiles alone will wreck the city." Citing "well nigh universal support for subways, it proposed "prompt action" to establish a



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rail rapid transit system. Congress adopted its proposals, passing the National Capital Transportation Act which created a new agency for comprehensive transportation planning--the National Capital Transportation Agency (NCTA)--to "revise" the Mass Transportation Survey.

May 8, 1961. The NCPC's Year 2000 Plan recognized that the objectives of 1950--suburban sprawl and an all-highway transportation system--were now obsolete. It advocated primary reliance on a rail rapid transit system.

August, 1962. Despite the National Capital Transportation Act, the D. C. Highway Department expanded its proposed major highway program in 1962 by more than \$167 million over 1960. After an investigation, a special subcommittee of the House District Committee reported, "The District of Columbia Commissioners, through the Highway Department, are circumventing the expressed intent of Congress."

November 1, 1962. The NCTA issued a revision of 1959 Mass Transportation Survey, proposing a subway system and concluding that previous proposals for new freeways entering Washington had been based on exaggerated forecasts.

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February 18, 1963. In a report to the D. C. Commissioners, the Highway Department accused the NCTA of "decimating" the District's highway program in order to justify a subway plan. In July, 1962, the Director of the Highway Department (Harold L. Aitken) had "sounded an alarm" to the road building industry "pointing out the steps freeway opponents have taken to block freeway construction in the Nation's Capital." In response, Highway lobbyists swarmed to Capitol Hill, charging that the NCTA was "killing" highways to sell rapid transit.

June 1, 1963. Rejecting highway lobby pressure, President Kennedy directed the D. C. Commissioners to reappraise the District highway program. No restudy was made; instead, only two freeway projects were examined, and approved not because they were needed but because the Commissioners were told approval was necessary to appease the highway lobby if any subway plans were to survive.

April, 1965. The Highway Department's report to the House District Committee showed the addition of the following freeway projects to the interstate system within the District since 1960:

- (a) Three Sisters Bridge;
- (b) Potomac River Freeway extension (Three Sisters Bridge to the inner loop);



- (c) South leg of the inner loop;
- (d) Third Fourteenth Street Bridge;
- (e) East leg of the inner loop (along the west bank of the Anacostia River);
- (f) North leg--East Section;
- (g) North Central Freeway;
- (h) Northeast Freeway.

September 21, 1965. The NCPC staff recommendation for the 1965 Comprehensive Plan was published. On the insistence of the Engineer Commissioner (Gen. Duke), the D. C. Highway Department's freeway plans were included in the recommendations.

January 14, 1966. President Johnson suggested that an independent consultant be retained by the District and the NCPC to review prior freeway plans.

March 22, 1966. The independent consultant, Arthur D. Little, Inc., issued its report, "Transportation Planning in the District of Columbia 1955-65: A Review and Critique." It concluded that the Highway Department's planned freeways were not justified and that freeway construction should not continue until more effective techniques of planning, design, and social adjustment were developed.

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March 31, 1966. The D. C. Commissioners' Policy Advisory Committee unanimously agreed to omit the North Central Freeway, the East Leg, and the Three Sisters Bridge from immediate plans. This agreement was endorsed by the D. C. Commissioners.

April 19, 1966. Rep. William Natcher, Chairman of the House Subcommittee on D. C. Appropriations, declared in secret hearings, "I am unable to continue recommending . . . that money for rapid transit be appropriated if you are going to stop the highway program." The Federal City Council produced a "report" written by Lloyd Rivard, then employed by the Automotive Safety Foundation (a highway lobby organization) and now chief of planning for the D. C. Highway Department, which recommended prompt construction of all the freeways proposed by the Highway Department.

May 5, 1966. The NCPC voted 8-3 to omit the North Central-Northeast Freeway, the East Leg of the Inner Loop, and the Three Sisters Bridge from its 1985 Comprehensive Plan.

May 25, 1966. George Hartzog, Director of the National Park Service and member of the NCPC, agreed in writing with Engineer Commissioner Duke and the Virginia



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Highway Department to change his position and support the three most controversial freeway projects.

June 9, 1966. Engineer Commissioner Duke asked the NCPC to "endorse" the Hartzog agreement. The May 5 vote was rescinded and in the Hartzog agreement was substituted in the 1985 Comprehensive Plan by a vote of 6-5. The six members who were District and U. S. Government officials voted in favor; the five members appointed by the President voted in opposition. A public hearing was promised.

September 30, 1966. Congress raised the gasoline tax to 7¢ a gallon and increased D. C. highway borrowing authority by \$35 million.

November 30, 1966. Over thirty individuals, firms, and citizens organizations representing more than 200,000 District residents filed a lawsuit in the D. C. Federal District Court. They assert that the District Commissioners and the NCPC were and are acting illegally in attempting to carry out the plans for the North Central-Northeast Freeway, the East Leg of the Inner Loop, and the Three Sisters Bridge.

February 10, 1967. The defendants were unable to persuade the court that the lawsuit should be dismissed.

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March 8, 1967. The NCPC published its proposed 1985 Comprehensive Plan, including the freeway projects agreed upon in June, 1966.

March 9, 1967. The District began to appraise property in the right of way of the North Central Freeway.

June 14, 1967. A public meeting was called by the NCPC on the transportation section of the Comprehensive Plan.



16/jbj  
MR. SHEAR: George Frain, Executive Vice President, Kalorama Citizens Association.

STATEMENT OF:

GEORGE FRAIN, EXECUTIVE VICE PRESIDENT,  
KALORAMA CITIZENS ASSOCIATION, INC.

MR. GEORGE FRAIN: Madam Chairman, Members of the Committee: I want to begin by saying that I am also Coordinator of the Joint Committee of Businessmen, Citizens Associations and Property Owners for the Best Location of the International Center and I am also Administrative Secretary of the 18th and Columbia Road Businessmen's Association.

I would like to say, begin by saying a word for the public members of the National Capital Planning Commission who stood fast and voted consistently against highways. The vote --

(Applause.)

The vote, as you know, was six to five.

Secondly, I would also like to say a word for Commissioner Tobriner and again for the members, to the public members of the Planning Commission, for voting against the Adams-Morgan Urban Renewal Project, which would, even in its scaled-down form, have displaced 1500 families, 90 commercial enterprises out of 220 in our area and 28 out of 35 light industrial firms in our area, not to mention hundreds of jobs of both Negro and white citizens.

I think it's a tribute to the American sense of

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fair play that we could come here tonight on an issue that is hotly contested on the side of the citizens and means the displacement of their homes and their jobs and carry on this public dialogue in the excellent spirit that it has been carried on tonight.

I was worried there for a moment during an earlier part of the evening but, thank God for Americans and for the long tradition which we have which certainly does not resort to the kinds of solutions of problems that other nations do resort to.

I would like to correct a previous speaker, Harold E. Wirth, Chairman of the Metropolitan Area Highway Users Conference, who said that only the highway users pay for the highways.

(Applause.)

There is a growing recognition that the people who are displaced from their homes pay a price too.

(Applause.)

There is a well-known phrase: Urban renewal is Negro removal.

(Applause.)

23,500 low- and moderate-income people, 70 per cent of them Negroes, were displaced from the Southwest Urban Renewal Project. Didn't they pay a price, Mr. Wirth?

(Applause.)



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They moved to other areas and created new slums because they couldn't find homes and had to double and triple and quadruple and quintuple up.

800 businesses were displaced, 40 per cent of them failed. Didn't they pay a price?

(Applause.)

What happened to their employees? Ask those who were displaced. Don't take my word for it. Ask Mrs. Cy Ellis, who sits over there on the lefthand side of the house, who is here tonight.

(Applause.)

Ask Mr. Philip J. Brown, who is also here tonight, what the cost will be of the \$500 million International Center north of Washington Circle. He owns the Call Carl building and, incidentally, the White House took over by means of a modified form of eminent domain another building of his and put the -- the White House cars are quartered there. He can't even go in his own building.

Now, President Johnson has said that the International Chancery Complex should be consistent with the legitimate interests of District citizens. I call your attention to a speech that he -- or a part of a speech that he made on February 27th which appears in the Congressional Record of that date.

Now, Mr. Brown has said that the plan developed by

16/jbj the Planning Commission will displace 300 low-income families, 40 small businesses, the jobs of 5,000 citizens and millions of dollars in taxes. The businessmen in the Washington Circle area agree with these figures. Now, if this thing is adopted, they will have to pay a price too.

(Applause.)

There is nothing in the Fulbright bill and the bill by Representative Kenneth Gray which provides for replacement value or would pay any of these costs. They will pay some of them, the fair market value and that sort of thing, but they don't pay for the jobs, they don't pay the cost, the great many of the hidden costs.

Now, for Mr. Wirth's information, there is a respectable and growing body of opinion in the Congress which is calling for full replacement value for homes and businesses which are taken in these public projects. To give you an example, the House Public Works Committee held hearings, lengthy hearings for a couple of years, or a subcommittee did, and they came in with recommendations and the highway people have fought these replacement values bitterly. They have the biggest lobby in the country. It isn't only rubber tires, it's highway, it's concrete --

(Applause.)

You know the list. It's a long one.

I think I should add that a group of businessmen,



T16/jbj

including Mr. Brown and Miss Catherine McCarron, President of the Dupont Circle Citizens Association, who is also here tonight, recently met with top OAS and Pan American Union officials in the Pan American Union building. These officials said they didn't want to go to the Sealtest site at 25th and Pennsylvania Avenue. They wanted to go -- they suggested that they would like to go to the expanded Shapiro site with 25 acres. They would like to go to the Trageron site. They'd like to go to the McLean site, the McLean Gardens site. None of them wanted to go to the Sealtest site and yet the Planning Commission keeps on coming in there and they're for it, you know.

Now, we reported this visit to President Johnson and I have a letter addressed to me which is from Stephen Pollak saying that the President appreciated the facts that we developed as a result of that hearing and that the President had asked Mr. Pollak to send our letter on to the State Department, the District Commissioners and the National Capital Planning Commission.

My guess is that the Planning Commission probably will, as it has in the past, will see the light in this matter. I don't have any doubt that those public members will prevail and will again assert the right of people to continue their businesses and to continue in their homes without being displaced and to continue in their jobs

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because, obviously, with the Vice President Humphrey calling for 20,000 jobs for District citizens to stave off violence this summer, he isn't going to, and I am sure the Planning Commission public members aren't going to stand there and permit a plan to displace 300 low- and moderate-income Negro families, or most of them are Negro families, and the loss of 5,000 jobs --

MR. SHEAR: One minute and a half.

MR. FRAIN: I beg your pardon?

MR. SHEAR: One minute and a half.

MR. FRAIN: Oh, I've got -- I'm going to be through. I'm going to be within my ten minutes.

T17  
Now, there is a principle which I would like to enunciate here and it is this. It might become known as the freeway principle and it would be stated this way. If the highway man and the urban renewal backers and the chancery proponents had to pay the total cost, there wouldn't be enough support to float a bond issue.

(Applause.)

Now, I would like at this point to, with that as prologue, in a minute and a half, as Mr. Shear has reminded me, I would like to get on to a point in connection with the Columbia Heights subway.

(Ring of timer.)

I have a letter -- Is that two minutes?



7/jbj  
CHAIRMAN ROWE: That's it.

Take another minute.

MR. FRAIN: I have a letter from Charles M. Haar of the Department of Housing and Urban Development saying that the Secretary --

Dear Mr. Frain: The Secretary has taken up with me your letter of April 21 in which you requested his assistance in having the subway plans and program for Washington studied so as to serve the poor families in the Nation's Capital, a matter to which he had referred in his speech at Pittsburgh on April 18.

In addition to your study of this problem we have received the recently published draft report by the National Capital Transportation Agency in which it is stated, for the first time -- now, this letter is dated May 3 -- it is stated, for the first time, that the needs of north-central Washington will be better and more efficiently served by an independent route in either the Seventh or 14th Street corridors than by the Columbia Heights route.

This recognition of need, while not a commitment, presents the possibility of resolving the problem of service to this section in a much more fundamental manner than heretofore. Doubtless this possibility will be considered in the forthcoming urban renewal planning in this area and conceivably might even be a major factor in the plan.

L17/jbj

If, as seems likely, we have an opportunity to comment on the modifications of the Transit Plan, the need for service to low income areas will certainly be strongly supported. (End of letter.)

I would like to include as a part -- not only this letter as a part of the record but I would like to include an article by Richard Severo in the Washington Post of March 15 entitled, Slum Areas By-Passed by Subways, an article from the Washington Post of March 23 quoting the Reverend Walter Fauntroy, who is not here tonight, who said: It is with alarm and disbelief bordering on outrage that we learn that a \$431 million, 25-mile basic rapid rail system is reportedly within two months of the final decision stage and a year away from the first earth-turning and the vital needs of the inner city are not even programmed for the initial stage of this important undertaking. We question seriously the wisdom and reject emphatically the logic that calls for the building of the first subway line through the basically white, middle-class Connecticut Avenue corridor.

I would like to also include a report from the Washington Post of December 2, 1966, in which Engineer Commissioner Charles M. Duke said, as did Mr. Edwards, that tinkering with the authorized system could create political and economic problems that might torpedo the whole project.

I would also like to include some of my remarks



F17/jbj

that I didn't get to read.

CHAIRMAN ROWE: I'm sorry. We will be glad to put them in the record.

(Applause.)

(Mr. Frain's full statement is as follows:)

T17/jbj

MR. WIRTH: Madam Chairman, a point of order.

Since Mr. Abbott took an hour of this assembly's time for his presentation, may I have two minutes to correct some statements that were made by our last speaker for the record?

CHAIRMAN ROWE: I'm sorry, I can't recognize you except in the order of the list here. This I must stick to.

MR. WIRTH: He made certain allegations to my testimony which I think I should clarify --

CHAIRMAN ROWE: I'm sorry. I just can't permit it. I understand how you feel.

MR. WIRTH: I would like to place in therecord that I take exception and these are valid and just --

(Applause.)

CHAIRMAN ROWE: We will go on to the next witness.

MR. SHEAR: The record will be open until June 30th for the submission of any additional materials or statements.

Mr. Robert D. Lerner, Vice President and General Manager, Airport Transport, Incorporated.

CHAIRMAN ROWE: Mr. Lerner.

STATEMENT OF:

ROBERT D. LERNER, VICE PRESIDENT AND  
GENERAL MANAGER, AIRPORT TRANSPORT, INC.

MR. ROBERT D. LERNER: Madam Chairman, Members of the Commission, Distinguished Guests, Citizens of the



T17/jbj

District of Columbia: My name is Robert Lerner, Vice President and General Manager of Airport Transport, who has been providing the ground transportation to and from Washington National Airport since its inauguration 27 years ago and from Dulles International Airport since its inauguration four and a half years ago.

I appear this evening in general support of those sections of the Proposed Comprehensive Plan for the National Capital area dealing with the transportation as outlined from pages 108 to page 120, with the following comments.

During these 27 years, our organization has grown from a small fleet of 12 vehicles with 30 employees to the present fleet of 250 vehicles and in excess of 800 employees traveling nearly 18 million miles per year. We service 6,000 airline passengers daily and, if our enterprise is to be successful from the standpoint of employment provided to members of the community and service to the traveling public, the vehicular traffic situation must improve. Throughout the country, the interstate system within the city cores are further along than in Washington, the Nation's Capital.

Airline industry sources estimate that by the year 1985 airline traffic in and out of the Washington area will quadruple. While the speed of the airplane has increased from 150 miles an hour to 650 miles an hour in the past 27 years, the trip on the ground to and from the

7/jbj  
airports has slowed down to a snail's pace with a net loss in total travel time.

For example, flight time between New York and Washington is approximately 40 minutes in a 727 jet, a distance of 220 miles, whereas, travel time to and from the airports on both ends of the trip, a distance of only 15 miles, consumes, during peak rush hour, one hour and ten minutes.

Congestion on the highways to and from the airports has become a major factor in the growth of the airline industry. Ideally, transportation to and from the airports should be completed in the same number of minutes during commuter peak periods as completed in off-peak periods. This is the aim but at present it is impossible to attain.

Our situation locally at Dulles and National is unique. Because of the restrictions imposed on the number of flight operations per hour by the FAA the growth of National Airport should and probably will not be as dynamic as the growth at Dulles. Washington National will continue to serve as the commuter airport for short-range flights, New York, Philadelphia, Boston, Richmond, Norfolk. Ground transportation will be provided principally by private car, limousine, car rental and the taxicab.

Experience has proven that rapid transit does not



T17/jbj serve airline passengers to and from airports, chiefly because of the baggage problems and the theory of intermingling airline passengers with mass transit is impractical.

Two years ago, my associate went to Tokyo for the inauguration of the monorail service from the International Airport to the City of Tokyo. Since then, we have periodically received reports on the development of this service which proves that the monorail is cumbersome, impractical, inconvenient and extremely expensive. Airline passengers prefer using their private cars, taxicabs or limousines on the new freeway which was opened at the same time as the monorail.

T18 Only 40 minutes from downtown Washington, we today have the most advanced airport in the world. It is the only airport in the history of the aviation industry that was not obsolete before it was completed. With National Airport saturated, scheduled flights must be transferred to Dulles. However, to make Dulles convenient, urgent consideration should be given to the **link between** Route 66 and the Roosevelt or Three Sisters Bridge.

The completion of Route 66 and its connection with the bridges will make it possible for our luxury motor coaches to operate from Dulles to the heart of downtown in 25 minutes during off-peak and peak periods. A true rapid

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transit will be realized.

It has been disturbing in the past to observe the slowness with which approved highway construction moved forward and it is respectfully urged that the National Capital Planning Commission do all within its power to see both construction of highway and subway move as quickly as possible.

Page 115 of the report states, and I quote, A rapid transit line should be built to Dulles. I want to emphasize that we do not have -- that we do have today the finest rapid transit between Dulles and the metropolitan area which is tailored exclusively for the airline passenger.

First, we have the Dulles access highway, 14 miles of limited-access highway with a speed limit of 65 miles an hour. It in turn ties in with the Beltway, giving the flexibility of going to the west to suburban Maryland, Bethesda, Silver Spring or going to the east, Arlington, Fairfax and Alexandria.

Second, with Route 66 completed and the tie-in with the bridges, you have a perfect, flexible, rapid transit.

In the report on page 116 reference is made to Friendship International Airport. It is the position of Airport Transport that the use of Friendship should not be a factor in the Washington market until such time as



T18/jbj

National and Dulles are in full use. Surface transportation is becoming increasingly more difficult along the Washington-Baltimore Turnpike and the airline passengers coming and going into the Nation's Capital should use a Washington airport. It is the responsibility of the City of Baltimore and its surrounding communities to support Friendship. Let them support it.

In summary, Airport Transport appears in support of the plan as proposed, but suggests strongly with respect to the airport situation that consideration be given to rapid completion of all access and egress highways planned to the airport so as to make possible the handling of traffic that will be developing within the next 15 years.

Finally, I would like to indulge the group for a moment. At 5:50 p.m. one day last week I was heading on Key Bridge from Virginia, from Virginia into the District of Columbia, the opposite direction of commuter traffic. As I drove onto the bridge in my luxury product constructed by Detroit's finest, two pretty young girls, bare-footed and in miniskirts, also arrived at the Virginia entrance to the bridge. Their mode of transportation was the oldest known. They were walking.

(Applause.)

After 20 long minutes and only because the officer controlling the flow of traffic at the D. C. exit of the

1.8/jbj  
bridge was sympathetic to the obvious frustrations of the motorist did I manage to cross the bridge a nose ahead of the young ladies.

This is an example of the transportation dilemma we face today. What will 1985 bring?

Thank you.

(Applause.)

MR. SHEAR: Mr. D. L. Chaney.

STATEMENT OF:

D. L. CHANEY

MR. D. L. CHANEY: Madam Chairman, Members of the Commission and Officials: My name is D. L. Chaney and I speak here tonight on my own behalf and I do not represent any other group or organization.

First, may I state that I am in favor of the transportation portion of the 1985 Comprehensive Plan for the National Capital.

I particularly want to speak in behalf of the expressway portions of that plan rather than the rapid transit portion. I do not mean by that that I am in any way opposed to the subway system. I think it's very essential. I think as it is planned it is excellent and planning is under way but the attacks seem to be now upon the highway portion of this plan rather than the rapid transit.

I want to emphasize that I am referring to the



118/jbj need for a complete expressway system. I think it's history and I don't need to go back into great detail except to remind you that in 1956 the Interstate Highway Act was passed by Congress and that at that time taxes were levied upon every highway user, four cents per gallon of gas, and a tax on tires, automobiles, buses and all types of automotive equipment was levied and that tax has been, is being and has been collected since 1956 and will continue to be collected until the year 1972, or longer, if the Congress extends the law, which they may very well do.

Now, we have been paying these taxes. We were promised a complete expressway system in return for the taxes. I feel there is a moral obligation on the part of public officials to complete that part of the Public Works Program for which we are being taxed.

When the law was laid out, the expressway system as planned for the District of Columbia and the metropolitan area was part of this interstate system. Now, people are not asking that the whole town of Washington be covered with expressways --

(Applause.)

-- such as many of those who have testified against the highways would have you believe. There is a very definite expressway system in this plan and I only ask, and many other people ask that that be completed in

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accordance with the promise made to us when the taxes were levied upon us, and we have been paying these taxes and, as I say, will continue to and I feel we are only entitled to that part of the system which was promised to us. Anything less than this, I feel, would be a fraud upon the **public**, public officials would be lacking in their public duty if they failed to take into account this act of Congress and what it did, both from the standpoint of what they promised to give and the means by which they raised the money for it.

This matter of 90/10 money which is thrown around so much, I think we should well keep in mind **when** we are talking about federal gifts but we are not talking about federal gifts; we are talking about the money that every highway user has used and I dare say everyone in this auditorium, whether for these highways or not, are paying this tax. I believe there would be very few people in this auditorium or anywhere in the metropolitan area that does not own a car or use a car at some time and, if you do, you are paying this tax and you will continue to pay it and I only ask that our just dues be granted.

Thank you.

(Applause.)

CHAIRMAN ROWE: Thank you, Mr. Chaney.

MR. SHEAR: Mr. Duncan Wall, Metropolitan Citizens Council for Rapid Transit.



T18/jbj

(No response.)

Is Mr. Wall here?

(No response.)

Herbert T. Wood, --

MR. WOOD: Here.

MR. SHEAR: -- who relinquished five minutes of his time to Mr. Abbott.

STATEMENT OF:

HERBERT T. WOOD, CATHOLIC UNIVERSITY OF AMERICA

MR. HERBERT T. WOOD: My name is Herbert Wood. I am on the faculty of the Chemical Engineering Department at the Catholic University of America. I represent the University on the Brookland Area Coordinating Council.

I would like to speak against the freeway system as planned for the city. I think there are two very serious objections that I think are sufficient to cause cancellation of the plan.

The first of these is the matter of housing. The freeway in itself will necessitate the destruction of a large number of houses. According to the Highway Department, the number to be destroyed in my neighborhood will be 387.

The 1985 Plan in general advocates the construction of moderate and high density apartment dwellings on the land adjacent to the freeway, in particular, near the

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proposed exits and entrances to the freeway. At present, this land is now occupied by homes. To a very large extent, these homes to be destroyed are the homes of families with children.

Furthermore, the apartments that are implied by the 1985 Plan are not within the price range, based on the prices of similar multi-bedroom apartments today, within the price range of the families, predominantly Negro, who will be displaced by the freeway and its related apartment development.

Now, God only knows where these people are going to go. In this city today, there is certainly no apartment shortage but the housing problem is downright criminal.

The net result of this highway construction will be to turn the city into a target-like affair with an inner ring of white, very affluent, relatively transient people surrounded by a highly compressed ring of black that stretches to Eastern and Southern Avenues and the Potomac River, because these are very unnatural boundaries that the Negro in general cannot cross, which in turn will be surrounded by the white ring of the suburbs. This argument, I think, is sufficient in itself to negate the whole freeway business.

T19

The second argument against the freeway is the problem of air pollution.



9, jbj  
(Applause.)

It has been estimated that 240,000 vehicles a day will use the North Central Freeway, that's south of the I-95 entrance. A short calculation will show that this is a relatively good estimate. Since, as far as air pollution goes, each truck is equivalent to a good many cars -- I couldn't find out from the Public Health Service exactly how many because such a study has not been done -- the equivalent number of cars will be even higher.

If we assume that the cars using the freeway get about 15 miles per gallon, then in the one and a half mile stretch, Rhode Island Avenue to Providence Hospital, one car will burn one-tenth of a gallon of gasoline. In figures I obtained from the Public Health Service the exhaust of a car is about 1.5 per cent carbon monoxide.

A calculation shows that on this 1.5-mile stretch of freeway 16.7 tons of carbon monoxide will be produced in a 24-hour period. This is equivalent to 425,000 cubic feet of carbon monoxide and, to add insult to injury, in the process of burning this gasoline, 242 tons of oxygen, which is five and three-quarters million cubic feet will be taken out of our neighborhood.

I don't breathe very much but that's quite a bit.

This oxygen will have to be replaced by diffusion into our neighborhoods while the carbon monoxide will have

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to diffuse out.

Now, in order to check this diffusion, let us assume that at the freeway the carbon monoxide concentration is just one per cent, not one and a half and also let us assume that the carbon monoxide concentration falls off linearly with distance becoming zero a mile away from the freeway, which is 20th Street, in our neighborhood. This would mean at Tenth Street where Noyes, St. Anthony's and Brookland Schools are located, the concentration of carbon monoxide will be .875. At 1217 Lawrence Street, where I live, it will be .75 per cent. At 1337 Lawrence Street, the residence of Mr. and Mrs. Thomas Gaines, it will be .625 percent. At 1434 Newton Street, the residence of Mr. and Mrs. Alex Giampietro, it will be .5 percent and at 1600 Newton Street, the residence of Mr. and Mrs. Fred Hewitt, it will be .375 per cent.

MR. SHEAR: One minute.

MR. WOOD: I particularly chose these sites because these are the places where at least four children live.

In a recent issue of Science, H. D. Goldberg of the Psychology Department of Hofstra University, reported work done on rats exposed to air mixed with automobile exhaust, and he chose the air inside of his own station wagon. He found that these rats became retarded in their



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mental growth and learned at a rate slower than rats not exposed to such fumes. It is very difficult to get children to do such research on. I would hate to see my neighborhood turned into such a laboratory.

(Applause.)

On the west side of the -- May I have a minute, please, 30 seconds?

CHAIRMAN ROWE: (Nodding head.)

MR. WOOD: On the west side of the tracks, about 100 yards from the site of the freeway is the dormitory for freshman and sophomore girls attending the University. I don't think any of you would send your children into such an environment.

As an alternative to the freeway system in this city, I would like to propose that the priority in funds, the 90/10 money, given at present to the freeway be allotted to the rapid rail system.

Thank you.

(Applause.)

(Mr. Wood's full statement is as follows:)

My name is Herbert T. Wood, I am on the faculty of the Chemical Engineering Department at the Catholic University of America. I represent the university on the Brookland Area Coordinating Council.

I would like to speak in opposition to the freeway system as planned for the city. There are two very serious objections that I think are sufficient to cause cancellation of the plan.

The first of these is the matter of housing. The freeway in itself will necessitate the destruction of a large number of houses. According to the Highway Department, the number destroyed in my neighborhood will be about 387. The 1985 plan in general advocates the construction of moderate and high density apartment dwellings on the land adjacent to the freeway, in particularly, near the proposed exits and entrances to the freeway. At present this land is now occupied by homes. To a very large extent these houses to be destroyed are the homes of families with children. Furthermore, the apartments that are implied by the 1985 plan are not within the price range (based on the prices of similar apartments in use today) of the families, predominately Negro, who are being displaced by the freeway and its related apartment development. God only knows where these people are going to go. In this city at the present time there is certainly no apartment shortage but the housing problem is criminal.

The net result of this highway construction will be to turn the city into a target like affair with an inner ring of white, very affluent, relatively transient people, surrounded by a highly compressed ring of bl



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black that stretches to Eastern and Southern Avenues and the Potomac River, because these are unnatural barriers that the Negro in general cannot cross, which in turn will be surrounded by the white ring of the suburbs. This argument, I think, is sufficient in itself to negate the whole freeway business.

The second argument against the freeway is the problem of air pollution. It has been estimated that 240,000 vehicles a day will use the North Central Freeway. A short calculation will show that this is a reasonable estimate. Since as far as air pollution goes each truck is equivalent to a good many cars the equivalent number of cars is even higher.

If we assume that the cars using the freeway get 15 miles per gallon, then in the  $1\frac{1}{2}$  mile stretch from Rhode Island Avenue to Providence Hospital a car will burn .1 of a gallon of gasoline. From figures I obtained from the Public Health Service the exhaust of a car is 1.5% carbon monoxide. A calculation shows that on this 1.5 mile stretch of freeway 16.7 tons of carbon monoxide will be produced in a 24 hour period. This is equivalent to about 452,000 cubic feet of carbon monoxide. Furthermore, in the process of burning the gasoline will use up 242 tons of oxygen which is  $5\frac{3}{4}$  million cubic feet. This oxygen will have to be replaced by diffusion into our neighborhood while the carbon monoxide will have to diffuse out.

Let us assume that at the freeway the carbon monoxide concentration is about 1%. Considering the traffic flow this is a reasonable estimate. Also,



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let us assume that the carbon monoxide concentration falls off linearly with distance becoming zero a mile away at 20th Street. This would mean that at 10th Street where Noyes, St. Anthony's, and Brookland schools are located, the concentration of carbon monoxide will be .875%; at 1217 Lawrence Street, where I live, it will be .75%; at 1337 Lawrence Street, the residence of Mr. and Mrs. Thomas Gaines, it will be .625%; at 1432 Newton Street, the residence of Mr. & Mrs. Alex Giampietro, it will be .50%; and at 1600 Newton Street, the residence of Mr. & Mrs. Fred Hewitt, it will be .375%. I particularly chose these sites because at all of these places there are at least four children. In a recent issue of Science, H.D. Goldberg of the psychology department of Hofstra University, reported work done on rats exposed to air mixed with automobile exhaust. He found that these rats became retarded in their mental growth and learned at a rate slower than rats not exposed to such fumes. It is very difficult to get children to perform such experiments on. I hope that my neighborhood will not be converted into such a laboratory.

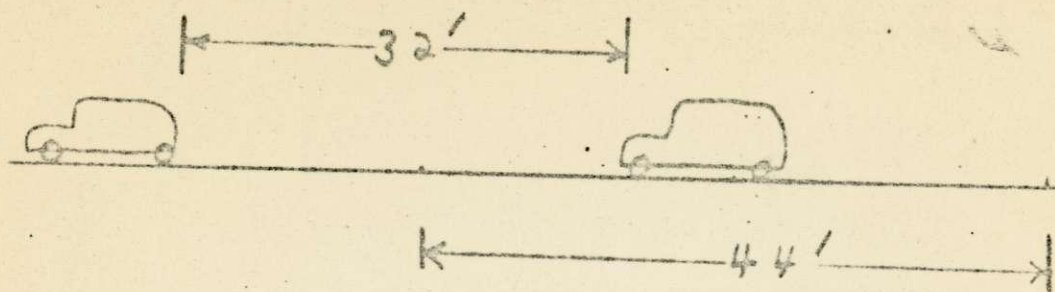
On the west side of the tracks, about 100 yards from the site of the freeway is the dormitory for freshman and sophomore girls attending the university. I think perhaps that you would have second thoughts about sending your children into such an unhealthy environment.

As an alternative to the freeway system in this city I would like to propose that the priority and funds given at present to the freeway be allotted to the rapid rail system.



## North Central Freeway Use

At rush hour let each car have  
44 feet of freeway



In this way each car will be 32 feet  
apart.

Let each car travel at 60 mph or 88 ft.  
Then 2 cars pass a stationary point  
every second per lane of traffic. For  
four lanes of traffic this will be  
28,800 cars in the "rush hour". Assume  
that this is the traffic into the city  
and the traffic out of the city is  
only 25% as heavy, then 36,000 cars  
will pass a stationary point during  
the rush hour. In the evening the directions  
are reversed so the total

traffic, assuming the rush hour is on  
 average, is 72,000 cars. If the traffic  
 is not half hour before and half ho  
 after the peak hour is only half as  
 heavy, 108,000 cars will use the  
 freeway during the rush periods

If traffic on the 8 lanes average  
 $\frac{1}{6}$  as heavy as the peak rush hour  
 traffic for the rest of the day and  
 night, the total traffic would be

$$108,000 + 20 \left(\frac{1}{6}\right) (36,000)$$

$$= 108,000 + 120,000$$

$$= 228,000 \text{ cars per day}$$

This Figure is in the same order of  
 magnitude as predicted by Montgomery  
 County for I-95 and the North Central  
 Freeway.



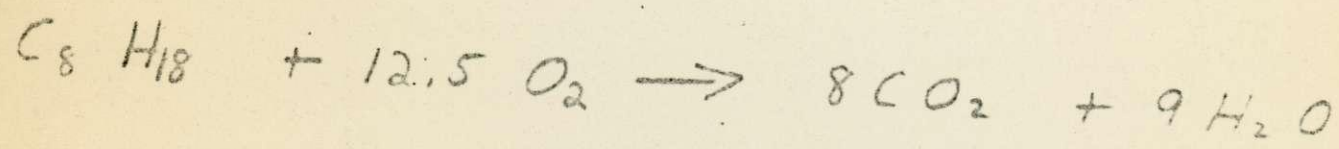
## Pollution Calculation

The compound iso-octane has been chosen to represent gasoline. It is a major constituent of gasoline.

$$1 \text{ gal} \left( \frac{1}{7.481} \frac{\text{ft}^3}{\text{gal}} \right) \left( 62.4 \frac{\text{lb water}}{\text{ft}^3} \right) (.692 \frac{\text{lb gas}}{\text{lb water}})$$

$$= .577 \text{ lb}$$

Gasoline burns with the reaction



Molecular weight	$\text{C}_8 \text{H}_{18} =$	114.12
"	" $\text{O}_2 =$	32.00
"	" $\text{CO}_2 =$	44.01
"	" $\text{H}_2\text{O} =$	18.02

.1 gal. of gasoline needs

$$\frac{12.5(32)}{114.22} (.576) = 2.02 \text{ lbs}$$

1 gal. of gasoline yields

$$\frac{8(44.01)}{114.22} (.576) = 1.78 \text{ lb}$$

of carbon dioxide when burned.

1 gal. of gasoline yields

$$\frac{9(18.02)}{114.22} (.576) = 0.818 \text{ lb}$$

of water vapor when burned.

By weight, air is 23.2%  $O_2$  and 76.8% nitrogen. Thus

$$\frac{.768}{.232} (2.02) = 6.69 \text{ lb}$$

of  $N_2$  pass through the engine.

Thus, if 1 gal. gasoline burned completely 9.29 lb of material would pass out of the exhaust pipe.



gasoline does not burn completely in the engine, there is 1.5% carbon monoxide, CO, in the exhaust. Let us assume that 1.5% of the 9.29 lb is CO.

$$\text{amount of CO} = .139 \text{ lb}$$

thus, each car generates .139 lb of CO in the 1.5 mile strip. Total amount of CO generated on one day is

$$.139 (240,000) = 33,400 \text{ lb} = 16.7 \text{ tons}$$

at 60° F the volume of this CO would be (assuming the ideal gas law to be valid)

$$\frac{33,400}{28.01} (.7302) (519.7) = 452,000 \text{ ft}^3$$

the volume of O<sub>2</sub> consumed will be

$$\frac{(2.02) (240,000)}{32} (.7302) (519.7) = 5.75 \times 10^5$$

the weight of O<sub>2</sub> consumed will be

$$(2.02) (240,000) = 485,000 \text{ lb} = 242.5 \text{ tons}$$

## STATEMENT OF:

C. E. HALL, REGIONAL MANAGER,  
EASTERN GREYHOUND LINES

MR. SHEAR: The next witness was to have been  
Mr. C. E. Hall, Regional Manager, Eastern Greyhound Lines,  
who filed a statement for the record.

(Mr. Hall's statement reads as follows:)



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STATEMENT OF CECIL E. HALL, REGIONAL MANAGER FOR  
EASTERN GREYHOUND LINES  
before the  
NATIONAL CAPITAL PLANNING COMMISSION

June 14, 1967

Madam Chairman and members of the Committee:

My name is Cecil E. Hall. I am Regional Manager for Eastern Greyhound Lines (a Division of Greyhound Lines, Inc.), a common carrier of passengers operating under authority of the Interstate Commerce Commission.

Greyhound, by the very nature of our business, has long been concerned with the proper development of our nation's roads and streets and I am appearing before your Committee in support of the entire highway program for the District of Columbia.

In the performance of regular service, Eastern Greyhound operates a total of approximately 300 schedules daily into and out of the District of Columbia. While we operate from the District both north, south, east and west, the greatest portion of our service is at present either north or south through the District of Columbia. To perform this service, our buses travel over city streets from our terminal, which is located on New York Avenue between 11th and 12th Streets, to the Maryland Line and onto the Washington-Baltimore Expressway or to the Virginia line onto the Shirley Highway. Other main service routes are west over Massachusetts and Wisconsin Avenues to Interstate 70 and southwest via Key Bridge to Interstate 66.

Additional time must of necessity be added to our schedules during certain hours to compensate for time lost in heavy traffic. In order to provide efficient, comfortable, safe and economical service to our customers, we need good highway transportation facilities. Present traffic volumes in the District of Columbia will no doubt double by 1980 and unless the highways are allowed to proceed as planned and scheduled, the Nation's Capitol will be strangled in a



hopeless mass of traffic. More and more tourists are coming to Washington by car and bus. Every new or improved highway adds to the enjoyment of the beauties of the overall network of freeways that are needed in the District of Columbia.

In just about every other major city in the country approximately the size of Washington, it is possible to approach a downtown terminal via expressways. Yet, as the tourist crosses the District line, he finds that our Nation's Capitol is strikingly different. Most tourists expect to find something different in D. C., but not a lack of freeways and congested traffic before they even approach the downtown area.

Quite naturally, we are concerned with the tourist and traveler because they constitute a large part of our business. The tourist industry should not be of concern to us alone, but to the entire city of Washington. The tourist trade brings millions of dollars to District business and commercial interests each year. Thus, a large part of the local economy is dependent upon a healthy tourist trade.

If we are to meet the needs of our growing economy, we must improve our system of roads and streets. We estimate that by using the proposed freeways, our schedules can be reduced by approximately 15 minutes over each route which will save valuable time for our customers. Even more important, freeway travel will substantially reduce the accident potential for us and all other motorists.

Highways and freeways have proven to be the most adaptable and best means yet developed for the mass movement of goods and people throughout the nation. The benefits of an effective and fully connected freeway system are just as applicable here in Washington as they are in any other major city.

We, therefore, respectfully urge your prompt approval of the complete highway program.



MR. SHEAR: Simon L. Cain, President, Lamond-Riggs Citizens Association.

(Applause.)

STATEMENT OF:

SIMON L. CAIN, PRESIDENT,  
LAMOND-RIGGS CITIZENS ASSOCIATION

MR. SIMON L. CAIN: Madam Chairman and Fellow Members of the National Capital Planning Commission: My name is Simon L. Cain, President of the Lamond-Riggs Citizens Association, representing over 3,000 families in an area from Underwood Place, Northeast, to Kansas Avenue, Northeast, to Eastern Avenue and following Eastern Avenue to Galloway Street, Northeast, and then west to the Baltimore & Ohio Railroad tracks, and then following the tracks back to Underwood Place, Northwest.

I'm sorry. I have Northeast. It should be Northwest.

The transportation section of the Proposed 1985 Plan for the District of Columbia is such that it determines the whole character of the plan. The plan itself appears to be built around the proposed freeways. It must be remembered that we are dealing here with a living thing. This is a live entity, a body politic.

The newspapers characterize most citizen testimony on this subject as emotional but these are the facts.

Dfbbj

I would like to ask you if you have ever seen emotion in a state of death. Of course not. The District of Columbia is a live entity. When a surgeon attempts to amputate a limb without the application of an anesthesia, the patient hollers. This is life.

Unfortunately --

(Applause.)

Unfortunately, there are forces constantly at work striving to eviscerate this very city. They will stop at nothing --

(Applause.)

-- and will use practically any means to accomplish this end. It would be done by freeway construction through vital areas of the city. Thousands of people throughout the city will be left homeless by this ambitious road-building program.

(Applause.)

Homeless, because the capability of the District to rehouse its affected citizens in comparable housing is virtually non-existent.

(Applause.)

The District's boundaries are fixed. It cannot expand. The citizens are sick and tired of being fed a lot of propaganda about housing when everybody knows this is false. The people are not fools.



9/10/51  
There must a limitation imposed on the power of the District of Columbia Government to condemn private housing under circumstances as presently exist.

(Applause.)

Where large numbers of citizens are compressed within the jurisdictional boundaries of a government, many of whom are ill-housed and some with no housing at all, such a government should not be permitted to exercise its power of condemnation to deprive its citizens of good, sound, decent housing.

(Applause.)

It must provide a comparable house for each one it condemns.

(Applause.)

This the District of Columbia Government does not do. Instead, it sends out its agents to ask taxpaying citizens of the United States and of the District of Columbia to practically give their homes away to the District Government for a measly few thousand dollars.

(Applause.)

This is done under the guise of fair market value, so that commuters may reach their jobs more quickly. What a farce.

(Applause.)

Now, it is the duty of a government to protect

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the health, safety, and welfare of its citizens. Whenever any government becomes destructive among these ends, it has violated the very mandate of its existence.

(Applause.)

Shelter is one of the basic necessities of life. Here we would have thousands of taxpaying citizens kicked out their homes by the very government they pay taxes to support for a North Central Freeway, which has not been justified.

(Applause.)

This, together with its interchanges and I-95, the need for which has never been justified, and the traffic volume nowadays is less than that which was projected. Many people living in Montgomery County no longer work in the District of Columbia. Their jobs have moved to the suburbs. 30 per cent of the land in the District of Columbia is already devoted to streets and highways. Another 30 per cent is devoted to tax-exempt activities and only a measly 35 per cent is now subject to taxation.

The tax base should be broadened not narrowed.

We believe that this --

(Applause.)

We believe that this whole scheme is engineered by non-District forces and the highway lobby.

(Applause.)



120jd1

Now, we have reached the point where we must make a choice between our homes and our automobiles. Now, the choice to be made here is obvious, ladies and gentlemen and members of the Commission.

The proposed North Central Freeway, I-95, and the inner loop are deeply resented by all citizen groups and individuals.

(Applause.)

It is my understanding that the District is requesting air rights legislation so that it may house its citizens over these proposed freeways in high rise apartments. This is both idiotic and stupid.

(Applause.)

Not only is this type of housing unhealthy and unsanitary, but it is the most expensive type that one can construct. Let those who advocate this type of housing become tenants therein.

(Applause.)

Lamond-Riggs is unalterably opposed to this concept. This is almost like building housing over the Kenilworth Dump.

(Laughter and applause.)

Pollution, indescribable. It is unfit for human habitation, whether the families be poor or rich.

In taking houses for public use, the District ought to

be required to not only provide comparable housing but comparable mortgages at comparable interest rates.

(Applause.)

The District should also be prohibited from exacting a year or a half year's taxes from its poor citizens when it takes property for public use. This is oppressive.

(Applause.)

We are unequivocally opposed to the North Central Freeway, I-95, the **Inner Loop**, both North and South Leg and the Three Sisters Bridge as proposed in the 1985 Plan.

(Applause.)

Now, we are doing our best to avoid long hot summers in the District of Columbia but attempting to ram a freeway program such as the one proposed down our throats thereby magnifying an already existing acute housing shortage and boxing in neighborhoods is creating a fertile climate for seething summers.

(Applause.)

This can be **disastrous**.

As a solution to the **the** traffic problem in the District, we propose an efficient mass transit system with its own independent right-of-way. It will move large numbers of people economically and efficiently. This will balance an already unbalanced system. We oppose the construction of huge parking lots at mass transit stations in



20jd3 the District of Columbia to accommodate commuter's automobiles, as we have three fringe parking lots now. Land is far too scarce in the District for such an undertaking.

(Applause.)

We believe such accommodations should be located on other than District soil. This is particularly true at the Riggs Road Station proposed in the 1985 Plan. Maximum use of busses should be made to feed the mass transit lines.

We further propose that if, after a mass transit system is in effect, there exists a need for additional highways, they should be put under the ground. It is known --

(Applause.)

It is known that we can never build enough highways to accommodate all of the automobiles within the framework of our existing society.

(Applause.)

Let us take note before it is too late, for what you call progress is fraught with self defeat and in the end there will be great weeping and gnashing of teeth.

Thank you.

(Applause.)

MR. SHEAR: Mr. Bernard Cain, Secretary, Brookland Citizens Association.

E20jd4

## STATEMENT OF:

BERNARD CAIN, SECRETARY, BROOKLAND CITIZENS ASSOCIATION

MR. BERNARD CAIN: Good evening, ladies and gentlemen. I realize the hour is late so I will try to be very brief.

My name is Bernard Cain and I am representing the Brookland Citizens Association.

The Brookland Citizens Association of the District of Columbia has, since its beginning in 1892, been one of the strongest supporters of public works, utilities, tree plantings, roads, sidewalks, schools and public transportation. We still have living members in this area that saw all of these developments take place and they are still interested in what is going on today and they are still living in this area.

We began 75 years ago to develop the neighborhood and for the last several years we have opposed the North Central Freeway.

(Applause.)

We are deeply disturbed at the spectacle that this Commission has made of the transportation issue and for this I refer you to the notice of the public hearing and we are called down here to debate what is going on. Then I think, if you will read down here in the fine print, it says under outlook, item (4), and I **will** read it for the record:



T20jd5

On April 4, 1967, the Commission approved proposed modifications of the authorized system which would delete certain sections of the Columbia Heights Route and the connections of the East Capitol and G Street and Benning Road connection to the Pentagon Route by a line through the Southwest employment area and the federal -- and I don't know what the last word is. It's not on there.

But this just goes to show you that we are asked to make references to some decision that's already been made and that's why I'm not going to spend any time and talk on it.

(Applause.)

We all know that as of September some other body outside of the District of Columbia is completely and emphatically going to control this whole transportation system as far as mass rapid transit is concerned and we'd be foolish to stand up here and spend a whole lot of time even discussing it.

We know the mandate of Congress. Let's wake up and discuss something we can do something about, this freeway program.

(Applause.)

We support the rail rapid transit system as authorized by the Congress and abhor the April 6 modifications approved by this Commission.

20jd6

The following statement to the Senate Appropriations Committee, District of Columbia, May 4, 1966, by this Association will be repeated for the benefit of those interested.

On May 25th, 1966, General Duke and Mr. Hartzog entered into an agreement in which the National Park Service would support the Highway Department's, General Duke's, proposals for the location and construction of the North Central Freeway.

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By the way, this is in Brookland.

Yet, on January 3rd, 1967, former Engineer Commissioner General Duke appeared at a deposition shortly before his transfer to Vietnam and stated that he had not read a single word of the testimony in opposition to the North Central Freeway given at public hearings on February 4 and February 5, 1965.

Now, listen to the doubletalk we get from the National Capital Planning Commission. Again, we can read from our newspapers, stage two:

1973-1985. This stage should be devoted to construction of additional facilities of each kind in corridors and locations established after study of the impact of elements built in the first stage. Continued research and experience will guide policies of management of all facilities and lead to further decisions on further extensions



121jd7 This is all well and good but it is not true and it is not logical because further down the page, quote:

Freeways. The only additional freeways elements to be considered in the second stage would be item a, item b, item c, et cetera.

Now, how can we logically perceive that we are going to discuss further extensions and we are going to try to make plans when here we already list some of the decisions that have taken place in stage two? Let's really come down to some of the bare facts and stop putting out this kind of doubletalk.

(Applause.)

Words will not solve the problem. It will be up to you to place the emphasis on the fundamental values. As Admiral Rickover says, "Shall we let the Highway Department browbeat us into meekly accepting their arguments that the technical advantages of super freeways into the downtown area outweighs tradition, esthetics, solemn promises to preserve an area and its beauty without wrecking schools, playgrounds, parks and homes?"

Will the community of Brookland survive?

Members, the decision is up to you.

In recent days there have been numerous riots in various parts of the U.S. It appears to me that the displaced home owners, because of the freeways, would have a much more

righteous reason to riot. If I were a member of the National Capital Planning Commission, whether I were here tonight or whether I was sitting somewhere else, I would not want on my conscience, should this type of riot transpire, hasty action on unwanted freeways which could probably produce this unfortunate trouble.

As a recommendation to the newspapers of the District of Columbia who are against my position as being opposed to certain segments of the freeway and as a request of some of the radio stations, I think it would be a great service to the citizens of the Nation's Capital and to the people of the region who are surely interested in what is going on, what the National Capital Planning Commission is doing, that the transcription that is taking place today be made available to them so it could be broadcast so that people could get the full view of what is said by all the participants here tonight.

Thank you very much.

(Applause.)

MR. SHEAR: Mr. Robert F. Koch.

STATEMENT OF:

ROBERT F. KOCH

MR. ROBERT F. KOCH: My name is Robert F. Koch. I am appearing as an individual. I am not a member of any citizens association or pressure group. I do not belong to



T21jd9

the so-called highway lobby. I am in favor of every freeway and parkway on your Plan together with the Three Sisters Bridge and the East Leg of the Inner Loop.

A VOICE: Where do you live?

MR. KOCH: During the last several years I and hundreds and thousands of others like myself have stood by and relinquished the arena to objectors, critics and spoilers, all well-intentioned --

MR. ABBOTT: Where do you live?

MR. KOCH: I'll repeat my statement. I didn't interrupt you, Mr. Abbott.

CHAIRMAN ROWE: (Pounding gavel) I do expect courtesy from the audience.

MR. ABBOTT: We've heard the name, tell us that.

MR. KOCH: I have lived in the Washington area in and out of the District of Columbia for the last 27 years, that vicinity.

MR. ABBOTT: In and out of the District?

MR. KOCH: Yes, the suburbs.

A VOICE: In the District of Columbia?

MR. KOCH: All right.

CHAIRMAN ROWE: (Pounding gavel) Please.

MR. KOCH: Why don't the rest of you come up here and talk, since you are so vocal?

I think if I had said I was against freeways, why,

F21jd10

I would have been allowed to speak. If this is a democratic process, I think I should be accorded the same courtesy that you accorded Mr. Abbott.

MR. ABBOTT: Is your home in jeopardy, Mr. Koch?

MR. KOCH: -- I --

CHAIRMAN ROWE: (Pounding gavel) Please, we still have a number of witnesses.

MR. KOCH: During the last several years I and hundred of thousands of others like myself have stood by and relinquished the arena to objectors, critics and spoilers --

I will repeat it until I am heard, if you don't mind.

VOICES: We heard you. Go on.

MR. KOCH: -- all well-intentioned people but entirely negative in their thinking. Some have been thoughtful and restrained; others have been noisy, dramatic and plentiful. So much so that the impression has been created that the entire citizenry is up in arms about the freeways.

Certain members of the National Capital Planning Commission have, unfortunately, been so impressed by these negative comments and demonstrations that during the last few years we have seen the astounding spectacle of the Planning Commission tearing down its own approved transportation plan of 1959.

(Applause.)



21jdl1  
To listen to the objectors, it would seem as though the entire Capital area was being paved with freeways. This is not true.

(Laughter.)

Look at the large hole in the Northwest section.

(Laughter.)

I don't see any orange line there. That has been deleted. There was one there at one time. There were other lines there at one time.

There are no transverse routes to link such radial routes as are planned. I don't know how some of you people get across town but I have to travel to get cross-town on the streets that your children are playing near. I don't want to do it. I'd like to have a route that I could avoid your neighborhoods.

MR. ABBOTT: Take a bus.

(Laughter.)

MR. KOCH: I'm afraid of getting yoked and robbed, if I go on some of your busses. That's what's happening to some of the bus drivers.

We are now at a point where the freeway and parkway system under consideration constitutes less than half, perhaps 40 per cent of the mileage judged necessary eight years ago by this very Planning Commission and, of that very modest system now being discussed here, we find a certain group of

T21jd12

Commission members publicly and solidly aligned against certain major elements of the Plan. It looks like we are going backwards and I would like to ask the Commission to stop cutting into its plans before there is nothing left.

I think, considering that this is the Capital of our Nation and the capital of the world, we are giving a rather sorry example of progress to our country and to the world.

The hundreds of thousands of people who must travel in and out of Washington to their work and the millions of citizens of our country who visit our Nation's Capital are entitled to get in and out of the city without the tremendous waste that our ridiculously outmoded traffic conditions are causing daily.

These millions of people are not here tonight but I think it's about time that their interest be considered and thrown into the balance against the relatively small number of objectors.

MR. ABBOTT: You don't speak for them. You speak for yourself.

CHAIRMAN ROWE: (Pounding gavel) Please.

MR. KOCH: The principle involved here is the greatest good for the greatest number. I think everyone in this auditorium has to consider that for better or for worse we are living in the Capital of our Nation and it doesn't



T21jd13 belong entirely to us. I do not suggest that we ride roughshod over the people whose homes and interests are affected.

(Applause.)

I think that their problems have to be solved as part of the planning process but I don't believe that problems should be allowed to halt progress entirely. We can't keep the status quo and have progress as well. Nothing can stop the growth of this area and we, I think, had better provide for this growth before it's too late.

T22 I request that the National Capital Planning Commission do its job, get the show on the road and build something and stop planning and hearings.

(A chorus of boos and applause.)

MR. SHEAR: Morton S. Raff, Transportation Chairman, Montgomery County Citizens Planning Association.

STATEMENT OF:

MORTON S. RAFF, TRANSPORTATION CHAIRMAN  
MONTGOMERY COUNTY CITIZENS PLANNING ASSOCIATION

MR. MORTON S. RAFF: In view of the lateness of the hour, I will not repeat my name and affiliation which you just heard.

Madam Chairman, members of the Planning Commission:  
The Montgomery County Citizens Planning Association appreciates this opportunity to present our ideas on the Transportation

21jd14 Section of the proposed Comprehensive Plan for the National Capital.

While the area of most direct interest to us is in Maryland, outside the District of Columbia, we believe strongly in the importance of regional planning which does not start and stop at political boundary lines. The existing and proposed transportation facilities are intended to serve District residents who work or shop outside the District, as well as those who remain inside.

They also serve many thousands of suburban residents who commute to jobs in the city or to stores and places of recreation. Our County in Maryland is a part of your metropolitan region, and we want to work with you in planning a transportation system which will be good for all of us in both city and suburbs.

I want to speak about both major parts of the transportation system, the rail rapid transit and the facilities for private automobiles. The subway will be of immense value to a large city with a concentrated downtown area like Washington's. The Association which I represent is delighted that progress is at last being made toward getting the subway built. Convenient, comfortable rapid transit will encourage suburban commuters to leave their cars at home or at outlying transit stops, far from the congested parts of the city.



T21jdl5

The transit lines ought to reach far into the suburbs in order to serve as many suburbanites as possible and also to help city residents travel to places of employment in the suburbs. We have told this to the Suburban Transit Commission and have indicated our willingness to pay our fair share by supporting new taxes to provide the necessary financing. The use of private automobiles for daily commuting into the heart of the city is wasteful of space and disruptive of city activities and we want the alternative mode of transportation to be made as attractive and as convenient as is economically feasible.

But transportation planning is not a matter of choosing to have subways or freeways. The city and the region need both. I do not expect this position to be popular at this hearing but it is valid, nevertheless. There are a growing number of trips for which public transit will never be convenient enough. The continuing increase of automobile ownership is one of the facts of life in our affluent society. The widespread preference for living in individual homes, the increasing dispersion of places of employment, and continuing rapid population growth make it clear that the existing street system will not serve adequately in the future. The function of a Planning Commission is to look ahead, to encourage desirable kinds of change, and to set priorities and timetables so that facilities which will be needed later

T22jd16

on will be ready in time to meet the needs.

All changes bring pain to some people. At other hearings I have heard speakers say, Build public housing in all parts of the city but especially in other people's neighborhoods. Or they say, Build rapid transit but don't put large parking lots or new high rise buildings in my quiet part of the city. Or, the people on the other side of Rock Creek Park kept the freeway out, why can't we keep it out of our side, too? Such pleas are always well-intentioned but somehow the needs of the city as a whole tend to be overlooked amidst all the special pleading.

Let us put first things first. A growing population and growing downtown employment need improved ways of traveling. We need a new swift, high-capacity rapid transit system. We also need improved facilities for private cars, including spacious parking areas near outlying transit stations and a limited mileage of new freeways. Your proposals have struck a sensible balance between the two kinds of facilities and I hope the noisy opposition to certain projects will not deter you from planning a more mobile future for all of us. Thank you.

(Applause.)

MR. ABBOTT: Where are your facts and figures?

CHAIRMAN ROWE: (Pounding gavel).

MR. SHEAR: Mr. J. C. Turner, President, Greater Washington Central Labor Council, AFL-CIO.



22jd17

(No response.)

Mr. Marion Barry, Junior, Citizens Committee  
for Equal Justice.

(Applause.)

STATEMENT OF:

MARION BARRY, JR., CITIZENS COMMITTEE FOR EQUAL JUSTICE

MR. MARION BARRY: I am Marion Barry, Chairman  
of the Citizens Committee for Lower Bus Fares as well as  
the Citizens Committee for Equal Justice.

I am a rather newcomer to this fight because we  
have been busy trying to beat the socks off of O. Roy  
Chalk. We've been quite successful at that too and we hope  
that we can lend some energy to try to get some of these  
freeways stopped in this city.

(Applause.)

I think part of the problem, as I have been sitting  
here, we have been talking too much about automobiles and  
not about people.

(Applause.)

And particularly we have not been talking about  
Negroes. We have been talking about something way out there.  
But the reality is that the problem affects -- 80 per cent  
of the people who are affected by the problem are Negroes.  
I think that these little yellow and red and orange and blue  
and green lines on these maps back here don't tell the story

22jd18  
because they don't tell the misery and the suffering that the black people have to undergo.

(Applause.)

They don't tell how difficult it is for a Negro family to go out and find another house after he's been living there for 20 years. Those black and orange and green and all kind of lines don't tell the story of how difficult it is for you to leave your friends and your neighbors.

Those are the kinds of things we ought to be talking about. Those are the things that this Commission ought to be concerned with and, in fact, maybe we ought to rename this Commission from the National Capital Planning Commission to the non-planning commission because some of their plans seem like they are nonsense.

(Applause.)

And I think that we have to understand that, Open Housing Law or not, Negroes in this city cannot move into the suburbs, that housing is a crucial problem, that this Commission put out a report sometime ago which said that one-third of all of the people in Washington lived in sub-standard housing and 80 per cent of them were black people. I think that's the crucial issue of the day.

We can talk about their rights, we can talk about this, we can talk about that, but these people need a place to go. They need a place to live and they are citizens like everybody else.



T22jd19

I think part of the problem, members of the Commission, is that 90 per cent of the planners are white, they live in Maryland and Virginia. They don't care about the District.

(Applause.)

They don't care about Negroes in the District and, in fact, if I was ingenious enough, maybe we could not have this hearing because, if a number of us got together and went to these arteries that come in from Maryland and Virginia and sort of kept the planners from coming in, we wouldn't have any planners because that's where all of them live. So I think maybe that's an idea.

But I think that we have to understand that we need housing and not freeways. We need more rapid transit and not freeways.

(Applause.)

We need the 90/10 money to go for transportation and not for freeways.

(Applause.)

We need to understand that as some of these -- as some of the fellows on the street say, some of this Commission are shucking and jiving and trying to put us in a trick bag. But we ain't going to be put in no trick bag and we're going to stop them shucking and jiving and get down to business.

I think we also have to understand that we are at

T23

T23jd20

a serious time in America. In 1967 we can see the tensions around us. We can see Cincinnati, Tampa, Alabama, Watts and other places and I think that in all these situations there were several crucial issues.

Number one - You're talking about jobs. We talked about housing. We talked about police-community relationships. Those are the kinds of things that created the frustrations and put steam in the boiler.

So we are here in Washington, the Nation's Capital, talking about moving 15,000 families out of their homes. Where? Who knows? Maybe in the sky or in the Potomac River somewhere --

(Applause.)

-- and then we are talking about keeping the peace. We ought to be interested in justice and not in the peace because, without any justice, there can be no peace.

(Applause.)

So I think we have to understand that a lot of us are getting tired of the talk, you know. A lot of us are getting tired of coming to these hearings. I just started coming and since I have been coming it's enough for me. Maybe I'm part of that impatient generation but I think that we have to understand I'm tired of that.

So I think what we have to do then is look at where we are in 1967, look at what will benefit the people and not



T23jd21

what will benefit the automobile users necessarily or the highway lobbys and these other folks who have got all of this money and are excluding us poor people.

We have to understand those are the issues of the day and until we do that I think that we are going to have trouble.

And one final point I want to make, I think what we ought to do, and this is for the members of the audience more than the Commission for they won't join me in this. I think that what we have to do is leave these hearings, take our bodies, and I'm willing to go, and stand before those bulldozers, stand before those concrete mixers, stand before those planners and say, Hell, no, you ain't going to build no freeway in this town.

Thank you.

(Applause.)

MR. SHEAR: Mrs. Angela Rooney, Brookland for People and Trees Committee.

STATEMENT OF:

MRS. ANGELA ROONEY, BROOKLAND FOR PEOPLE AND TREES  
COMMITTEE

MRS. ANGELA ROONEY: General Mathe and other government officials who are here: I hope you were listening and I hope for once you will quit smiling tonight because we have had it.

T23jd22

(Applause.)

If you do not listen to Marion Barry, then the guilt of any riots this summer are right at your doorstep.

(Applause.)

We are not threatening idly. We have come here hat in hand, some of us even shuffled a little, trying to tell you that this city is in trouble and in big trouble and you don't even give us the courtesy most of the time of coming, much less ever answering any of our questions.

Between us and disaster stand people like Marion Barry who are listening closely to what the man in the street is telling and saying and thinking and feeling and you had better listen to him and to those of us who are trying to communicate at different levels.

There is no more nonsense to be gone on about the pure ivory tower of the planners. It is too late to run to those ivory towers where you plan with your college degrees and nothing else.

(Applause.)

I am Angela Rooney and I'm a member of the Emergency Committee on the Transportation Crisis, the Brookland Neighborhood Civic Association. I am a member of the Transportation Committee of the Brookland Coordinating Council but tonight I am speaking for a relatively modest committee, Brookland for People and Trees and this statement I am reading was written



T23jd23

by Maria Worris who has been at these hearings many times before and who, though she is now temporarily living in Puerto Rico, felt very keenly about what is happening in the Nation's Capital, and this is her statement.

The most detrimental projects for Northeast Washington, especially for Brookland, are the North Central Freeway, the Northeast Freeway, the Fort Drive Freeway, referred to as Extended Eastern Avenue, possible extensions of the North Leg along the New York Avenue corridor, formerly an integral part of the freeway system and formerly called the North Leg, East Section of the Inner Loop, the massive interchange at Rhode Island Avenue and 10th Streets, Northeast and at South Dakota Avenue and Gallatin Streets, Northeast and the new bridges, approaches and ramps along the routes.

It is interesting to note that the North Leg, East Section along New York Avenue and the Fort Drive Freeway were supposed to be dropped from Highway Department plans but now appear in the NCPC Plan, as though they were something new.

They are not new projections. They are old projects given vague nomenclature. Apparently plans for freeway extensions are pending as much as ever.

Our primary purpose now is that these freeways shall not be built. Our opposition echos the questions of citizens

T23jd24

everywhere in the District concerning our common problem, the disintegration of communities and neighborhood identification, ghettoization, the lack of clean air to breathe, pitiful recreation facilities and the total injustice of spending our money for freeways when we beg for schools and homes and rapid transit.

(Applause.)

We are also opposed on the basis that the total Federal Highway Act and its lobbies scheme to furnish us an absurd and ludicrous juxtaposition of a rural interstate freeway system in the midst of an urban environment.

So far the NCPC, at its community level meetings on the 1985 Plan, has not been able to answer the questions put to it by the citizens. We must, therefore, assume that the transportation and planning staff, along with the D. C. Highway Department, have no valid explanations.

(Applause.)

There are 13 points here but in the interest of time, and I am sure with Mrs. Worriss's approval, I will skip them because, as usual, there would be no answers.

I would simply like to point out one more thing.

Why has the NCPC ignored the experience of cities which have constructed freeways systems galore and have found that freeways do not solve their traffic problem, that freeways generate more traffic, that freeways have hindered development



T23jd25

and the most efficient utilization of rapid transit?

Mr. McCarter, I hope you're listening.

(Applause.)

The governments are finding it necessary to reconstruct rail systems that they were so eager to abandon because freeways are inefficient and because they have reduced the needed urban acreage.

I will quickly mention the three cities where this is being done. Philadelphia, Cleveland and Chicago.

Independent architects, city planners, mayors, congressmen and even some senators have also all spoken out against the urban freeways. In the final analysis, it is rail systems which move the greater number of people at greater speed and in far greater safety.

Urban freeways, obsolete before they are built, have been oversubsidized long enough. We demand that every cent of transportation funds should be directed to the development of an efficient rapid rail system.

(Applause.)

The NCPC should not serve as a mere echo, and a pretty tired one, of the Highway Department and its lobby --

(Applause.)

-- but, instead, it should strike out and join forward-thinking planners in planning and engineering innovations in transportation. Freeway-bound cities are the

T24

T24jd26

concrete examples of how we should not plan. The NCPC should stand up and be counted as having the prudence to foresee the disastrous consequences of freeway construction and therefore to say, No, the voice of the people will be heard.

(Applause.)

And we will not have any more freeway construction in the District of Columbia.

(Applause.)

CHAIRMAN ROWE: We will have just one more speaker, Mr. Waters.

MR. SHEAR: William H. Waters.

CHAIRMAN ROWE: And then we will have to adjourn until tomorrow evening at seven-thirty, after Mr. Waters.

STATEMENT OF:

WILLIAM H. WATERS

MR. WILLIAM H. WATERS: Madam Chairman, members of the Commission: I am a longtime resident of the District of Columbia and presently live at 4507 MacArthur Boulevard, Northwest in the Washington Palisades Section of the Nation's Capital.

I am here as an individual private citizen and as a land owner to talk in support of the entire interstate freeway system in and for the District of Columbia, the Nation's Capital.



T24jd27

And especially Route 266 which includes the Three Sisters Bridge.

My home is very close to the District end of that bridge and I believe that such a bridge would be a boon to my immediate neighborhood and, more importantly, to the entire metropolitan area. All one has to do to see the economic benefits and the tax collection potential resulting from any bridge construction is to note the fabulous growth of Rosslyn, Virginia following the completion of the Theodore Roosevelt Bridge.

My close-in neighborhood is under-developed and several of my neighbors and I feel that it is time for high-rise apartments, possibly hotels to replace the old-fashioned structures that predominate the first and second blocks of MacArthur Boulevard.

I might add parenthetically that about 12 years ago the District Commissioners in cooperation and conjunction with the National Park Service and with the indorsement of this Commission certified this area for private urban renewal.

I favor the Three Sisters Bridge to what was once called Site Number Two, which is at the foot of Foxhall Road on the District side leading to the Spout Run Valley on the Virginia side. I believe that connecting roadways can be built at this location without displacing any homes because the area is uninhabited.

T24jd28

My neighbors in Georgetown and the Palisades are trying to get jet airplanes transferred from National to Dulles. I submit that one of the best ways to do that is to --

CHAIRMAN ROWE: Just a minute.

Will you be quiet in the back, please, or close the door.

Thank you.

MR. WATERS: I submit that one of the best ways to do that is to make Dulles 20 minutes closer to the city by building the Three Sisters Bridge and Interstate Highway 66 which will cut several miles from the present trip.

I have heard criticism from time to time of a bridge at Three Sisters because of the beauty argument. This is hard to understand when one realizes that throughout the world and throughout all history bridges have been an object of great admiration and pride because of their beauty and utility.

For example, we have all heard praises from New York of the beauty and the greatness of the George Washington Bridge for many years and now the Verrazano Narrows Bridge, similarly the Golden Gate Bridge in San Francisco has been praised throughout the world for the same reason.

Washington is now a world capital. Over two million people split almost in half by a river just like some



T24jd29

of the great capitals in other countries of the world. If Washington is to be a thriving world capital after the style of its older sister capitals in Europe, it will need to have similar accessibility throughout its urban areas and between its right and left banks, so to speak.

If you will check your map, for instance, of Paris, you will find 32 bridges across its river compared with Washington's seven.

You might look at the map of Rome where you will find 25 bridges.

And in the London metropolitan area where there are 20, two automobiles and one ferry.

With the tremendous growth of population on our Virginia side, we need more accessibility to both sides of the Potomac, not just because Washington is a municipal city but, more importantly, because Washington is the Nation's Capital of this country.

Thank you.

(Applause.)

CHAIRMAN ROWE: That concludes the testimony for this evening and we will be here again tomorrow at seven-thirty.

Thank you all.

There were several questions raised about the maps and if there are any questions the Planning Commission

24jd30

staff would be glad to explain it to anyone who is interested  
now.

(The hearing adjourned at 11:33 o'clock p.m.)



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