

GOVERNMENT OF THE DISTRICT OF COLUMBIA
EXECUTIVE OFFICE

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Public Hearing, In Re: :
DESIGN - INTERSTATE ROUTE 266 :
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RETURN TO
PLANNING RESEARCH SECTION
OFFICE OF PLANNING AND PROGRAMMING
DEPT. OF HIGHWAYS AND TRAFFIC
FILE NO: 31. ⁵¹ ~~37~~ c

Wednesday, December 16, 1970
Washington, D. C.

WARD & PAUL
410 FIRST STREET, S. E.
WASHINGTON, D. C. 20003

12/16/70
D.C. Three 1
Masters Bridge
Ash/bf 2

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D. C. Three
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EXECUTIVE OFFICE

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Public Hearing, In Re: :
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Departmental Auditorium
Department of Commerce
Constitution Avenue, Northwest
12th and 14th Streets
Washington, D. C.

Wednesday, December 16, 1970

The above-entitled matter came on for hearing pursuant to notice, at 10:00 a.m., JULIAN R. DUGAS, Director, District of Columbia Department of Economic Development, presiding.

BEFORE:

JULIAN R. DUGAS

P R O C E E D I N G S

1
2 MR. DUGAS: This hearing is called to order.

3 Our first witness for the morning session is
4 Eleanor C. Robbins.

5 STATEMENT OF ELEANOR C. ROBBINS, CITIZEN,
6 7902 BROOKLYN BRIDGE ROAD, LAUREL, MARYLAND

7 MISS ROBBINS: What bridge design am I for? I am
8 for Nature's design forested river bluffs overlooking three
9 tiny islands.

10 I have lived in the Washington area most of my life,
11 but I have been in other States and other countries. How
12 thrilled I was to return to the view of the Potomac. How
13 civilized are we? Are we intelligent enough to appreciate
14 scenery cherished by people all over the world? If so, we
15 must save it.

16 The more land you pave for cars, the more cars will
17 crowd the land. In cities it is not efficient to use only
18 automobiles to move traffic. Some people realize that to make
19 city air healthy less space must be devoted to cars, more to
20 plants. The bridge portends not only taking people's businesses
21 and houses, but growing plants, even in public parks enjoyed
22 not by just one family but by millions -- including overseas
23 visitors.

24 Every big city must have an efficient public transit
25 system. Why not build it before our best view is destroyed

1 for more cars.

2 MR. DUGAS: Thank you very much, Miss Robbins.

3 Our next witness will be Mr. Simon L. Cain,
4 President of the D. C. Federation of Civic Associations.

5 STATEMENT OF SIMON L. CAIN, PRESIDENT,
6 D. C. FEDERATION OF CIVIC ASSOCIATIONS

7 MR. CAIN: Thank you, Mr. Chairman.

8 Mr. Hearing Officer, my name is Simon L. Cain,
9 President of the District of Columbia Federation of Civic
10 Associations, Inc., representing over 100,000 persons. I
11 reside at 517 Oglethorpe Street, Northeast, in the District
12 of Columbia.

13 At the outset I question the wisdom of this purported
14 hearing since some of the matters upon which it touches are on
15 appeal before the Courts. I might add that, therefore, we
16 not waive any rights that we have as a result of my being
17 here this morning.

18 I wish to reiterate our continued and total opposi-
19 tion to the construction of the proposed bridge. We view it
20 as a complete waste of the taxpayers' money. The proposed
21 bridge and all of its allied freeway projects are totally
22 unnecessary and will leave indelible scars on our land for
23 years to come. The desecration, the air pollution, the noise,
24 and the dumping of thousands of motor vehicles in the
25 Georgetown area are completely inimicable to continued

1 wholesome human habitation. It seems that not only are many
2 of our public officials unresponsive to the needs and desires
3 of the community but are completely impervious to reason.

4 But we are supposed to be talking about the design
5 of the so-called Three Sisters Bridge. I think that a bridge
6 approximately 2,750,000 feet high with no post in the middle
7 and about two centimeters wide touching neither the Virginia
8 shore of the Potomac nor the District of Columbia shore of
9 the Potomac would undoubtedly be the best kind of bridge under
10 the circumstances.

11 It has been advocated by many of the members of our
12 business community that we must have the proposed bridge to-
13 gether with all of its connecting freeways in order to save
14 the downtown. All of the studies with which I am familiar
15 indicate that the contrary is true. Freeways cause a fleeing
16 of business and most of it would be customers to the suburbs.
17 Traffic would move right through the City.

18 How long must citizens hard-earned money be force-
19 fully exacted from their pockets in order to support bridge
20 and freeway projects which will visit total destruction upon
21 them and their community? We demand in the name of God and
22 common decency that this outrageous practice be halted at
23 once.

24 Thank you, Mr. Hearing Officer.

25 MR. DUGAS: Thank you, Mr. Cain.

1 MR. CAIN: Before I leave, there is one thing I
2 forgot to make reference to. Let the record reflect I am
3 referring to a picture that appeared in the Sunday Star on
4 December 13, 1970. This is entitled, "A Jumbo Job to Unmix
5 the Mixing Bowl."

6 Now, of course, perhaps to an engineer this may be
7 a tremendously beautiful and picturesque sight, but to me and
8 the average citizen and many other attorneys, this is ridicu-
9 lous.

10 MR. DUGAS: Thank you.

11 MR. CAIN: Thank you.

12 MR. DUGAS: Mr. Strickland.

13 STATEMENT OF RONALD G. STRICKLAND, D. C.

14 WILDERNESS COMMITTEE

15 MR. STRICKLAND: Good morning, gentlemen. My name
16 is Ronald Strickland. I am representing the D. C. Wilderness
17 Committee, which is a group of D. C. residents who are very
18 concerned about our deteriorating environment.

19 I notice that I am the 100th witness, and you must
20 be getting tired of hearing long testimony. The only thing I
21 have to say is that we are unalterably and strongly opposed
22 to this bridge. And I hope that after 100 witnesses, you have
23 gotten the point that the best design for this bridge is no
24 design at all.

25 Thank you.

1 MR. DUGAS: Thank you, Mr. Strickland.

2 Mr. Robert Ewell.

3 (No response.)

4 MR. DUGAS: Mr. Ferrier.

5 STATEMENT OF JOSEPH G. FERRIER

6 MR. FERRIER: I have an exhibit, Mr. Chairman, which
7 I will put up here, if I may, and I will leave this for infor-
8 mation.

9 MR. ABBOTT: Will you please furnish the specifica-
10 tions?

11 MR. FERRIER: In answer to the gentleman, yes.

12 Mr. Chairman, first of all, I would like, as other
13 speakers have done, to officially protest the legality of the
14 hearing, with all due respect to the Chairman, on three
15 grounds.

16 First, there has never been a formal hearing on the
17 need for such a bridge.

18 Second, the Mayor and Council, whosshould be here,
19 if this is going to be a hearing in truth, are not present.

20 And, third, the bridge at the location designed is
21 illegal because it would enter Federal Parkland on the
22 Virginia side and Federal law forbids this.

23 However, I have given this a good deal of thought.
24 I have gone into considerable consultation on it, including
25 with Mrs. Joan Knight, one of your witnesses here on Monday

1 night, and she suggested that the Three Sisters Bridge
2 properly could extend probably only as far as the Three
3 Sisters. In this respect, it would save the ecology of the
4 Virginia side and also would not encroach on Federal Parkland.

5 My design, which I have gone through some pains to
6 work out, would enhance Mrs. Joan Knight's idea, by carrying
7 it a little further without touching the Parkland, by a large
8 arch. This would be a tremendous tourist attraction, just
9 as Rainbow Bridge in the Far West, 250 feet high, attracts
10 tourists, although no traffic passes over. The Gateway to the
11 West in St. Louis, 670 feet high, attracts tourists, although
12 no traffic passes over that, and this arch here would be 1200
13 feet high.

14 It would be a tremendous tourist attraction. I
15 would recommend that it be painted a soft harmonious gray to
16 blend with the natural limestone of the region and the smog
17 which is generated so frequently in this area.

18 At the top, I would have a helicopter pad, which
19 would permit the radio helicopter to broadcast traffic infor-
20 mation from a stationary point where various traffic crosses
21 over bridges on the Potomac River, and also for the use of the
22 helicopter passage to and from Washington and Dulles Airport
23 for passengers who may want to go back and forth in safety
24 and without traffic hazards.

25 The idea of the small windows at the top of the

1 bridge would be to have a restaurant and souvenir shop for
2 the benefit of tourists from all over the country to this
3 national monument. And there they would be able to get
4 metals struck with the likeness of Congressman Natcher and
5 Congressman Broyhill.

6 Also, at 25 cents a look, they could look through
7 telescopes and see the various different historic battle-
8 grounds in the area -- Antietam, Manassas, Bull Run, Fort
9 Stevens, Upper 14th Street, the U. S. Capitol Building, and
10 the Embattled Civic Associations of Arlington County.

11 Now, on one end of this bridge, I would propose that
12 we name it for Congressman Natcher, since he has been a very
13 strong proponent of the bridge, and I would call it "Natcher
14 Bridge." At the other end, an artificial mound would support
15 that end of the arch, and that I would call, with simple
16 dignity, "Broy Hill."

17 In order to enhance the ecology, I would match the
18 lower parts of this arch with vervain. On Broy Hill, I would
19 plant sprigs of ivy from William and Mary College at
20 Williamsburg, to give it an academic tradition. And this
21 would go up the flanks of that particular portion of it and
22 would be in good taste and it would also make it more beauti-
23 ful.

24 At the other end, Natcher Bridge, in honor of
25 Mr. Natcher of Kentucky, and in thinking of Jack and the

1 Beanstalk, I would plant Kentucky wonder beans to go up
2 there, so that it would be matched with green during our
3 summer months.

4 I have heard one argument against this design, and
5 that is that it doesn't permit freeways, but I am sure it
6 could be engineered in such a way that sufficient money could
7 be spent upon it to offset any savings on freeways, so that
8 the funds would be available which many people are fighting
9 so hard to spend and which many citizens are so anxious that
10 they not spend on freeways.

11 I have also been aware of the fact that the Calvert
12 Street Bridge, now an attractive nuisance for unhappy people
13 who leap off it, might lose its luster and they might stampede
14 to this new design. But I believe, Mr. Chairman, that a
15 \$300,000 engineering study could work out a system whereby
16 there are no openings above the ground level, so that picnickers
17 in the park below would be safeguarded against any strangers
18 dropping in on them unexpectedly.

19 (At this point, the exhibit fell off the easel.)

20 MR. FERRIER: Just as you have seen the collapse of
21 the bridge itself there. And that all of the way around, this
22 is the one thing that should satisfy everybody -- home owners,
23 residents, citizens and taxpayers, would not have freeways
24 going through their homes. You would not have smog emitted by
25 this structure, you would not have to increase your parking

1 problems in Downtown Washington. Tourists would come to it
2 in droves. It would be one of the things which would enhance
3 our third largest industry, which is tourism, and it would
4 please everybody.

5 I commend it, Mr. Chairman, to the thought of this
6 Committee and to the recommendations for our Mayor and
7 Council. And I thank you.

8 The exhibit, Mr. Chairman, I do hope will be a part
9 of the record. That is my intent.

10 MR. DUGAS: It will be admitted.

11 (The exhibit above-referred to, follows:)

12
13 (GOVERNMENT INSERT)
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1 MR. DUGAS: Mr. Robert Ewell?

2 (No response.)

3 MR. DUGAS: Mr. Frederick Thomas.

4 (No response.)

5 MR. DUGAS: Mr. Jim Davis.

6 STATEMENT OF JIM DAVIS, PRESIDENT,

7 LIFE, INC.

8 MR. DAVIS: I am Jim Davis, President of Life, Inc.,
9 an organization of private citizens who are deeply concerned
10 about our environmental condition in general and our trans-
11 portation problems in particular. Life means "Live in a
12 Favorable Environment." It was formed during this current
13 year and is incorporated under the laws of the State of
14 Virginia.

15 The impetus for forming LIFE centered on a Federally
16 funded highway project in Northeast Alexandria, Virginia,
17 which on close inspection seemed to have all of the hallmarks
18 of every major road-building project that is prompting citizen
19 outcry across the Nation.

20 We founded LIFE in the hopes of bringing public
21 attention on the lack of coordinated transportation planning
22 in this reasion. Our definition of the problem is quite
23 thoroughly outlined in a white paper published by LIFE
24 entitled "The Transportation Crisis in the Northern Virginia
25 Ecological System."

1 Across the Potomac we face gigantic problems. They
2 are a product of urban growth. But our problems are also
3 the result of a lack of coordinate planning between the three
4 jurisdictions that live shoulder to shoulder, Alexandria,
5 Fairfax and Arlington.

6 Several citizen groups are hoping that a coordinated
7 effort toward intelligent transportation planning can be
8 launched by these three jurisdictions. But, in the meantime,
9 we must use hearings such as this to impress upon our author-
10 ities the need to begin to plan, not just for a road or
11 bridge -- but for an eco-system.

12 We believe that the proposed "Three Sisters Bridge"
13 does not lend itself to the type of planning that we must
14 have. Our opinion is based upon the simple fact that this
15 bridge would not be an isolated piece of a transportation
16 system, but would link the District of Columbia with Virginia
17 via an interstate highway. That highway came under fire
18 through recent public hearings and the need for it has been
19 questioned, challenged and attacked.

20 The design information which has been published in
21 connection with this hearing states that it is anticipated
22 that I-266 and I-66 will be built concurrently. Those who are
23 concerned about environment hope that I-66 may not be needed,
24 that I-266 may not be necessary. We hope that the environmental
25 impact of a constant flow of concrete can be lessened, and

1 that alternatives to massive highways can be found and that
2 the quality of living in a metropolitan region such as that of
3 Washington can be restored, or at least kept from slipping.

4 Our basic thesis in reference to the Three Sisters
5 Bridge is that:

6 1. This construction is not an isolated piece of
7 metal and concrete that will span the Potomac, but that it is
8 a link to a sprawling transportation complex on both sides of
9 the river.

10 2. On our side of the river that transportation
11 complex is not being designed to serve the people, because it
12 is not being presented as a master plan to the people, and it
13 can never meet these two needs until the people who are in-
14 volved meet to talk transportation. So far there has never
15 been a session between the officials of Alexandria, Arlington,
16 and Fairfax to discuss common transportation problems.

17 This is like three urban neighbors without houses
18 behind their homes who refuse to sit down and talk about the
19 possibility of having a sewer hook-up in 1970. We believe that
20 no part of a transportation system affecting Northern Virginia
21 should be approved until these three jurisdictions meet, talk,
22 and launch efforts to coordinate transportation from their
23 point of view. We are urging our City Council to launch these
24 efforts on a bi-partisan basis and informally with Arlington
25 and Fairfax, and through the more formal channels of the

1 Northern Virginia Planning District Commission.

2 3. Finally, we must reiterate what has no doubt
3 been said here many times, that the Metro System now launched
4 should be viewed as a possible substitute or supplement to
5 major highway construction and that such construction should
6 be deferred until that system is operative.

7 As an environmental organization trying to find a
8 ray of light in the transportation mess that we are all facing,
9 we hope that the design of the Three Sisters Bridge will be
10 judged inadequate, if not from an aesthetic or engineering
11 standpoint, then surely from the way that design cuts into the
12 lives of people.

13 Thank you.

14 (Applause.)

15 MR. DUGAS: Thank you.

16 Has Mr. Ewell come in yet?

17 (No response.)

18 MR. DUGAS: Mr. Frederick Thomas?

2 19 STATEMENT OF FREDERICK THOMAS, CITY PLANNING
20 COMMITTEE, D. C. FEDERATION OF CIVIC
21 ASSOCIATIONS

22 MR. THOMAS: My name is Frederick Thomas. I am the
23 Chairman of the City Planning Committee of the D. C. Federation
24 of Civil Associations.

25 The first request I have, I would like to request

1 a little more time than was originally allotted to me, if
2 that is possible.

3 Mr. Chairman, I appear before you today as a citizen
4 of the District, Chairman of the City Planning Committee for
5 the D. C. Federation of Civil Associations. The Federation
6 was the vehicle used by citizen groups to bring this hearing
7 about. And I would like to thank each group and person who
8 came to our aid and helped when it was greatly needed.

9 It will be very difficult to present a case of any
10 interest today when I am only one of many concerned citizens
11 in our city. It would be difficult not to repeat what has
12 been stated before me.

13 I further cannot summarize the total attitude of
14 the citizens of Washington, or the citizens of the
15 Metropolitan area. So I come before you with a few facts and
16 thoughts for your consideration.

17 I am concerned citizens branded "anti-freeway."
18 Why? Is the defense of one's community irrational? Is the
19 desire to express our grief over the effect of air pollution
20 and the effects it will have on our children wrong? Is the
21 genuine belief that well-planned freeways are costly,
22 destructive, and a poor solution to moving the masses?

23 Concerned citizens are here today and the many who
24 have preceded me are tired of freeways, they are tired of
25 being branded "anti-freeway" and "radical." These are

1 unsupportable charges.

2 In spite of the anti-freeway label, concerned
3 citizens come again and again in an attempt to educate those
4 who have but one ear.

5 I would further like to echo the feelings expressed
6 by many. First, it is questionable if these hearings are
7 legal.

8 Second, if there is any evidence or can any evidence
9 be presented that the major Congressional members who are
10 directly concerned with this bridge were asked to testify and
11 if they were not, the maximum input in these hearings has
12 totally been avoided.

13 Third, the Highway Department Report of booklet
14 presented to the general public was grossly inadequate and
15 should not have been accepted as a document for these hearings.
16 It is inadequate because, as previously stated by many people,
17 many of the diagrams shown have little or no relationship to
18 what the bridge will do.

19 The fire protection indicates where fire stations
20 are located. And as the Chair knows, I do attend these hear-
21 ings not only the day I testify, but on other days, to really
22 get the feeling. The fire protection indicates locations of
23 stations. I would like to find out how any of those stations
24 can be of assistance to a person in distress from a bridge,
25 when it is very difficult to get to the bridge when there are

1 automobiles in the way.

2 It is like a highway when an automobile has a flat
3 tire. We can't get to it walking and we don't think those
4 vehicles can get to it, either. So their location, it is
5 questionable what they will do as far as safety for fire pro-
6 tection.

7 As far as religious institutions, I am sure there
8 isn't a church known that depends on the freeway for its
9 parishioners. They don't use the freeway to save souls.

10 Most of the people who have testified at these
11 hearings have good intentions. The so-called opponents of
12 the bridge strive to save our city from a plight worse than
13 destruction. They fight to save the city from death and fight
14 for the people. Those who advocate the bridge do so mostly
15 for financial gain. Some who favor the bridge are not well
16 educated in art or parks and fail to see the whole problem
17 that the bridge will create.

18 Our many civic groups and citizens groups are
19 caught in the middle of many city issues. Many citizens think
20 we move too slow and talk too soft. Others feel if we work
21 with the powers to be, we can be more meaningful in developing
22 progress.

23 Therefore, to build civic pride and leadership, our
24 Citizen Association must review the facts available in an
25 attempt to lead its more than 40 civic groups in a responsive

1 way to reflect the feelings of its people.

2 That is why we oppose the freeways.

3 These hearings on I-266 have little design here.

4 I would like to review that for just one minute.

5 It should be noted by all present that in the I-266
6 design information booklet, page three, figure two, the
7 bridge is shown with both sides of the river in a general
8 manner. However, on page four, figure three, there is a blow-
9 up of the Virginia approach. Note, there is no blow-up of the
10 Washington approach.

11 Now, how did that happen? Well, I submit this line
12 of reasoning for consideration. The D. C. Highway Department
13 has dealt long with citizen opposition and has learned to hide
14 as many facts as possible. Their Virginia counterparts either
15 lack the experience or are more honest. Either one is a
16 reason, we feel, we have no blow-up of the District side.

17 Since we have no blow-up of the District side, it
18 is our contention that no competent plan has been made avail-
19 able to the public indicating how traffic will be dispersed
20 in the District, and that is a question I would like to at a
21 later time in this testimony direct to our Highway Department.

22 Now, let's get back to I-266 on our side of the
23 river. I want to take everyone back a little further than
24 that, to Public Works Project 28-7. I want to be sure that
25 everyone gets that, so they will be sure what I am talking

1 about.

2 That project title is "Potomac River Freeway."
3 Its location, G Street, New Hampshire Avenue, to the Palisades
4 Parkway.

5 Does anyone here know where the Palisades Parkway
6 is? The Palisades Parkway, I am pretty sure our Highway
7 Department, if they feel moved to do it, is a Parkway that
8 starts to come through Archbold Park behind Georgetown
9 University and is the main north connection for the Three
10 Sisters Bridge. This is how the bridge will have to disperse
11 traffic.

12 These are the type facts that are being held from
13 the citizens.

14 The justification in that Public Works Bulletin
15 indicates this is another important route in the District
16 Interstate 266 river crossing. Its construction will provide
17 the necessary connection between the Palisades Parkway to
18 be constructed by the National Park Service, and connection
19 to the Inner Loop.

20 Now, there is no indication of what will happen
21 here, but I think all of us who are knowledgeable and start
22 to put the pieces together, see that the Palisades Parkway,
23 the Intermediate Loop which has been hidden for some time,
24 they now have our citizens in an uproar in the Tinley Circle
25 Area, are all connected to this bridge.

1 Why do we look at these old facts? The Federation
2 feels to maintain civic pride, one must be proud, rational
3 and reasonable. He must not only live in the area, he must
4 be a part of this community. There are many important people
5 in Washington, and as the many problems surface, the concerned
6 citizens look to the civic leaders to step forward and lead
7 the community through its time of turmoil.

8 This city is now facing a time of crisis and turmoil.
9 There is an obvious difference on how to approach the city's
10 transportation problem. Our Highway Department, whose
11 employees are paid with these citizens' tax dollar, seem not
12 to hear the citizens' cries and pleas about the citizen
13 transportation problem. The unpaid concerned citizens cry out
14 to be heard before the air becomes thick with pollution and/or
15 smog.

16 Our citizen groups are like an army without a
17 leader. We know that we are in a conflict that can produce no
18 heroes.

19 One of the most important people in the world and
20 one of the most important in the United States and the No. 1
21 citizen of our city, has not had the time to review with the
22 concerned citizens the problem of his city. By now, I am sure
23 you all know I am referring to President Richard Nixon. I
24 deem it incumbent upon me, as a representative of concerned
25 citizens of this city, to seek the aid of our President. And

1 I would seek it through these hearings, hoping that these
2 testimonies will reach his desk.

3 Mr. President, as a responsible citizen of our
4 city, we urge you to support the citizens of your city, for
5 we will not stand idly by while special interest groups,
6 highway officials, needlessly deface our city. Nor do we
7 wish to be an army without a leader. We all know that an
8 army without a leader is very unruly, is uncontrollable, and
9 fringes upon being a mob.

10 I feel that our President must come forward. Some
11 say this is a conflict that he as President should not be
12 directly concerned with. But as a citizen, whether he likes
13 it or not, he is the No. 1 citizen of our city and he
14 should address himself to this problem. And I am very sorry,
15 I know he has many obligations, but he should join the civic
16 group. It would mean a lot to the citizens in this group
17 that he has interest in where he lives.

18 At the close of Monday night's hearings, I ques-
19 tioned the Chair on how these proceedings would be transmitted
20 to the Mayor and the City Council. The Chairman responded
21 that the Highway Department would have that responsibility.

22 This appears totally unacceptable. These hearings
23 are similar to a pretrial hearing where issues are brought up
24 and a person or persons who are totally neutral should
25 present the facts. Realizing full well that we have said this

1 would be done in booklet form, I would like to direct this
2 question to the Chair at this time.

3 Who or how will the City Council and the Mayor be
4 briefed, other than by written statement?

5 MR. DUGAS: You will have to address that question
6 to the Highway Departments concerned, sir.

7 MR. THOMAS: I will direct that question to Mr.
8 Airis.

9 MR. AIRIS: I am sorry, I didn't catch all of it.
10 Would you please repeat it, sir?

11 MR. THOMAS: Who or how will the City Council and
12 the Mayor's office be briefed on these hearings other than by
13 written testimony?

14 MR. AIRIS: Other than by written testimony? Well,
15 I am not sure. If they ask for a verbal briefing, I will be
16 happy to present it to them. But the hearing is prescribed in
17 a policy and procedural memorandum that is issued by the
18 Office of the Secretary of Transportation, that is, the
19 Federal Highway Administration. That is the hearing type that
20 we are proceeding with today.

21 Now, all of the provisions in that procedural memo-
22 randum will be followed out. They are spelled out in detail.
23 One of the most significant ones that you are inquiring about
24 is that the Departments, that is both the Virginia Highway
25 Department and the Department of Highways and Traffic in the

1 District, will render an engineering report on the design of
2 the alternatives that are described in the pamphlet and are
3 displayed up here today.

4 This will incorporated the requirements of 20-8,
5 and will be furnished the Federal Highway Administration and
6 as a part of just the local policy in the District Government,
7 it will also be submitted to the District Government officials,
8 also.

9 MR. THOMAS: The answer to the question, I feel, is
10 one that we could not accept because I feel the citizens
11 would object to the Highway participating in the briefing,
12 being totally pro-highway, without any input from concerned
13 groups who are in opposition to this.

14 (Applause.)

15 MR. THOMAS: We would object to that briefing.

16 We feel that if the Mayor does not have the time,
17 his agenda will not allow him to attend these hearings and
18 the City Council cannot attend these hearings, that these
19 hearings should stand on their merits. And if it cannot be
20 presented by both sides, we feel that the citizens of the
21 City once again are being used and we would object very
22 strenuously to any briefing by the Highway Department without
23 oppositional forces who oppose this particular bridge.

24 That is something that possibly could be worked out,
25 but I do feel that the opposing forces should be represented

1 at any briefing.

2 MR. AIRIS: I might just add, Mr. Thomas, that the
3 hearing record, of course, will be made available. Whether
4 we will be called for any briefing or not, I don't know. We
5 certainly do not intend to have any briefing. But the hearing
6 record will be presented just as given, and will be part of
7 the submittal.

8 MR. THOMAS: Without being repetitious, I think my
9 point was understood.

10 Mr. Dugas, I trust as an individual you have not
11 been offended by the people who oppose the bridge. Our attack
12 on the hearings reflect our belief these hearings are being
13 held only as a response to a Court Order for design. We feel
14 that it is gross misuse of the citizens' participation. We
15 constantly indicate that there should be citizen input into
16 the many things we attempt to do in an urban area, and we
17 misuse the citizens.

18 We are now going through a total staged production.
19 This indication of design hearings and the implication that
20 everything has been approved, and only the design is in
21 question, leaves very little for citizens input.

22 We know you, as Director of License Bureau, and we
23 respect your job and we respect your patience.

24 In completing my testimony, as representative of the
25 D. C. Federation of Civic Associations, I respectfully request

1 two copies of the testimony from these hearings as soon as
2 they are made available to the Mayor and the City Council.

3 MR. DUGAS: They will be made available to you, sir,
4 but I think you will have to make your arrangements to pur-
5 chase them from the reporting service.

6 MR. THOMAS: I am making that request without pur-
7 chase. I am requesting those for the citizens of the city at
8 the same time they are presented to the Mayor and the
9 Council.

10 (Applause.)

11 MR. DUGAS: Copies of the transcript will be made
12 available to you, any public place, but we will not be able
13 to furnish them to you. If your own Association desires them,
14 they will be made available to you by the reporting company
15 that is transcribing the hearings.

16 MR. THOMAS: Do you think you could make them avail-
17 able at the same time they are available to the Mayor and
18 Council?

19 MR. DUGAS: They will be available for your purchase
20 at the same time. I suppose when the company does it, they
21 will do several copies of it. You might indicate your desire
22 to the reporter, who will let the company know how many copies
23 you want.

24 MR. THOMAS: I am hoping this testimony will be that
25 request. Are you saying we have to make another request

1 before these would be made available?

2 MR. DUGAS: I would hope you would make your private
3 arrangements about the number of copies you want. I am in no
4 position to contract on behalf of your Association, sir.

5 MR. THOMAS: I think the request is simple, but it
6 has become very complicated.

7 Hopefully, testimonies from these hearings will
8 also be sent to the Executive Branch and someone in the
9 Executive Branch becomes a part of what we are trying to do
10 here.

11 In ending my testimony, I would like to move from
12 that to a series of questions, if there are no questions from
13 the Chair or from the Highway Department.

14 Then I have questions for the Highway Department.
15 I would like to know from the Highway Department, what month
16 and date and year the Department of Transportation approved
17 Three Sisters Bridge.

18 MR. AIRIS: This matter was discussed in some
19 detail yesterday. My memory serves that it was initially
20 approved in 1960. And then again in -- I will ask Mr. DeGast
21 to clarify this. Mr. DeGast is the Chief of Highway
22 Department's Office of Planning and Programming.

23 Go ahead, Mr. DeGast.

24 MR. DE GAST: The Bureau of Public Roads initially
25 approved I-266 as part of the interstate system in the District

1 of Columbia, as cited in the information booklet, in 1960,
2 June of that year. They authorized the procedure into the
3 design phase, September of 1966. They subsequently author-
4 ized construction in August of 1969.

5 MR. THOMAS: Do you have an approval, sir, from the
6 Department of Transportaion after the date or just before the
7 date in between December 5 and 6 and December 31, 1967? I
8 have in my hand a Congressional Report, Mr. Kluczynski's
9 final statement, with respect to the Three Sisters Bridge
10 and I-266 as presented and planned.

11 However, the Chair acknowledges that the Committee
12 will stand . . . its recommendations before the Congress
13 adjourns before the end of this session, with the exception
14 that if the Department of Transportation does not assent to
15 these recommendations on or before December 31, 1967, the
16 Committee will take whatever legal action is prepared.

17 I would like to find out, do you have an approval
18 from the Department of Transportation before that date and
19 between these hearings?

20 MR. DE GAST: You specified between certain dates
21 and December?

22 MR. THONAS: Yes, sir. That is when these hearings
23 took place.

24 MR. DE GAST: Between the date of the hearing and
25 December ---

1 MR. THOMAS: And the 31st.

2 MR. DE GAST: -- the 31st of December of that year?

3 MR. THOMAS: Yes.

4 MR. DE GAST: I do not have a record here to indi-
5 cate such an approval.

6 MR. THOMAS: Perhaps that could be looked into and
7 the report that I am reading from happens to be the one issued
8 by the 89th Congress, dated December 5 and 6, 1967,
9 Subcommittee on Roads of the Committee of Public Works, House
10 of Representatives.

11 MR. AIRIS: We will be glad to check that out.

12 MR. THOMAS: I am sure you will.

13 In relation to the bridge itself, according to that
14 same report there is an indication here on that map that
15 indicates the volume capacity by 1990 peak hour. I would
16 like to find out what your projections are in the way of
17 vehicles during the rush hour, or during the normal working
18 day.

19 MR. AIRIS: Mr. Thomas, I will ask Mr. DeGast to
20 respond to that. The rush hour at the present time is
21 extended into a rush period of something like two hours. Now,
22 it varies a little bit as to which hour is the highest, but
23 generally speaking, the rush period now is about two hours in
24 length.

25 But I will ask Mr. DeGast to discuss for a minute

1 with you the capacity of the bridge. It, of course, is six
2 lanes, as explained in the document. I will let him mention
3 the normal capacity for each lane.

4 MR. DE GAST: Would you state your question again?

5 MR. THOMAS: I will rephrase it. You have 95,000
6 crossings of that bridge. That is for how many hours?

7 MR. DE GAST: This is a 24-hour design or projected
8 need.

9 MR. THOMAS: What do you have for peak period?

10 MR. DE GAST: The peak hour ranges somewhere in the
11 vicinity of 10 percent of that as a desired volume.

12 MR. THOMAS: Ten percent. According to the map
13 indicated in this same report, page 138, it indicates the
14 capacity of 5,000 automobiles and this, we would be talking
15 about in an hour. That is the reason I asked what your peak
16 period is.

17 MR. DE GAST: The 5,000 is indicated as capacity,
18 one directional capacity, not to be confused with the two
19 directional capacity that results from the ten percent
20 factoring of the 24-hour volume. Your projection is for two
21 ways in the booklet you issued, this document?

22 MR. DE GAST: Yes, the booklet that was issued
23 projecting high and low and citing the, I think we cited
24 something 70 to 90 thousand in the book for public information.

25 MR. THOMAS: As further indicated in this book, and

1 the reason for the question, since the bridge construction
2 has now been halted and we are aware that it had proceeded
3 to a point, I would like to find out from the Highway
4 Department, the foundations that are now being placed are
5 being placed to meet which design indicated at these hearings?

6 (Applause.)

7 MR. DE GAST: I think you cite this yourself, Mr.
8 Thomas, that the work has ceased by court injunction, pending
9 the findings that will result months after these hearings and
10 the hearing testimony and record has been fully considered.

11 MR. THOMAS: I don't think you heard my question.

12 MR. DE GAST: Not to continue with construction ---

13 MR. THOMAS: You didn't answer my question.

14 MR. DE GAST: I am trying to cite to you, we are not
15 now under construction and by inference I got this feel from
16 what you said, in phrasing your question. I want to clarify
17 that we are not now under construction. The construction that
18 had preceded prior to the court injunction was in conformance
19 with the three-span alternative.

20 MR. THOMAS: So what you are saying here is this
21 other photograph here has no meaning. That is what we are
22 saying. That this whole thing to the right here is just a
23 farce, it is just a picture here for us. The District has
24 already spent money on the three-span item and we are being
25 permitted citizen participation. You are showing us something

1 you had not intended to build, on the pretense that this is
2 an alternative. And I suggest that you have not built that
3 particular one because of this article indicating that F. C.
4 Turner, the Federal Highway Administrator, doubts the safety
5 and design of that bridge and he doubts if he would approve
6 it.

7 So you are building that, but this is being pre-
8 sented to the citizens as an alternate, knowing full well it
9 has been challenged by the Federal Highway Administrator as to
10 its actual design, its constructual design. Why is this being
11 as an alternate?

12 MR. AIRIS: I will admit it is somewhat complicated.

13 MR. THOMAS: Complicated? This is a farce.

14 MR. AIRIS: Let me try and straighten it out for
15 you.

16 This is the bridge for which the pier construction
17 was underway. Here are the two piers, here and here.

18 Now, we were committed to this bridge. This is the
19 one that was under design at the time of the court injunction.
20 We have had to take a step backward in order to proceed pro-
21 perly with this design hearing. Because as you will remember,
22 in the requirements for design hearing, the designs they have
23 gone forward in a preliminary way but the Highway Department
24 is not committed to any particular design.

25 Now, that lets us proceed with other designs, so that

1 the design hearing may be held.

2 This is an alternative design here that utilizes
3 on the end spans here, that is here and here (indicating), the
4 same locations for the piers as in the concrete alternative.
5 But it adds a further pier in the center of the river.

6 Did I make myself clear?

7 MR. THOMAS: Yes. And I would like the record to
8 show that the Highway Department officials are in total con-
9 flict. The first answer was, they were proceeding with the
10 foundation for the three span. Mr. Airis has indicated that
11 they were proceeding with the foundation for two spans. If
12 that tape can be rerun, I am sure you will find these two
13 things in conflict.

14 MR. AIRIS: Let me try again.

15 MR. THOMAS: I am not interested in your trying
16 again. I am only stating as a matter of record, hoping some-
17 one listening to the tapes, that the Highway Department's
18 two officials have said something in conflict, directly
19 behind each other. This is why the citizens don't trust the
20 Highway Department and we have no faith in what they do.

21 I don't want to belabor that question, but the
22 question of the foundation is one I did want for a matter of
23 record and I think I did receive the type of information I
24 desired.

25 MR. AIRIS: Let me just add, Mr. Thomas, there is no

1 conflict between Mr. DeGast's statement to you and mine. The
2 facts are the same. And if there is in your mind a conflict,
3 it is because we didn't speak clear enough to you.

4 MR. DUGAS: Mr. Thomas, I wonder if we could
5 conclude in about five minutes?

6 MR. THOMAS: Yes, sir, we can.

7 I would also like to ask the Highway Department if
8 they can give us a brief analysis on how the traffic will be
9 dispersed into the District from the Three Sisters Bridge as
10 now planned.

11 Those 95,000 cars, I just want to know how half of
12 them are going.

13 MR. DE GAST: The design of the bridge itself that
14 is being discussed at this hearing will automatically ---

15 MR. THOMAS: That isn't the question I asked.

16 MR. DE GAST: -- is proposed to turn to the Potomac
17 Freeway, as ---

18 MR. THOMAS: Where is the Potomac River Freeway,
19 please?

20 MR. DE GAST: -- as indicated by the gray lines, the
21 connecting link to be the subject of future design hearings.

22 MR. THOMAS: Where is the Potomac River Freeway?
23 Could it be illustrated?

24 MR. DE GAST: This map shows the Potomac River
25 Freeway outlined in gray.

1 MR. THOMAS: This comes down in front of all of
2 the building and along the waterfront; is that right?

3 MR. DE CAST: Along the waterfront.

4 MR. THOMAS: What other means are we using to dis-
5 perse the rest of the cars?

6 MR. DE CAST: The total bridge traffic is designed
7 to be taken into the Potomac River Freeway.

8 MR. THOMAS: So all of the traffic, you are saying,
9 is going downtown?

10 MR. DE CAST: Distributed via the Potomac River
11 Freeway or connections from east of the Freeway.

12 MR. THOMAS: What are the connections east of the
13 freeway?

14 MR. DE CAST: Those that exist in itself and tie to
15 E Street, K Street Expressway, as indicated by Mr. Airis
16 yesterday, and local connections in the area, some of which
17 already exist.

18 MR. THOMAS: Mr. Dugas, I would like to thank you
19 for your patience and thank the panel, and I would like to
20 only say the Highway Department has done this intimate thing
21 again, has presented nothing.

22 (Applause.)

23 MR. DUGAS: Mr. Bozzi. Mr. Rene Bozzi?

24 (No response.)

25 MR. DUGAS: Mrs. Sarah Montgomery?

1 (No response.)

2 MR. DUGAS: Mr. Robert Ewell?

3 (No response.)

4 MR. DUGAS: Mr. Pankowski?

5 STATEMENT OF TED PANKOWSKI, IZAAK WALTON

6 LEAGUE OF AMERICA

7 MR. PANKOWSKI: Thank you, Mr. Chairman.

8 My name is Ted Pankowski. I represent the Izaak
5 9 Walter League of America.

10 Our testimony here today was to be given by Mr.
11 Larry Young, and with your permission, I would like to put
12 his entire statement into the record.

13 In summary, Mr. Young's statement reflects the
14 concern of our membership in the District of Columbia, in our
15 large and organized chapters in the Maryland and Virginia
16 suburbs, and in our other affiliates nationwide, who have come
17 to regard this bridge in the Nation's Capital as a test case
18 for the cause of environmental quality elsewhere.

19 Although we appreciate the opportunity to testify at
20 this hearing, we deeply regret that it is limited to "design"
21 considerations, and, further, that even so minor a concession
22 to public concern had to be provided by Court order. The
23 League was one of those organizations which petitioned the
24 U. S. District Court.

25 This action was authorized by our National

1 Executive Board, based on the League's long-standing premise
2 that citizens have a right to timely, up-to-date and full
3 participation in the governmental decisions affecting their
4 lives, their property and their neighborhoods.

5 Even though it is not the subject of this hearing,
6 I would be remiss if I failed to restate that ordinary citi-
7 zens, including the members of the Izaak Walton League, have
8 come to know this bridge as a project whose contrivution to
9 the solution of Metropolitan Washington's transportation
10 problem is disproportionately minimal compared to the environ-
11 mental havoc which it will create -- on the Potomac River, on
12 Glover-Archbold Park, at which it is aimed, on the unspoiled
13 watershed of Spout Run in Virginia, on district neighborhoods,
14 on the District's already crowded and smoky streets.

15 The inevitable opportunities for mischief which
16 would occur if the bridge is built as planned and designed
17 have already been documented in our pleading to the U. S.
18 District Court, and we incorporate them here by reference.

19 The League believes that in this day of environmental
20 awareness and concern, it is inconceivable that construction
21 of the bridge has proceeded as far as it has even under older
22 standards of planning and governmental conduct, before the
23 Environmental Policy Act. Questions raised by the citizens
24 with respect to aesthetics, recreation, noise, traffic control,
25 air pollution, historical values, the very design that gives

1 this city and its adjacent areas its soul, should be answered,
2 however late they may have been asked in the opinion of the
3 builders.

4 The suggestion was made to me, and I don't wish to
5 be facetious, that the only way these design hearings could
6 be relevant to the real concerns of the people of this area,
7 who are the alleged beneficiaries of this project, would be
8 a conclusion by this hearing that the bridge and its ap-
9 proaches be built totally underground.

10 Mr. Chairman, speaking further for a younger gener-
11 ation which is going to have to grapple with the problems the
12 bridge will cause, I would like to suggest that it is still
13 not too late to reconsider the substantive issues involved.

14
15 This is the essence of Mr. Young's statement, Mr.
16 Chairman. If it could be included in the record, we would
17 appreciate it.

18 For my own point of view, having been a resident
19 both of the District and of the Virginia suburbs for going on
20 11 years, I think it is fair to state that this entire pro-
21 ceeding would not have occurred if this city were any other
22 city in this country. The kind of practices and procedures
23 which have involved citizens in this debacle would not be
24 tolerated by representative government anywhere.

25 Thank you for your time.

1 Thank you very much.

2 MR. DUGAS: The statement of Mr. Larry Young will
3 be entered into the record.

4 (The complete prepared statement of Mr. Young,
5 above-referred to, follows:)

6 Mr. Chairman.

7 My name is Larry Young and I represent the Izaak
8 Walton League of America, a national organization of volunteer
9 citizens who are concerned about and have been working to
10 protect and enhance the quality of our environment. While the
11 League maintains a professional staff in the District of
12 Columbia -- with which I am affiliated -- our concerns over
13 Three Sisters Bridge reflect those of our membership -- in the
14 District of Columbia, in our large and organized chapters in
15 the Maryland and Virginia suburbs, and in our other affiliates
16 nationwide, who have come to regard this bridge in the Nation's
17 Capital as a test case for the cause of environmental quality
18 everywhere.

19 Although we appreciate the opportunity to testify at
20 this hearing, we deeply regret that it is limited to "design"
21 considerations and, further, that even so minor a concession
22 to public concern had to be provided by Court order. The
23 League was one of those organizations which petitioned the
24 U. S. District Court.

25 This action was authorized by our National Executive

1 Board based on the League's long-standing premise that
2 citizens have a right to timely, up-to-date and full partici-
3 pation in the governmental decisions affecting their lives,
4 their property and their neighborhoods.

5 Even though it is not the subject of this hearing,
6 I would be remiss if I failed to restate that ordinary citizens,
7 including the members of the Izaak Walton League, have come to
8 know this bridge as a project whose contribution to the solu-
9 tion of Metropolitan Washington's transportation problem is
10 disproportionately minimal compared to the environmental havoc
11 which it will create -- on the Potomac River, on Glover-
12 Archbold Park, at which it is aimed, on the unspoiled water-
13 shed of Spout Run in Virginia, on District neighborhoods, on
14 the District's already crowded and smoky streets.

15 The inevitable opportunities for mischief which
16 would occur if the bridge is built as planned and designed
17 have already been documented in our pleading to the U. S.
18 District Court, and we incorporate them here by reference.

19 The League believes that in this day of environmental
20 awareness and concern, it is inconceivable that construction
21 of the bridge has proceeded as far as it has even under older
22 standards of planning and governmental conduct, before the
23 Environmental Policy Act. Questions raised by the citizens
24 with respect to aesthetics, recreation, noise, traffic control,
25 air pollution, historical values, the very design that gives

1 this city and its adjacent areas its soul, should be answered,
2 however late they may have been asked in the opinion of the
3 builders.

4 The suggestion was made to me, and I don't wish
5 to be facetious, that the only way these design hearings
6 could be relevant to the real concerns of the people of this
7 area, who are the alleged beneficiaries of this project,
8 would be a conclusion by this hearing that the bridge and its
9 approaches be built totally underground.

10 Mr. Chairman, speaking further for a younger gener-
11 ation which is going to have to grapple with the problems
12 the bridge will cause, I would like to suggest that it is
13 still not too late to reconsider the substantive issues in-
14 volved.

15 Thank you.

16 - - -

17 MR. MR. DUGAS: Mr. Leslie Dirks.

18 STATEMENT OF LESLIE C. DIRKS, PRESIDENT,
19 FOXHALL COMMUNITY CITIZENS ASSOCIATION

20 MR. DIRKS: I have mailed a letter which contains
21 the essence of my remarks to you, in care of Mr. Schaller,
22 and I can also leave a copy here. What I will do is just
23 read that letter.

24 "This letter summarizes the views of the Foxhall
25 Community Citizens Association concerning the proposed Three

1 Sisters Bridge. It is submitted to be entered into the record
2 of the public hearings on the design of this bridge which are
3 to be conducted under your jurisdiction commencing 14 December
4 1970.

5 "The views expressed in this letter have been dis-
6 cussed and debated at a number of Citizens Association meet-
7 ings, most recently 3 December 1970, and are representative of
8 the thinking of the vast majority of the Citizens in the
9 Association area.

10 "It should be said at the outset that the Foxhall
11 Community Citizens Association is opposed to the construction
12 of the Three Sisters Bridge under any circumstances inde-
13 pendent of any particular design considerations. The
14 Association is a party to a lawsuit now in courts sponsored
15 primarily by the Committee of 100 for the Federal City, with
16 the objective of stopping the construction of the bridge. The
17 Association has supported this lawsuit not only by its resolu-
18 tion but also financially.

19 "The Association's opposition to the bridge is based
20 on three simple conclusions. Number 1: We have been unable
21 to find any convincing evidence that the construction of the
22 Three Sisters Bridge will lead to an improved transportation
23 system for the District of Columbia. Indeed, we suspect that
24 building of additional expressways into the District of
25 Columbia will contribute to chaos and confusion in the center

1 of the city."

2 I might add here, parenthetically, it is also the
3 view of some of us who looked at this problem over a period
4 of years in some depth, that perhaps even many of the
5 supporters of the bridge will find their support based on
6 ill-founded conclusions and they lead themselves to be very
7 disappointed in the overall results, particularly with
8 regard to the traffic patterns in the interior of the city.

9 "Number 2: We are extremely concerned that the
10 building of the Three Sisters Bridge as an interstate route
11 will lead to increases in vehicular traffic through the
12 fringes of the Foxhall area, much of this traffic passing
13 through the city only as a matter of convenience and not
14 headed for metropolitan destinations at all, which will in
15 turn lead to a serious, even catastrophic, degradation in our
16 living environment. This degradation will be contributed to
17 both by air pollution and by noise.

18 "Number 3: We are deeply concerned that the Three
19 Sisters Bridge, if built, will serve as the hinge point for
20 an ever-expanding network of interstate freeways through the
21 District of Columbia. This foot-in-the-door tactic has been
22 characteristic of highway builders and planners not only in
23 the Washington metropolitan area but also in many other parts
24 of the country.

25 "If, however, the Three Sisters Bridge is to be

1 built, it is quite clear that this bridge and the associated
2 access roads will lead to major changes in the traffic
3 patterns on the D. C. side of the river. These changes will
4 undoubtedly have a substantial impact on the Foxhall
5 community. Unfortunately, the subject of the hearings is
6 confined to the bridge itself and the section of the proposed
7 I-266 connecting the bridge to the downtown area is only
8 schematically defined, and in any case is not the subject of
9 this hearing.

10 "It appears on the surface that the construction of
11 the bridge and its proposed connecting links will not only cut
12 off the Foxhall community from easy access to the downtown
13 areas but also lead to substantial increases in the Georgetown,
14 M Street congestion. Furthermore, the overall traffic
15 patterns could be dramatically influenced by access and high-
16 way pattern decisions made on the Virginia side of the river.
17 These, too, are not the subject of this hearing. We under-
18 stand, for example, that consideration is being given to a
19 major relocation of I-66 through Arlington.

20 "Any or all of the above issues could have an
21 impact on the Three Sisters Bridge project. Furthermore, the
22 citizens of this community find it very difficult to review
23 and comment on the design of the bridge itself without at the
24 same time reviewing and understanding the major links to that
25 bridge, particularly those links on the D. C. side of the

1 river. Inshort, under these lamentable circumstances, we find
2 it impossible to offer constructive comment to this hearing.

3 "In summary, it is the view of the Foxhall
4 Community Citizens Association that this hearing should pro-
5 perly conclude that further expanded hearings are required if
6 full compliance with the relevant codes and procedures regard-
7 ing public hearings on highway projects are to be fulfilled.
8 These expanded hearings should address at a minimum the
9 entirety of I-266 and include a careful consideration of the
10 impact of the design of I-266 on local D. C. traffic patterns.

11 "Please be assured that this entire matter is of the
12 utmost importance to the citizens of this area and we urge
13 your careful consideration of the issues raised in this
14 testimony."

15 MR. DUGAS: Thank you, sir.

16 MR. AIRIS: Mr. Chairman, might I just amplify one
17 position of the last speaker?

18 MR. DUGAS: You may proceed.

19 MR. AIRIS: Sir, since the Foxhall Citizens
20 Association is so close to this area -- this area is so close
21 to the bridge, I would just like to check two small points, if
22 you don't mind.

23 MR. DIRKS: Please.

24 MR. AIRIS: One is, as you know, the bridge as
25 presently planned does not have a connection into the Foxhall-

1 MacArthur intersection, and you mentioned it in your
2 testimony. Would this be the preference of the Citizens
3 Association? Or would you rather have a connection at that
4 point?

5 MR. DIRKS: I think in discussing this issue at the
6 last Association meeting, following a presentation which your
7 people kindly gave to us, the general view was that it is
8 very difficult to address an issue of that degree of detail
9 without a clearer idea of what we are likely to end up with.

10 MR. AIRIS: You have no position on this point?
11 That is what I would read into it.

12 MR. DIRKS: I would hesitate to represent the
13 Association in a formal way on that particular issue. That
14 is not to say that the Association wouldn't be delighted to
15 formulate an opinion on that issue if we could really get a
16 handle on what was going on downstream, what was the probable
17 impact of the traffic pattern.

18 What we would like to hear is some discussion of
19 the projected traffic pattern. What are people in Virginia
20 going to use Key Bridge for; what is M Street going to look
21 like; how are we going to get to M Street. And out of that
22 context, which is really a quite neat problem, I would find
23 it very difficult to think the Association would form an
24 intelligent view.

25 That has been the difficulty, frankly, Mr. Airis,

1 which we have had with the whole proposition now. It has
2 been very difficult to get a tangible feeling to what, indeed,
3 the total impact, measured in terms of our local area, is
4 going to be.

5 I am just putting aside the larger questions now.

6 MR. AIRIS: Thank you. I am very glad to have your
7 frank appraisal.

8 I had a second point and that is, since this is a
9 design hearing and we should probably consider alternatives,
10 does the Association have any preference as to either of
11 these two treatments?

12 MR. DIRKS: I must be very frank with you, ---

13 (Interruption from the audience.)

14 MR. AIRIS: Would it be all right if I get the
15 opinion of your speaker? I don't doubt he is the representa-
16 tive.

17 Either one of these two treatments or any other
18 treatment, would you have any preference?

19 MR. DIRKS: We just couldn't focus on that question,
20 frankly. It just didn't seem to be relevant to the total
21 issue.

22 MR. AIRIS: Thank you.

23 MR. DUGAS: Mr. Rene Bozzi.
24
25

1 STATEMENT OF RENE BOZZI, LAMOND-RIGGS CITIZENS
2 ASSOCIATION

3 MR. BOZZI: Mr. Chairman, Ladies and Gentlemen.

4 I wish to say I am Rene Bozzi, the Transportation
5 Chairman of the Lamond-Riggs Citizens Association, and former
6 Vice President.

7 Lamond-Riggs is a Citizens Association of 3,000
8 paid memberships, families that live north of Gallatin Street,
9 south of Eastern Avenue, and bounded on the west by the
10 B and O Railroad tracks.

11 It is a "middle-class" but highly desirable resi-
12 dential neighborhood, and we have been opposed to any further
13 interstate highways in Washington, D. C., either from the
14 north, the east, or in the case of the Three Sisters Bridge,
15 from the west.

16 We were first presented with the problem of the
17 North Central Freeway about five years ago. And by petition
18 and by active neighborhood meetings, and many other forms of
19 public expression, at the Department of Commerce Auditorium
20 and many others, we have 100 percent been opposed to the
21 North Central Freeway, the Route 95, and the connecting inter-
22 loops, the Three Sisters Bridge.

23 We consider these things unnecessary in a city of
24 our size, of limited geographica area, and we have been one
25 of the foremost proponents of the subway while it was still

1 being fought by some very selfish people, such as Chalk and
2 others.

3 But now that the subway is getting close to being
4 a reality, I think myself -- and I represent the membership
5 of the Lamond-Riggs -- I think that we should first build the
6 subway, have it in place, and then consider the problem of
7 whether we need anymore commuter roads, interstate roads,
8 into the city.

9 I know the temptation of the gentlemen in the
10 business, I mean with all due respect, the professional people
11 who have the job of building and caring for the roads. The
12 temptation is there because 90 percent of the money will be
13 paid for by the Federal funds. And Congressmen are always
14 prodding them and saying, "Why don't you spend this here
15 money, it is here."

16 But they don't count the cost in destroyed neighbor-
17 hoods, destroyed housing, destroyed recreation areas. You
18 can't put a price tag on that.

19 So we must not be too easy, so quick to spend this
20 money. Let it not burn a hole in our pockets. Personally,
21 I think this money could well be spent for mass transportation
22 and Congress could ---

23 (Applause.)

24 MR. BOZZI: -- and Congress could somehow, I know
25 they could very well arrange to have this money spent in a

1 broader sense than just pouring concrete and interloops and
2 all of the rest of the stuff.

3 I have always considered that particular section of
4 the Potomac River as one of the most beautiful places in this
5 part of the United States. I have been motorboating and a
6 canoeist in Long Island Sound in New York City, which was my
7 home until 1941, but having lived in Washington, we have gone
8 for years, my wife and I and my son, canoeing, boating, and
9 fishing in that particular section around the Three Sisters
10 Island. It has something lifting about the broad view of that
11 area and something that does good to man's soul.

12 And I think from the point of view of recreation
13 alone, think again before we put a bridge across that part of
14 the river.

15 But primarily the problem is transportation. We
16 are a growing population, and I think considering that the
17 subway will cover the northern part of Virginia, in which I
18 have lived for seven years before I moved to Washington in
19 1948, when the subway is built there will not be any pressing
20 need for the commuter traffic by automobile from that part of
21 Virginia. And if that subway is not sufficient, let us plan
22 now for more subways.

23 A city of this area would have to be serviced by a
24 much larger system of subways than we are building now.

25 For example, New York City, I believe, has four

1 lines and they are right now building another one and
2 planning still a sixth. They are building a Second Avenue
3 Subway, and they are going to consider the Ninth Avenue
4 Subway.

5 This is our solution to the problem of transporta-
6 tion. Rapid rail transit, one rail line will handle twenty
7 times the passengers as one road and it is not affected by
8 bad weather, snow, ice, or other conditions which sometimes
9 choke traffic.

10 The highway officials, I know, are pressured again
11 and again by characterless Congressmen who sometimes are not
12 the agents of the people of a great republic which they
13 should be, but rather agents of selfish interests -- highway
14 lobby, the Triple A, parking lot interests, bus interests,
15 tire interests, gasoline, concrete merchants -- a long list of
16 self-seeking narrow-minded people.

17 And this particular meeting doesn't even cover, I
18 mean is not represented by the Mayor and the people who should
19 be listening to what the people are saying, and I have to say
20 that I consider that a great fault about this particular
21 meeting. And other speakers have spoken and mentioned that.

22 But the three sisters bridge as an opening to the
23 whole system of freeways is just another toe hold and it must
24 be stopped. Gentlemen, reconsider this and let us build a
25 subway first. Let us hold in abeyance the building of this

1 bridge. It is unwanted and unnecessary. Because when we
2 think of the Three Sisters Bridge, we think of the North Leg
3 of the Inner Loop, which is right only a mile or so away from
4 the general area of T and U Street, or as we have been told,
5 they are not going to build the Inner Loop at T and U Street,
6 because it is a Negro/black residential neighborhood of
7 apartment houses and so on.

8 They are going to build it on K Street. We know the
9 businessmen don't want it on K Street. It is going to be
10 kicked around back and forth and finally someone is going to
11 say we just don't have enough money to build it on K Street,
12 I guess we will have to build it on U Street. Isn't it too
13 bad.

14 But there are thousands of people that live in that
15 area. There are some serviceable apartment houses and there
16 are some three- and four-story residential houses. I have
17 walked the lanes of that street and I can tell you what kind
18 of a neighborhood it is, as far as residential area. And
19 there is a crying need in this city for residential areas and
20 recreational areas. We know very well that black people
21 can't go out in Silver Spring or in the better areas of the
22 suburbs. They just can't afford it, and they are not made
23 welcome, notwithstanding all of the fine words of some
24 Committees.

25 And after you leave the proposed Inner Loop or the

1 K Street Passage, you have the east leg of the Inner Loop,
2 then you have the North Central Freeway, which is not
3 necessary. There are plenty of adequate roads going north
4 and south and the only rush is for a short period of time
5 around the commuting time, which could be arranged by better
6 use of traffic lights perhaps, and certainly by building as
7 many subway systems as we need.

8 These freeways would be a disaster to our neighbor-
9 hood, because Route 95, I am sure, would have at least eight
10 lanes right alongside of the southern border of the Lamond-
11 Riggs area. It would be right alongside the Bertie Backus
12 Junior High School. The children could watch the trucks go
13 by and smell the fumes when they could hear each other.

14 What sense is there of building a road of that kind
15 into a city, an interstate highway? It should be stopped at
16 the Beltway and bypass the city. If Route 95 has to be built,
17 it does not have to come into the city.

18 (Applause.)

19 MR. BOZZI: I can understand a financial problem.
20 If you build an interstate highway into the city, therefore
21 it stands that the interstate highway will be -- that is, the
22 INner Loop -- will be part of the interstate highway. There-
23 fore, it will be paid for by 90-percent money. If it is not
24 connected, by God, they are going to have to pay more for the
25 inner loops. This is the thing that is pressuring the people

1 in the Highway Planning.

2 They want to make all of the interstate highways
3 connected with the Inner Loop, so that they can be paid for
4 with 90/10 money

5 But let's face it. We don't even have the 10
6 percent in this city. The city is so bankrupt we can't even
7 build the proper schools, pay teachers' salaries, get adequate
8 teachers to cut down the size of the classes. There are so
9 many pressing financial problems, and yet Congress wants us
10 to spend money to pay for the building of more freeways, and
11 not only that, but these freeways would have to be taken
12 care of and paid for, repaid for by the city. This is another
13 expense.

14 I believe the narrow-minded people who project
15 designs such as we are presented with, without considering
16 other alternatives, are trying to make this city a pitiful
17 imitation of a city like Los Angeles, smog-choked, with a
18 pitiful remnant of a city. The heart of Los Angeles is just
19 lost, destroyed. Even the business areas in Los Angeles are
20 destroyed.

21 The problem of air pollution, poorly planned roads,
22 the destruction of recreational areas, the destruction and
23 division of neighborhood residential areas, and especially the
24 destruction of valuable and needed housing in our crowded
25 city, this is a crime to even consider this.

1 There is, as I said, rapid rail transit, which is a
2 solution, which to me there is no doubt about. And I would
3 like to say there are other things being planned by highway
4 engineers and by engineers such as the men working with
5 Goodyear, who plan and work and are experimenting with movable
6 sidewalks. This is not a Buck Rogers' idea, it has been used
7 in some cities.

8 It has been used in world fairs as far back as
9 1900. These things have to be considered, not just pushing
10 more cars downtown and sort of destroying shopping areas,
11 because people come downtown and get so disgusted, they can't
12 park anywhere.

13 MR. DUGAS: Mr. Bozzi, could we conclude in about
14 three minutes?

15 MR. BOZZI: I am concluding right now. I have the
16 conclusion.

17 Ladies and gentlemen, we are dealing with a sensi-
18 tive matter of social consciousness, a consciousness in which
19 its citizens build and strengthen and protect the civilization.
20 Let us remember the examples of Washington, John Quincy Adams,
21 L'Enfant, and Bannekar. Those last two gentlemen, who de-
22 signed the city; Jefferson, who worked with them.

23 These gentlemen designed a city that would be a
24 proper setting for our democratic Republic, and we should
25 always keep this in mind. Because once we destroy the original

7 1 plan, it is done and it is irrevocable. And the lack of
2 social consciousness would only cause our city to wallow in
3 a cesspool of greed and indifference with a callous dis-
4 regard for the most desperate needs of the citizens of our
5 city.

6 We cannot build any new highways, especially inter-
7 state highways, in our city and slowly destroy it. And I
8 recommend for the Lamond-Riggs Citizens Association that we
9 withdraw the plans for building the Three Sisters Bridge.

10 (Applause.)

11 MR. DUGAS: Thank you, sir.

12 Mrs. Montgomery.

13 STATEMENT OF MRS. SARAH MONTGOMERY,

14 SOUTH EAST CIVIC ASSOCIATION

15 MRS. MONTGOMERY: Mr. Chairman, Ladies and
16 Gentlemen.

17 I am President of the South East Civic Association,
18 representing the Capitol Hill Area. I will only speak as a
19 very small segment of the D. C. Federation of Civil
20 Associations who has gone on record opposing the Three
21 Sisters Bridge.

22 The South East Civic Association, for 42 years, has
23 been serving the people of the District of Columbia within
24 the southeast quadrant to the Anacostia River. This area is
25 also known as Capitol Hill. We are a member of the Federation

1 of Civic Associations, and we stand firm in support of its
2 major agreements and disagreements.

3 We have in the past declared strong opposition not
4 only to the construction of the Three Sisters Bridge, but to
5 "freeways" in general. Our opposition remains the same.

6 The South East Civic Association is greatly con-
7 cerned with the health, the safety, and all other conditions
8 which affect the living of those persons whom it serves.

9 I come here today to speak not for those who have
10 "abandoned" this city, yet continue to benefit from its
11 industry and development, but for those persons who want to
12 live here and who have to live here.

13 You state that your purpose for this hearing is to
14 assure the public an opportunity to participate in the
15 selection of a specific design. My purpose here is to let you
16 know that it is not "design" we are concerned with. We see
17 enough of that when we go through the South West area of this
18 city -- the "used-to-be" town of our poor.

19 We see design in the homes and buildings that stand
20 on this "redeveloped" land that left many of our people home-
21 less or concentrated in federally owned housing projects. What
22 we are concerned with is clean air to breathe, and "America the
23 Beautiful" preserved. Is there not already enough pollution?
24 Has there not already been enough land site and wildlife
25 destroyed, and homes and businesses demolished, and families

1 displaced? No design can make up for this loss.

2 Mr. Chairman, the South East Civic Association
3 today reaffirms its opposition to the construction of the
4 Three Sisters Bridge. It feels that it is absolutely unnec-
5 essary and would be more detrimental to the people than need-
6 ful.

7 Respectfully, the South East Civic Association.

8 (Applause.)

9 MR. DUGAS: Thank you, Mrs. Montgomery.

10 Mr. Vaughn.

11 STATEMENT OF PHILIP VAUGHN, CITIZEN

12 MR. VAUGHN: My name is Philip Vaughn. I am from
13 Iowa, fighting highways in Iowa. I received the National
14 Distinguished Service Award at the Wildlife Federation, which
15 Gaylord Nelson received the year before and Senator Jackson
16 received this year, too.

17 I fought highways a great deal. I have been to the
18 Public Bureau of Road. I have seen a lot of people there.
19 I made a film of a highway that went through a forest that I
20 grew up in. I met a great many people in the Public Bureau
21 of Roads.

22 I would like to ask the opposition here, who con-
23 trols the government in a democracy?

24 MR. AIRIS: Mr. Chairman, is this a question to me?

25 MR. VAUGHN: To any of you who can answer that.

1 MR. AIRIS: Well, in the ultimate, of course, --
2 of course, in a democracy it is the people that control the
3 government, and I would just like to add that it not your
4 Highway Department that is causing the problem here. It is
5 the people themselves. We are merely trying to take care of
6 the situation. My primary mission is as the Highway
7 Director in the City ---

8 MR. VAUGHN: It is the people themselves that cause
9 the problem?

10 MR. AIRIS: Please let me finish -- in the City is
11 to keep the movement of people and goods moving. We are
12 doing it the very best way we can. And what you are exper-
13 iencing today is the public participation in the process.
14 With the actions that are taking place here, the new develop-
15 ments that the Planning Commission, the Council and the
16 businessmen are creating, such as the McLean Gardens increase,
17 the other large developments, the great number of buildings
18 that are going up, traffic generators in the downtown area.

19 This is what we must contend with.

20 MR. VAUGHN: But you are doing this for the welfare
21 and good of the people?

22 MR. AIRIS: Please let me finish.

23 The Department has, of course, endorsed the subway
24 system. I personally testified to it in the Foxhall area,
25 that we have just heard. There is no leg of the subway that

1 comes through there. These folks out in that area are
2 going to continue to have to depend on buses and private
3 vehicles and taxis.

4 Now, only 35 percent of the load carried in the
5 City here on traffic is the commuter. The other 65 percent
6 is concerned with the movement of goods of various types and
7 the variety of services and the other types of travel other
8 than commuter. Not one, not even one crate of oranges, is
9 going to be carried by your bus system or by your subway
10 system, and I think of all of the crates of oranges and all
11 of the other goods that have to be moved here in the City.

12 Your Highway Department, as I tried to point out,
13 is trying to take care of the problem in the best way it can.
14 We are far from perfect, I would like to assure you, but on
15 the other hand we are constantly criticized -- asked for
16 relief from traffic on the residential and semi-residential
17 streets of the District. And this is, really, when you get
18 down to the guts of the problem, this is the only real purpose
19 you have in building these facilities so that traffic, the
20 essential traffic, can be moved on some type of a facility
21 that does not conflict with the kids in the neighborhood, the
22 school children, the pedestrians, and that type of activity.

23 This is the problem. It is not easily solved.
24 There are innovative types of transportation that are under
25 consideration in the Department of Transportation and elsewhere.

1 They are not proven out. Maybe the next century will bring
2 some innovations but not at the present time.

3 At the present time, we will have to use the
4 facilities that are commonly known and in the best proportion
5 that we can get them.

6 Thank you.

7 MR. VAUGHN: Who controls the Public Bureau of
8 Roads in that democracy? Is it by the wishes of the people?
9 Is it by the wishes of the people?

10 MR. AIRIS: If this is a request, of course, I think
11 I answered it before. All of the Government is controlled in
12 a democracy by the people.

13 MR. VAUGHN: Then, is America a democracy? Can we
14 safely say America is a democracy?

15 MR. AIRIS: In my opinion, it is.

16 MR. VAUGHN: Can we say the people who control or
17 should control the government in a democracy, can we say the
18 people when given the correct facts should control their own
19 welfare?

20 MR. AIRIS: Certainly.

21 MR. VAUGHN: All right. Then, those who disregard
22 and disrespect the wishes of the people in a democracy are
23 therefore enemies of the people?

24 MR. AIRIS: Please believe me, the people speak in
25 many ways. I hear the group here today, but they also have

1 many behavior characteristics that your officials must take
2 care of.

3 MR. VAUGHN: I don't understand that.

4 MR. AIRIS: Behavior characteristics -- any engineer
5 can devise a more economic system for the movement of people
6 and goods, were it not for the people.

7 MR. VAUGHN: I cannot understand that it is the
8 people's fault the highways are being put through.

9 MR. DUGAS: Mr. Vaughn, the Secretary of the
10 Department of Transportation in Pamphlet 20.8, Policy and
11 Procedure Memorandum, has indicated a pretty wide range of
12 things that could be discussed at a public hearing of this
13 type, but he didn't get into civics.

14 MR. VAUGHN: Civics?

15 MR. DUGAS: Yes, and Government.

16 MR. VAUGHN: And Government?

17 MR. DUGAS: He didn't get into that.

18 MR. VAUGHN: Well, Mr. Volpe is a road builder. I
19 really can't trust a road builder with civics.

20 MR. DUGAS: Mr. Volpe didn't put this together. This
21 was before Mr. Volpe. So you had better go back a little bit
22 before Mr. Volpe.

23 MR. VAUGHN: Mr. Boyd?

24 MR. DUGAS: It was probably devised under Mr. Boyd.
25 You don't trust him, either?

1 MR. VAUGHN: Probably not.

2 MR. DUGAS: I thought not. But what I am trying to
3 say to you is that we have a limitation on time. And I am
4 enjoying this tremendously. You remind me so much of my son.
5 He does the same thing to me. But if we could just narrow it
6 down to the 23 things that this memoranda talks about, and if
7 you are not familiar with those ---

8 MR. VAUGHN: But this is bringing it into a wide
9 aspect which is important and which is part of this whole
10 process.

11 MR. DUGAS: We have some time limitations and we
12 have some people who have signed up before you. I fitted you
13 in, and I would hope that you could, you know, within the
14 rather wide parameter that we are allowing, meet somewhere
15 close to the 23 things that the memoranda addresses itself
16 to.

17 MR. VAUGHN: May I continue?

18 MR. DUGAS: Surely, sir.

19 MR. VAUGHN: And if I diverse ---

20 MR. DUGAS: I don't want to do that, because I am
21 enjoying it tremendously. I just wish I had more time for it.

22 And Mr. Airis apparently is enjoying it, too, be-
23 cause he is going on and on and on. I didn't want to stop
24 him.

25 MR. VAUGHN: Let us continue. This established

1 authority, are the Communists the enemies of the people and
2 are they seeking to destroy the nation? Let me just say, is
3 this true? Are the Communists seeking to destroy this nation?

4 MR. DUGAS: I don't know that Mr. Airis is competent
5 to answer that question.

6 MR. AIRIS: I am a Highway Director. Please don't
7 get me into the philosophical approach, into the intricacies
8 of some of the various types of governments. I am not quali-
9 fied in that field. Maybe you are.

10 MR. VAUGHN: A young man seemed to have been brought
11 into this world rather young and is still kind of alive, I
12 hope to say. I am trying to get at the roots of the problem,
13 not the expediencies of the problem. The route of the entire
14 problem which is embodied here, and I would like to see if
15 you would just answer some of these questions, which I think
16 are part of the entire question.

17 MR. AIRIS: Anything that concerns the movement of
18 people and goods and such, I will be very happy to respond to
19 and I will. And if you would like to continue the philosophi-
20 cal discussion at a later time, I will be very happy to talk
21 to you. I enjoy it, really.

22 MR. VAUGHN: I think the time is right, right now,
23 with the people here.

24 MR. DUGAS: Mr. Vaughn, I am afraid I am going to
25 have to rule that type of question out of order.

1 MR. VAUGHN: Okay. Let me ask this question. Can
2 we say that highways and all that follows highways are
3 quickly destroying the integral nature of man in this country?
4 I would like to recall Mobrey's(?) book, "A Road to Ruin."

5 MR. AIRIS: Is that a question to me?

6 MR. VAUGHN: "If you put all of the concrete and
7 all of the highways together in this country, you would cover
8 the State of West Virginia with asphalt and concrete."

9 This is incredible. And every day it is being
10 built more and more and more. Can we say that putting this
11 amount of land under concrete is destroying the land?

12 MR. DUGAS: Is this a question?

13 MR. AIRIS: What is the question?

14 MR. VAUGHN: Is putting it under concrete, making
15 it a desert, making it devoid of life, destroying a fine
16 fabric between nature and man?

17 MR. AIRIS: I can't respond as to your arithmetic,
18 I have not gone through it. I don't know anything about it.
19 But I do know in the District here, though, under the present
20 trend, there will be less pavement, less highway pavement,
21 even with the full 29 miles of freeway here, in the next decade
22 the way we are closing streets and roads here, than there has
23 been a decade ago. This works out by arithmetic.

24 MR. VAUGHN: Do the people in the Highway Department
25 concern themselves about human beings and about their welfare?

1 I think you said the Government officials are.

2 All right, if it is true, I have encountered in my
3 travels an incredible amount of misery caused by highways.
4 An incredible amount of misery. People have died from highways,
5 I have met. People's trees have been taken away, they planted
6 years and years ago. Not only that, 5,000 farms have been
7 put under concrete already. Farms, private citizens' homes.

8 What would happen if someone were to come along and
9 destroy your home immediately? The anguish that it causes
10 is incredible. The misery that it causes, and it lasts so
11 long.

12 Have you been in a residential area for 15 years of
13 your entire life and then it immediately is being destroyed?
14 You are given 30 days to get out. I mean, even though it is
15 a slum, even though it is a slum, a child will say, "Well, this
16 is my home anyway."

17 But the anguish that this causes? Is it worth it?

18 I ask you, not anyone else, just of the Highway
19 Administration? Could you answer that?

20 MR. AIRIS: I will be glad to answer any specific
21 question pertaining to the problem at hand here.

22 MR. VAUGHN: The problem is people and a road. The
23 problem is people and a road, and the road is destroying the
24 people. The road is destroying this land. The roads are
25 destroying the land.

1 MR. ABBOTT: Did Mrs. Airis want a Beltway running
2 through your home?

3 MR. VAUGHN: Mrs. Airis didn't want the outer
4 Beltway through her home ---

5 MR. DUGAS: Mr. Vaughn, we are going to have to be
6 a little more orderly now. What Mrs. Airis wanted around her
7 home has absolutely nothing to do with the matter before us.

8 MR. VAUGHN: Why doesn't it?

9 MR. ABBOTT: Mr. Chairman, it was in a letter
10 introduced in the last hearing.

11 MR. DUGAS: Mr. Abbott, I am not going to have any
12 disruptions in this hearing from you today or any other time.

13 Mr. Guard, unless Mr. Abbott is speaking, I would
14 hope you would maintain order in this room, either by having
15 him be seated or by removing him, sir.

16 Go ahead, Mr. Vaughn.

17 MR. VAUGHN: The people have said they do not want
18 the highway. Eighty-five of the people do not ---

19 MR. DUGAS: May I just interrupt you again.

20 For the benefit of you ladies and gentlemen in the
21 audience, at 12:00 o'clock we are going to recess until 2:00
22 o'clock. So, Mr. Vaughn, you have until 12:00 o'clock.

23 MR. VAUGHN: Well, ---

24 MR. DUGAS: Fifteen minutes.

25 MR. VAUGHN: Well, back to the Communist. The

1 Communists are destroying this land, they tell me. I think
2 it is the people who espouse the highways. Now only the
3 highways, the people who destroyed life for their own profit,
4 for other people's profit. These are the people who should
5 be condemned and punished. I should like to finish on this
6 thought.

7 These are the true enemies of the people. Whether
8 it is Vietnam or here. These are the enemies of the people
9 These are enemies right here of the people because of their
10 blindness, because of their callousness. But the truth comes
11 to the top and we know exactly who is destroying this land.
12 It is not the Communists, it is the rich, it is the lords and
13 dollars. The dollars and other bureaucratic Latins and their
14 Mafia. These are the enemies that destroy life and profit in
15 this country and others.

16 And this is really wonderful. I stand here and I
17 feel everyone, most all of the people here are against the
18 road, and that is beautiful to me because it shows me that the
19 people are gaining more respect for themselves and they are
20 going to put these bastards out eventually. Through any
21 means necessary.

22 Thank you very much.

23 (Applause.)

24 MR. DUGAS: Thank you, Mr. Vaughn.

25 Mr. Wesley.

1 STATEMENT OF EDWIN F. WESLEY, JR.,

2 7101 RIDGEWOOD AVENUE, CHEVY CHASE, MARYLAND

3 MR. WESLEY: I appreciate that because I have to be
4 in Rockville.

5 I live in Montgomery County and I have some formal
6 remarks and some informal ones which I will get in first. I
7 came here because I feel that my county ought to be represented.
8 Now, I am not a member of the County Government, but I was on
9 a slate of candidates that was running in the county elections
10 last fall. We called ourselves the "Nonpartisans for Better
11 Montgomery County."

12 Four years ago we pulled about 70 or 80 thousand
13 votes in the County. So many that the two major parties went
14 to Annapolis and got us off the ballot this time.

15 But I think Mr. Airis and others are probably aware
16 by now that our new County Government and our State Delegation
17 are very unhappy with some of the freeway plans of the District,
18 particularly the North Central Freeway. They haven't spoken
19 on the others and I thought I would.

20 I will just say in brief that I think to wound and
21 displace the people, the citizens, the ordinary humble people,
22 the Federal City, and to scar the face of the city irreparably,
23 to scar the old dream of Jefferson and L'Enfant, if we could
24 have a beautiful place to live, to do those things for the
25 convenience of interstate traffic, and getting suburbanites,

1 myself included, into the City, I really think it is a sin
2 against God and man to do that. And I want to come here and
3 say it.

4 Now, I will read my prepared remarks and I will try
5 to be very brief.

10 6 Mr. Chairman, to keep pace with the White House
7 Conference on Children, which is going forward -- or backward --
8 or somewhere -- or nowhere -- this week in Washington, a
9 committee of lesser notables has been meeting together down
10 by the North abutment of the old Aueduct Bridge -- the same
11 bridge, that in simpler and more chivalrous times carried
12 cannons and wagons and infantry into Old Virginny, just above
13 Chain Bridge. And back, sometimes pretty damned fast, in
14 those unauthorized retrograde movements dear to the heart of
15 soldiers, and which, in that age, was called "skedaddling."
16 The wagons full of wounded, then, and the groans of the dying.

17 It seems the old Aqueduct abutment, which carried
18 those soldiers, and canal boats before and after them, has
19 been threatened by your bridge -- or rather, by the Potomac
20 Freeway, one of those imperishable monuments to the complexity,
21 if not the cupidity, of our own less chivalrous time.

22 Well, the committee of lesser notables, which does
23 not want to see the Federal City "netted together from a
24 transportation standpoint," -- to use Mr. Airis' words -- has
25 suggested that we take the whole damned concrete net, bridge

1 and all, and dump it on Potomac, Maryland -- so that, given
2 the parameters and diameters of Mr. Airis' concrete net,
3 every mole and molehill and woodchuck den, and skunk burrow
4 of the Montgomery County piedmont could have instant communi-
5 cation with every other den and burrow and hill. And the
6 bridge, if we build the six spanner, could be laid on its
7 side across Mt. Sugarloaf, where it would provide a link with
8 a similar concrete net the Maryland State Roads Commission is
9 building for the moles and chucks and skunks -- and foxes, I
10 might add -- of Frederick County. By laying the bridge on its
11 side, the piers wouldn't interfere with the crew races the
12 eagles hold on the Mountain summit. I should explain that
13 the Eagles versus the Hawks is an old Frederick County tradi-
14 tion.

15 Here follows the full report of the committee of
16 lesser notables -- scrawled in verse at the base of an old
17 Sycamore stump at -- near Three Sisters Island, and this is
18 their report:

19 What can be said of the Three Sisters Bridge?

20 "It's a great boondoggle," an old muskrat said,
21 "for truckers and cabbies, and used car dealers, and their
22 real estate friends -- who couldn't care less about me and my
23 kin. And think still less of the city and its people."

24 "You're right," said skunk from the sycamore stump,
25 "and from where I sit the whole thing smells. They're mad at

1 the river, and that's what's behind it: 'build the bridge, a
2 and to hell with the view.' They're crazy."

3 "And getting rich," said mole, "but they're not the
4 richest. For I've heard tell of the Highway Lobby, puffed up
5 men who live 'high on the hog', and wreck towns and cities
6 pursuing their hobby, which simply is: to pave the whole
7 damned countryside, and the sun and moon, and oceans -- and
8 the Milky Way, beside. You smile. Well, don't. They're at
9 work on a super asphalt to do it with, and a big new truck
10 to carry the sun where they divert and process its beams, and
11 sell them to the poor, packaged sun to illuminate the smog.
12 I heard that idea from their 'Concept Team.'"

13 "It's sad," said the old chieftan, whose wraith
14 still broods by the river: "they're crazy, and in the saddle.
15 Oh, how long will they smash people's dreams?"

16 Thank you.

17 (Applause.)

18 MR. DUGAS: Miss Agnew?

19 STATEMENT OF MISS MARIAN K. AGNEW, CITIZEN

20 MISS AGNEW: My name is Marian Agnew. I represent
21 my own point of view. I am on the Steering Committee of the
22 Dranesville Environmental Force in the Dranesville District
23 of Virginia.

24 Gentlemen.

25 "No design of a Three Sisters Bridge can increase

1 the capacity of Arlington or D. C. streets to efficiently
2 carry more traffic." Walter Fauntroy said this to you on
3 Monday and he should know. He lives here. He hasn't, unlike
4 many others, left the City. The latest Census figures show
5 that in the course of natural selection of dwelling places,
6 people are leaving. More would go if they had a viable
7 choice.

8 The core of this great metropolis is gradually be-
9 coming the hole in the donut. Why? There is one major
10 reason -- because the life support systems of the inner city
11 have become so overloaded that people flee from it. The main
12 cause of this overload is the internal combustion engine,
13 automobiles and trucks.

14 The airborne filth that is generated by cars, the
15 unbearable noise that progressively deafens everyone within
16 earshot and has been proved to cause neurosis, the high con-
17 centrations of nitrates and phosphates that contain more
18 pollutants than treated sewage that wash off the city streets
19 into the Potomac, all these factors indicate the true nature
20 of the cancer that has invaded our Inner City. And the more
21 automobiles that are accommodated, the faster the cancer grows
22 and the deterioration spreads.

23 Washington streets, alleys, parking facilities are
24 operating at capacity now and will continue to do so whether
25 or not this bridge is built. And people in auto-related

1 businesses will continue to prosper because they have a
2 monopoly of the transportation business. Bus service is
3 grossly inefficient at best as was proved by the study of
4 the Mt. Vernon Council during the recent rate hearings.

5 The citizens themselves devised an efficient system
6 because the efficiency of their bus system was so completely
7 out of date.

8 There is no possible way to alleviate inner city
9 traffic problems now or in the future by building more roads,
10 or bridges, or parking garages, no matter how pretty they are.
11 Because, by doing so, you are successfully eliminating the
12 reasons people use the city. It is no longer a pleasure to
13 come here even to visit our historic monuments or museums.
14 Tourists only make it because they come through the traffic
15 mishmash by bus. Shopping here in the downtown area is im-
16 possible. At this time of year, the "No Space at the Inn"
17 could be rephrased as "No Place in the Parking Garage."

18 This morning I drove around for an hour and a half
19 before I found a place to park my car. And I almost got a
20 ticket.

21 (Applause.)

22 MISS AGNEW: I vowed it the last time I would drive
23 my car into this City. I would never bring it in again to
24 shop. And I am never going to shop in the middle of D. C.
25 again. This place, as far as I am concerned, is a complete

1 wasteland.

2 As a child, I vividly remember the New York
3 World's Fair in New York, 1940 -- the great prewar exhibition
4 of the wonders that science was going to perform for us. The
5 Perisphere was filled with a "futurama" -- landscape of the
6 future. Sweeping roadways, cloverleaf intersections, graceful
7 bridges spanning plastic rivers in a miniature motorized pre-
8 Disneyland environment.

9 We were above, giants, looking down upon this
10 miraculous landscape; Now, 30 years later, we have become
11 the toys, this monster we have created is controlling and
12 destroying us. We are hopelessly locked into concepts that
13 are at least 30 years old. And at these hearings you have
14 heard from people whose business it is to make sure that we
15 will never be free from this intolerable and outdated highway
16 system.

17 Gentlemen, please listen. It is up to you to decide
18 whether or not the monstrously destructive forces that we have
19 unleashed upon the community are going to, in fact, destroy
20 that community. No bridge will alleviate traffic congestion.
21 It will just transfer that congestion to the next constriction
22 in the network.

23 More volume, more constrictions, and it is in the
24 interests of those in auto-related industries to constantly
25 increase that volume. They have told you so here in the past

1 few days. There is no end to this cycle -- no, I am wrong,
2 there is an end. The last constriction is where the people
3 are, homes, schools, shops -- when they go, nothing is left.

4 The only design for this bridge I would deem accept-
5 able is a bridge limited to bicycle and hiking traffic,
6 linking both sides of the Potomac Heritage Trail. Bikers
7 and hikers cannot now cross the river on any bridge because
8 of the heavy traffic. And we are hoping that with an increase
9 in biking commuting by bicycle, getting more people on their
10 feet and walking down trails again, we may once again start
11 to make some sense in our traffic patterns.

12 So if you must build the Three Sisters Bridge, build
13 a hiking-biking bridge.

14 Thank you.

15 (Applause.)

16 MR. DUGAS: Thank you.

17 The hour is now 12:00 and we will adjourn the
18 hearing until 2:00 o'clock.

19 (Whereupon, at 12:00 noon, the public hearing in the
20 above-entitled matter was recessed, to reconvene at 2:00 p.m.,
21 this same day.)

22

23

24

25

AFTERNOON SESSION

2:00 p.m.

1
2
3 MR. DUGAS: Mrs. Cram, or Miss Cram.

4 STATEMENT OF PRISCILLA CRAM, STUDENT

5 MISS CRAM: I am a sophomore at Montgomery County
6 and currently I am majoring in geography and, more precisely,
7 urban planning.

8 My urban courses this semester . . . in some detail
9 of the freeways in Washington, most particularly the North
10 Central Freeway. Although my study has been primarily con-
11 cerned with this one portion of the freeways, I think the
12 study is relevant to the entire system, also. Since I reside
13 in Upper Montgomery County and have relatively little connec-
14 tion with the District of Columbia, I think I can judge the
15 North Central Freeway as well as the other freeways and the
16 Three Sisters Bridge in an unemotional and unbiased way.

17 I have gathered a great deal of the reports pub-
18 lished about the freeways as well as magazine articles, news-
19 letters and pamphlets on this subject. I have, on the basis
20 of my findings, arrived at one major conclusion.

21 The inadequacy of the planning done with regard to
22 this subject is disgusting. Not only are the plans incomplete
23 in that one single plan that I have been able to find has
24 dealt with the entire problem sufficiently, but also the in-
25 consistency of the data in each report which has been

1 presented makes it difficult to judge the validity of any
2 single report.

3 In some reports, the social factors of the freeway,
4 such as the displacement of great numbers of low-income
5 families, are totally ignored. While in others, the economic
6 need for the freeway is not presented. I have found no
7 studies pertaining to the effects on health or environment
8 which would be produced by the increase of traffic into the
9 City, nor have I found any plan for accommodating the immense
10 increase in the volume of parking spaces needed.

11 Not even to mention what will happen to low-income
12 blacks who will be displaced.

13 I understand that as a student, and certainly a
14 beginner in this field, I am not competent enough to thor-
15 oughly understand the entire scope of this project. Also,
16 however, if I can detect so many inconsistencies and inade-
17 quacies of the plan upon which the freeway system may be
18 built, I am hesitant to think of the number of uncertainties
19 that lie within these reports that I have known of.

20 I also read in Subsection A of Section 128 of Title
21 23, U. S. Code, that "Any state highway department which
22 submits plans for a federal-aid highway project involving the
23 bypassing of or going through any city, town or village, either
24 incorporated or unincorporated, shall certify to the Secretary
25 that it has considered the economic and social effects of such

1 a location, its impact on the environment and its consistency
2 with the goals and objectives of such planning as has been
3 promulgated by the community."

4 I have also read in the National Environment Policy
5 Act of 1969, Section 102, that Congress directs that all
6 agencies of the Federal Government shall utilize a system-
7 atic interdisciplinary approach, include in Federal action
8 significantly affecting the quality of the environment, a
9 detailed statement by the responsible official on (1) the
10 environmental impact of the proposed action; (2) any adverse
11 environmental impact which cannot be avoided should the
12 proposal be implemented; (3) alternatives to the proposed
13 action; (4) the relationship between local short-term uses of
14 man's environment, maintenance and enhancement of long-term
15 productivity; and (5) any irreversible and irretrievable com-
16 mitments of resources which would be involved in the proposed
17 action should it be implemented.

18 It does not appear to me that this bridge design
19 meets the criteria set by the law. Design means appropriate
20 physical expression of the detailed program. If the program
21 includes meeting the national policy, and I quote from the
22 National Environment Policy Act, encourage productivity and
23 enjoyable harmony between man and his environment, to promote
24 efforts which will prevent or eliminate damage to the environ-
25 ment and the biosphere and stimulate the health and welfare

1 of man.

2 Then this design does not appear to meet the program.
3 Nor does it appear that the proposed I-266, in that the
4 balance of the system has been developed in full considera-
5 of "The economic and the social effects of such a location
6 and its impact on the environment."

7 This was the conclusion of earlier studies and it
8 does not appear that adequate consideration has occurred
9 subsequently.

10 I am aware that an engineering firm took a look at
11 the plan already submitted over a period of three months and
12 came up with substantially the same conclusion they started
13 with. It does not appear that three months' study by an
14 engineering firm is adequate to carry out a real impact study
15 of the location of such a major and complex system of urban
16 highway and its bridge connections. That is, a real study
17 which utilizes a systematic interdisciplinary approach, which
18 develops a serious elaboration of the environment impact of
19 the proposed action, which states the adverse environmental
20 impacts.

21 Such a real study would have set forth the alter-
22 natives to the proposed action and set forth the relationship
23 between local short-term uses of man's environment and the
24 maintenance and enhancement of long-term productivity and
25 irreversible and irretrievable commitments of resources which

1 would be involved.

2 It seems to me that the Nation's Capital is too
3 important to be planned in this way, ignoring, it seems,
4 Federal law and national policy.

5 Some of the finest developments in the country
6 are found right here in Georgetown and some of the finest
7 development potential. So long as transportation criteria
8 are used for planning, in the absence of social, economic
9 and environmental criteria, major transportation public works
10 will be detrimental to the very centers they are meant to
11 serve.

12 The Nation's Capital is too important, too super-
13 lative, too complex and too significant to the nation as well
14 as to the millions of people in this metropolitan area, to be
15 subjected to an inferior, outdated design process. I submit
16 that this design does not meet the current national criteria
17 for a good or even adequate planning and because of the
18 significant and extent of the proposed system, it should be
19 planned and engineered properly according to the 1970 criteria

20 It is my opinion, therefore, that further action on
21 the freeways and the Three Sisters Bridge should be halted
22 until a completely thorough study which relates all of the
23 complexities of this problem in a way that can justify the
24 millions of dollars to be invested in this project can be
25 completed.

1 Thank you.

2 (Applause.)

3 MR. DUGAS: Thank you.

4 Mr. Ferranda.

5 STATEMENT OF WILLIAM FERRANDA, 3615

6 VACATION LANE, ARLINGTON, VIRGINIA

7 MR. FERRANDA: Thank you for letting me speak here
8 this afternoon.

9 I am a resident of Arlington, at 3615 Vacation
10 Lane. I am a physicist. I received my degree a few months
11 ago from American University in physics.

12 First of all, I would like to dispel -- there has
13 been an impression conveyed here by some of the members of the
14 Highway Department that this is only local, this opposition
15 is only by a few citizens who are coming up here for their
16 own particular reasons, opposing the present design and
17 proposed construction of all of these freeways.

18 I would just like to reread into the record a
19 statement of principles. It is self explanatory.

20 "North Central Freeway, statement of principles."

21 The proposed North Central Freeway would have
22 serious adverse effects upon Montgomery County. It would
23 divide established neighborhoods and school district, uproot
24 families, generate more traffic, increase pollution, and
25 generally impair the quality of life.

1 In a recent election, Montgomery County residents
2 registered their overwhelming opposition to the freeway in
3 convincing fashion. Opponents in the freeway prevailed almost
4 without exception while freeway advocates were almost uni-
5 formly defeated. We, the undersigned elected officials of
6 Montgomery County interpret these results as a mandate to
7 oppose construction of the North Central Freeway.

8 Pursuant to this mandate, we subscribe to its
9 principles.

10 We oppose the construction of the North Central
11 Freeway. We oppose any purported commitment by the State
12 Roads Commission to build the Montgomery segment of the pro-
13 posed freeway. This decision is not the Roads Commission's
14 to make. It is the responsibility of Maryland's elected
15 officials who alone are accountable to the electorate.

16 We similarly oppose relegating decision and con-
17 struction of the freeway to Federal officials, either elected
18 or appointed. The matter involves directly the interests of
19 Maryland and her citizens. More particularly, those residing
20 in Montgomery County and the decision should be made at the
21 State and local levels.

22 No. 4. We favor rapid completion of the Metro
23 System to provide the basis for an effective transportation
24 network. We oppose any attempt to make completion of the
25 Metro System dependent upon freeway construction. These

1 matters are not intricately related and Metro should not be
2 held hostage, for North Central or any other freeway.

3 Furthermore, until the Metro System is operating,
4 its real impact on traffic cannot be validly assessed.

5 These are the principles to which we are committed.
6 We strongly urge the elected principles to represent the
7 citizens in Maryland at local, State or Federal levels, to
8 join with us in seeking to promote and implement these
9 principles in every possible way.

10 This is signed by 13 out of 16 of the State
11 Delegates and three out of five State Senators of Montgomery
12 County. That sounds like a few citizens anyway.

13 Now, there are a couple of assumptions made. First
14 of all, -- the reason I make this statement from the people
15 of Maryland, I think these roads are all tied together. I
16 think these freeways are one big package or one big group and
17 they must be considered as such.

18 Now, the assumption was made by some of the gentle-
19 men here that this road, this particular road, is necessary
20 principally for the moving of goods into the District. Now,
21 on the contrary, I intend to dispute this. I don't have the
22 figures, but the population of the District has remained
23 relatively stable over the past few years. In fact, I think
24 they have lost some population.

25 As far as vital goods go, I have concern for the

1 people getting vital goods, also, but I might point out if
2 we ran a few trains into Union Station with a few vital goods
3 in them, I think that ---

4 (Applause.)

5 MR. FERRANDA: -- I think it is possible to solve
6 our needs that way.

7 And I think with proper paanning on the roads, the
8 present roads we have, and other methods, I think we can
9 solve the vital goods problem.

10 At any rate, I want to also point out something
11 else I just heard on the news, just about an hour ago. I
12 just heard on the news that land developers are objecting to
13 the proposed location of the outer beltway near Gaithersburg.
14 Now, why are the land developers now objecting? They want to
15 keep this out of the Master Plan for that area for at least 60
16 days. It seems that the land there in the process they are
17 developing would be affected.

18 Well, isn't it interesting that when their toes
19 are being stepped on, the land developers scream like a bunch
20 of stuffed pigs. We will see what kind of reception they get
21 from the Highway Department, this particular group of people.
22 I am interested in following that.

23 All right. I suppose by now you are aware that I
24 favor holding up this or at least considering this freeway
25 only after the Metro impact can be assessed. All right,

1 supposing that in the years to come we find the need for this
2 type of a rapid transit system down the corridor of the
3 I-66 and 266 corridor. Well, Mr. Harold O. Miller last
4 evening challenged you gentlemen in assessing the needs of
5 transportation in the Washington area, to make imaginative
6 use of this right of way. Possible imaginative use of it and
7 several other officials, I think, have done the same.

8 Mr. J. Ricks in the Arlington County Board has done
9 the same and Harold Miller and several other community leaders
10 in Washington.

11 All right, now, I just want to propose -- this is
12 just a possibility if in the future we find a need, an
13 additional rapid transit system to supplement the subway
14 This was originally not proposed by me, this was originally,
15 some of these things I have added to it, but it was originally
16 proposed by Dr. Barry Hyman in Arlington.

17 This is regarding the I-66 Corridor, along the
18 WO&D right of way in Arlington, and I think it is pertinent
19 here.

20 First of all, the recommendation here is a two-lane
21 express busway, bus corridor. The way we presently envision
22 it would be an elevated structure. It would be able to tie
23 into existing Theodore Roosevelt Bridge. The buses -- the
24 capacity of this bus corridors, they have done some studies
25 on this, it could handle 14 lanes of commuter traffice. It

1 has the flexibility. We have been criticized -- the Metro has
2 often been criticized for the lack of flexibility. The people
3 have to walk a few blocks.

4 I will give you some of the advantages of a busway
5 of this sort. First of all, it could be built rather quickly.
6 Barry Hyman made a quick estimate and it could be built at
7 half the cost of U-66, which is about 20/25 million. Half
8 of that cost. And it could be built twice as quickly.

9 Here are some advantages. No. 1, local streets
10 wouldn't have to be cut because the elevated nature of the
11 structure would enable you to preserve neighborhoods. Buses --
12 this is another thing people in Fairfax and further out want,
13 access. Well, buses from Fairfax could have an unimpeded
14 run through Arlington County on such a busway.

15 And No. 3, within a few years, buses would be very
16 likely candidates for conversion to electric operation, using
17 the new generation batteries which are just coming out now
18 and are in the experimental stage, but are showing promise.

19 Thus, the potential pollutant emissions from the
20 buses could be completely changed and -- well, that would have
21 to await actually the conversion to a better form of electrical
22 power.

23 However, I might point out with existing technology,
24 the buses presently in use, a bus that is presently in use
25 now is much less harmful despite its rather noise and odor

1 sometimes. The pollutants of a bus are less harmful and
2 they can be controlled actually more simply than controlling
3 it on 50 or 60 cars.

4 All right, that is an advantage there.

5 Much of the aggravation injury involved in commuter
6 traffic accidents would be eliminated. While commuters are
7 seldom traveling fast enough for serious injuries, as is quite
8 obvious, much expense and minor injuries sustained each year
9 while commuting is an aggravation and I have been a part of
10 that now and then.

11 Well, in this I might say, buses are safer than
12 autos. Per 100-mile passenger miles in the United States,
13 there are 80 bus-related fatalities and 730 auto fatalities.
14 So there is one more point.

15 No. 5. Buses could make stops not only along
16 arteries but also sweep through principal neighborhood groups
17 making it quite convenient for many people at stops. Weather
18 shelters could easily be provided and buses could gain access
19 to this busway at the intersection with existing arteries
20 without too much complication. This plan, I believe, would
21 complement Metro rather than competing with it.

22 No. 6 here, transportation officials often mention
23 the dollars and cents aspect of multiple use of the right of
24 way. I might say to that, the relatively small size and
25 elevated nature of such a busway would allow the remaining

1 land already acquired in Virginia for the I-66 right of way,
2 to be used by area residents as strip parks and neighborhood
3 recreational areas. What better multiple use of the right of
4 way could you have for Arlington residents than something
5 like that? I think the \$18 million they spent on acquiring
6 land so far would be very well spent in that way and I think
7 many of the people who have lost their homes even along the
8 right of way would agree.

9 I might add, such land in Arlington will never be
10 available again, no matter what anyone says about it. And
11 also this kind of a plan would effectively eliminate the need
12 for -- imagined need for -- this bridge here, I-266. Because
13 it could connect directly in with both the Metro and into
14 Theodore Roosevelt Bridge, which would be more than adequate
15 to handle bus traffic of this kind, and even take your
16 expresslane up through the buses when they get into Washington
17 for a short distance until they get to their destinations.

18 I would like to conclude now. I think I have beaten
19 that to death, now.

20 I would like to conclude with a couple of quotes
21 from Senator Muskie, recent quotes. This first one is from
22 the August 25, 1970 proceedings of the Subcommittee on Roads,
23 which should be familiar to everyone here. This is page 20
24 of those proceedings, by the way.

25 "It seems to me as we consider the highway program

1 for the next few years, we ought to make sure it is flexible
2 enough to permit us not only to build highways but also to
3 build other forms of transportation which may serve our
4 purposes more effectively and more wisely. Then perhaps we
5 could avoid that point down the road where we again find an
6 irreversible present situation that is a product of misguided
7 policies of the past 1940 planning."

8 That was at 1940 World's Fair and this is 30
9 years later now.

10 His last comment, this was remarks concerning the
11 halting of SST funding by the Senate, a week and a half ago
12 or so. Senator Muskie, after commenting on it as a possible
13 turning point in national priorities, said, "If we had done
14 the same thing in years past regarding the automobile, we
15 would not have the problem in our cities that we do today."

16 I am glad to see this whole package, or can of worms,
17 or whatever you call it, is finally coming out in the open.
18 Thank you very much.

19 (Applause.)

20 MR. DUGAS: Thank you.

21 Mr. Ward.

22 (No response.)

23 MR. DUGAS: Mrs. Frances Hewitt
24
25

1 STATEMENT OF MRS. FRANCES HEWITT, LEAGUE
2 OF WOMEN VOTERS OF ARLINGTON, ARLINGTON,
3 VIRGINIA

4 MRS. HEWITT: Good afternoon, Mr. Chairman, Ladies
5 and Gentlemen.

6 I represent the League of Women Voters of Arlington.
7 I am a member of the Board.

8 I am also a resident of Arlington, a concerned
9 mother, a taxpayer of our Nation's Capital, and I want to be
10 proud of that. I love it. I am also a citizen of the United
11 States and I love this land.

12 The League of Women Voters of Arlington welcomes
13 this opportunity to speak regarding Interstate 266 and the
14 Three Sisters Bridge, especially with respect to the environ-
15 mental effects this construction will have upon Arlington and
16 its residents.

17 Since my testimony was written, I almost lost my
18 life on Shirley Highway last Saturday. So forgive me today
19 if my notes have been somewhat altered with greater emotion.

20 I have witnessed the hearings here and it seems that
21 the issue is not the Three Sisters Bridge, but a contest be-
22 tween the Highway developers, people who have power to
23 pressure, and the little people. There is an exciting legend
24 concerning the eruption of the Three Sisters and this seems
25 to have great prophetic significance. Perhaps this is merely

1 a prologue to the play that is being put on these three days.

2 The legend tells us that three Indian maidens with
3 malicious intent started across the Potomac one night and
4 were caught in a storm. The next day the three rocks appeared,
5 but no sign of the Three Sisters. The Three Sisters Bridge
6 is a timely topic for a budding playwright with the eloquence
7 of Maxwell Anderson, to try his talents on a "High Tor."

8 Perhaps for the benefit of the young people in the
9 audience who do not know who Maxwell Anderson was, or what
10 kind of play "High Tor" was, you of my age know, but Mr.
11 Anderson wrote a delightful story, a comedy, on an issue very
12 similar to this, when they tried to destroy a high piece of
13 land on the Hudson, along the Hudson. And the shades of
14 aberrations of the Dutchman came out and stayed the bulldozers'
15 hands.

16 Would that we could call for the shades of those
17 Three Sisters to stay the hands of the bulldozer operators.

18 I have nothing really new to offer. I am not an
19 expert. Witnesses have already given ample evidence why the
20 bridge should not be built. Citizens have indicated that they
21 wish to have a balanced and well-coordinated system of trans-
22 portation first. And a moratorium on the building of all
23 bridges until a good transportation system has had the time
24 to establish the new traffic patterns.

25 I am not expert on bridge design. I am not capable

1 of making any study of ecological effects, but the ecological
2 effects, too, have been offered as evidence against the
3 construction of this bridge or any bridge. One does not need
4 the exoertuse of pollution counter programs to study air
5 pollution. We simply tried walking across 14th Street Bridge
6 and Key Bridge and I know the hazards involved.

7 Also, an individual's right, so there must be a
8 design approved. I suggest a lovely, rustic design for
9 pedestrians only.

10 The appalling juncture of I-266 with Spout Run and
11 Lorcom Lane will be another example of man's devastation of
12 his environment. Witness the destruction of the once beautiful
13 Shirley Highway. The residents living in South Arlington now
14 are held captive by a wall of concrete high rises and car-
15 jammed roads. Freedom to move about? I no longer enjoy such
16 freedom. My husband, who is a great hunter, calls it
17 "arterial sclerosis."

18 It isn't the freeways and the beltways, but it is
19 these little offshoots that go through the heart of the
20 little towns and displace hundreds of people which we oppose.

21 The building of roads and bridges further encourages
22 money-made investors to add to the density and congregation
23 along their roots. Motel owners, high-rise builders and
24 later, large shopping complexes, soon find profitable land use.
25 Profitable for the big business investors. The recent high-

1 density use of Arlington lands, the ravaging of Northern
2 Virginia by wide ribbons of concrete, have already brought
3 about maximum irritants in noise and air pollution.

4 Streets that once served the citizens of the
5 community now separate playmates, neighbors and friends.
6 America was a beautiful land. It has been so richly endowed
7 with natural scenic beauty. I wish to keep America green,
8 not with dollars, but with the green landscape which all of
9 us have a right to enjoy.

10 Thank you very much.

11 (Applause.)

12 MR. DUGAS: Thank you.

13 Mr. Andrea.

14 STATEMENT OF MATTHEW ANDREA, CITIZEN

15 MR. ANDREA: My name is Matthew Andrea. For six
16 years I have been a resident of the District of Columbia, a
17 student at Georgetown University.

18 Since May I have been living at Stonehedge Farm,
19 which is a commune in the Mountains of Virginia.

20 Just a few words about my background. I went to
21 Georgetown for four years. I majored in history. During
22 those four years, I rowed on the Crew Team at Georgetown, and
23 came to know the Potomac River, the stretches from Fletcher's
24 Boathouse down to Haines Point, quite by heart.

25 During those four years, I noticed a lot of changes

1 along the boat route. I saw what was once a very beautiful
2 river, a natural habitat for wildlife, for birds, for fish,
3 become increasingly destroyed by every kind of pollution
4 imaginable -- air, water, noise.

5 It is a custom among crew teams when a team is
6 victorious, to throw the coxswain of the winning boat into
7 the river. Crews in the Washington area, now seriously con-
8 sider abandoning the custom since the river has become so
9 thoroughly polluted.

10 But I have seen what has been taking place on the
11 banks of this river as well and this is equally frightening
12 to what is happening to the river itself. For what was once
13 probably a very quiet landscape has now become a source of
14 constant noise. There is never quiet any more with highways
15 on both sides. The constant flow of traffic over Key Bridge,
16 and this fragile environment already so thoroughly hurt by
17 the automobile, you gentlemen threaten to destroy even further
18 with this abominable Three Sisters Bridge.

19 Perhaps you have noticed that there are not too many
20 people my age at these hearings. Perhaps you wonder why. I
21 think I can answer that question. I think a lot of people my
22 age have begun to despair of the possibility of any sort of
23 meaningful dialogue at a hearing such as this. And because
24 of this despair, because they have seen hearings in the past,
25 at which there has been an outpouring of citizen protest such

1 as there has been here, and then they see the type of
2 response that has offered, more concrete, bureaucratic
3 stubbornness, a determination to pave over the will of the
4 people, they give up and they look for other means for re-
5 dressing their grievances.

6 Last year I was one of quite a number of students
7 who went out on Three Sisters Island and camped out there
8 for several days and then proceeded to occupy the construction
9 site when construction was scheduled to begin. For one week
10 we held back the bulldozers and we were not alone, we weren't
11 just young, radical students, we were accompanied by housewives,
12 by doctors, professors, school teachers, just citizens of the
13 community.

14 Many people who owned cars. But all who felt some-
15 thing in common and that was that they did not want this
16 precious environment to be des troyed any further.

17 People want to be heard. You say that these roads
18 are being built in response to the needs of the people and yet
19 when the people speak their needs, cry their needs, shout it
20 from jail cells, even, they feel that they are not being
21 heard. That is just what is happening.

22 I think what has motivated people into going down to
23 the Three Sisters Bridge site, to come into these hearings, to
24 holding referendums, is a vision of what they think the
25 community, the Washington Metropolitan area, ought to look like.

1 They see what we have built already, they see the suburban
2 sprawl that radiates out from Washington in every direction.
3 They see the decay of the inner city. They see the wall that
4 the automobile in this, by encouraging private mobility, by
5 encouraging the individual to build his own environment as
6 far away from the web of the city as possible, to come in and
7 out of it every day, but not to spend any more time there than
8 is absolutely necessary.

9 They see that this whole process is something which
10 can ultimately cause cause starvation and decay within the
11 city itself. And so they want to talk about alternatives.
12 When they talk about mass transit, it is not just a matter of
13 talking about moving people, but again like I said, it is a
14 matter of vision, a matter of conceptualizing a way that
15 people should live and relate to one another.

16 The idea of the transportation is a way of bringing
17 people together in a community, not a way of propelling people
18 out of the community as far away from one another as possible.

19 They see a vision of new communities that are not
20 based on suburban sprawl, but perhaps little cluster signals
21 that radiate out from the central city, like nuclei, and that
22 can be tied together by transportation systems which carry
23 the maximum number of people with the greatest speed and
24 comfort, with the minimum amount of destruction to the
25 environment.

1 It is a matter of vision. It is a matter of re-
2 jecting systems that are 30/40 years old in their conception.
3 A system the triumph of which was achieved by Adolph Hitler
4 in his autobahns, prior to the Second World War. Do we want
5 more of this, or do we want a system that can move people in
6 such a way that, rather than going down the highway in
7 individual compartments at an average of 1.3 individuals per
8 steel compartment, which every once in a while rams into one
9 another, rather than this, a system which will carry them in
10 quietly, which will take them where they want to go, and which
11 will not destroy the environment that it passes?

12 Mr. Airis, you said that Americans have a love
13 affair with the automobile. But do you think this love
14 affair is something that can be sustained indefinitely? Do
15 you think there is a limit, a time when there will be just
16 too many automobiles that we can no longer afford to carry on
17 this love affair?

18 MR. AIRIS: Mr. Andrea, I don't ever remember saying
19 that the Americans have a love affair with their automobile.
20 But what I have advanced is that the urban centers need
21 balanced transportation and that is the only way that I see
22 that balanced transportatnin will work is to provide the mass
23 transit facilities of such a quality, subways, busways, as
24 your predecessor spoke of, and possibly in the next century
25 new innovative types of movement of people and goods of such

1 quality. All of these things that the citizens have need
2 to move and the goods that have need to move, that can move
3 by mass transit, will willingly use these facilities.

4 I don't believe from the benefit of experience that
5 I have had, that it is possible to cram or force any type of
6 transportation on the American citizen.

7 Mr. Andrea. Don't you think that is what is
8 happening with the Three Sisters Bridge? I feel this is some-
9 thing that is being crammed down on American citizens in
10 spite of the overwhelming sentiment of the very citizens that
11 you are talking about.

12 I ask you, do you think that right now we have
13 balanced transportation? Yes or no?

14 MR. AIRIS: Well, right now, we have probably one
15 of the better bus systems, that is by nature an extensive
16 bus system.

17 MR. ANDREA: You are saying we have balanced trans-
18 portation?

19 MR. AIRIS: That there is a part of, and a very
20 essential part of any transit system in the entire United
21 States. That is all mass transit systems have to have
22 adequate bus elements.

23 Now, we do have that and actually, right now, if it
24 was the desire of the people, this bus system that we have
25 got could handle all of our commuter traffic.

1 MR. ANDREA: I am afraid that is not true, because
2 the streets are so thoroughly clogged with automobiles that
3 any bus that attempts to negotiate the streets has to ride
4 behind lane after lane that is filled with automobiles. And
5 consequently the transit we do have is seriously impeded. I
6 would advance that the system of transportation we have at
7 present is seriously imbalanced.

8 MR. AIRIS: May I point out, if the commuter people
9 use the mass transit system movements that are available and
10 will be forthcoming within the next year, actually, I should
11 have mentioned the Shirley Highway project that is actually
12 scheduled, is in use now actually, and is going to be in
13 full use sometime about next May 1, if people will really
14 patronize them, there would be no problem of traffic congestion.

15 MR. ANDREA: The fact is, it has been demonstrated
16 by Jane Jacobs, Lewis Mumford, a number of other city planners,
17 that when in fact a freeway is built and the two alternative
18 means of transportation are offered to one group of the public
19 that frequently people will choose the means of private
20 transportation if it offered, simply because of the so-called
21 convenience and freedom which this affords them, even though
22 this convenience and freedom takes place at the expense of
23 other people.

24 The points that I am trying to make is that when
25 you build a freeway element such as the Three Sisters Bridge,

1 that you obviate any possible mass transit alternatives by
2 saying here is your open invitation to the city, take your
3 car. Because here is the concrete to travel on.

4 The point is that what we are doing is like pro-
5 viding a service that we can't afford to provide. In other
6 words, if we look at this from the cost-benefit point of
7 view, which is a type of analysis which I am sure is quite
8 dear to men such as yourself, you realize that the cost of
9 the freeway is going to be greater than the benefits.

10 In other words, you give people an open access,
11 this type of invitation to the city and certainly they will
12 take it, rather than taking the inconvenience of perhaps
13 driving to the subway station or walking to the bus station,
14 something like that. But the cost, the cost of filling
15 Downtown Washington with the density of automobiles which
16 would just be unacceptable to human life. I mean right now
17 you walk along F Street and try to breathe. I challenge you,
18 I have a hard time myself, and I know that anything worse will
19 make it really unacceptable down there.

20 You create a need for parking which will necessitate
21 even the demolition of commercial areas, which seems very
22 unlikely, or else the demolition of what now is strictly
23 residential areas, which will aggravate the housing shortage
24 we already have and aggravate the housing shortage that would
25 be caused by those neighborhoods that would have to be

1 destroyed to bring the freeway in, in the first place.

2 Well, to continue with some questions that I wanted
3 to ask and really would like answers to. I wonder seriously
4 which of these two bridge designs is now being built. In
5 other words, I have seen in the Potomac River some sort of
6 pier structure emerging in rather ugly fashion out of the
7 water.

15 8 MR. AIRIS: Well, I think the story is in the
9 booklet here and I would suggest you read it. Just quickly,
10 I don't want to take up time, the hour is getting late. Either
11 set of piers, the set of piers will fit either bridge that is
12 shown up there.

13 MR. ANDREA: Okay.

14 My next question is, what happens to the cars of
15 incoming commuters after they get off I-266? Are there plans
16 in your Department for the creation of more parking facilities
17 within the Downtown area and if so, where would these parking
18 facilities be erected and what would be the environmental
19 impact of such facilities and do you have plans for widening
20 the width of inner city streets to simply accommodate the
21 traffic?

22 MR. AIRIS: Well, the answer to you question is, for
23 a long time, Mr. Andrea, the city has advocated a control on
24 parking in the Downtown area. You probably don't realize it,

25

1 but that is probably the best method of controlling the
2 number of vehicles that come into the Downtown sector of the
3 City.

4 Now, it would be our position on this bridge that
5 it should not be permitted to encourage great numbers of
6 additional commuters. That is not the object of the pier
7 size. At the present time ---

8 MR. ANDREA: But hasn't this been found to be the
9 case ---

10 MR. AIRIS: Please.

11 -- at the present time, the parking is controlled
12 by a price by the private entrepreneurs until legislation
13 that would be needed to permit municipal parking and control
14 all parking is obtained, why the control will probably be
15 through the pricing arrangement of the private entrepreneurs
16 in the Downtown area.

17 MR. ABBOTT: Imminent Domain?

18 MR. ANDREA: Where would these parking facilities
19 be created? I mean, within Downtown?

20 MR. AIRIS: Well, they would be existing facilities.
21 I don't anticipate any great large number of additional
22 parking spaces. That is your control on the number of
23 vehicles.

24 MR. ANDREA: Okay. Now, do you think that the
25 construction of freeways has solved traffic problems in Los

1 Angeles or Detroit? Los Angeles has one of the most sophis-
2 ticated systems, engineeringly superb, at least according to
3 the standards of highway planners, and yet there we see an
4 example where two-thirds of the Downtown space is devoted
5 either to streets, highways or parking facilities, and yet
6 in spite of this vast network, the travel time it takes
7 commuters is as great as it always has been and the congestion
8 exists on the freeways themselves.

9 And given the projected growth patterns for the
10 Washington Metropolitan Area, I ask you how you can possibly
11 see the use of the automobile and subsequent freeways as a
12 possible solution.

13 MR. AIRIS: Well, that was a statement. You want
14 to ask a question?

15 MR. ANDREA: The question is simply, do you see
16 freeways as having solved traffic problems of other major
17 American cities -- Los Angeles is a point of example.

18 MR. AIRIS: Well, let me answer you by saying that
19 I have never advocated a Los Angeles type system of freeways
20 for the District. Never have. The Council and the Mayor have
21 advocated a system that is a mere 24-1/2 miles in length, and
22 there is a dispute as to another four and a half miles.
23 That is nowhere near a Los Angeles type of freeway system.

24 If you look at the freeways that are built, parti-
25 cularly the ones in the Foggy Bottom area, you will see there

1 is very little relationship to a rural-type freeway such as
2 has been built in sections of Los Angeles.

3 So the answer is that here we advocate strongly a
4 balanced transportation system. Your Highway Department, as
5 I am sure you know, has testified for rail rapid transit
6 system. We are closely coordinating the work that is going
7 on right now and, hopefully, in the next few years, we will
8 be able to achieve a full balanced transportation system that
9 will be of sufficient quality, willingly use it, where the
10 use of the individual vehicle is not needed.

11 MR. ANDREA: From my experience in chemistry and
12 physics, I found when you want to create a balance, you have
13 weights on one side of the scale and then you seek to bring
14 the scale to a certain level by putting certain elements on
15 the other side of the scale. Right now, I see a system which
16 is in serious imbalance, much in favor of the automobile and
17 the private commuter.

18 And it strikes me that the only way we are going
19 to achieve a balance, that we can begin talking about, or
20 even making new analyses, is to build a system of mass transit
21 immediately, without another bit of network for private
22 transit and then begin to see where to go from there.

23 MR. AIRIS: I am sure you are entitled to your
24 opinion.

25 MR. ANDREA: Just a couple more questions.

1 You say that citizens determine the needs for
2 freeways, such as the Three Sisters Bridge. That their
3 behavior dictates the need. If you think it it the democratic
4 right of the citizens to make decisions in that process, what
5 would you think of a referendum to be held in the areas
6 affected?

7 (Applause.)

8 MR. ANDREA: Referendums in Arlington, in the
9 District of Columbia, and in Montgomery County or any other
10 areas which would be affected by proposed freeways?

11 MR. AIRIS: Well, referendum is one way of trying
12 to get at public opinion.

13 MR. ANDREA: What do you think of this as a means
14 of determining whether or not these roads should be built?

15 MR. AIRIS: Well, I would have no opinion on whether
16 or not a referendum should or could be used. It is, as I say,
17 one tool that is sometimes used to attempt to ascertain public
18 opinion on points.

19 MR. ANDREA: Well, if you are not certain about a
20 referendum, what means would you suggest?

21 MR. AIRIS: Well, we are pretty well committed to
22 achieving a balanced transportation system here, and it is
23 well on its way. It has pretty well been committed.

24 MR. ANDREA: But you said this was a democracy, and
25 you said it was the right of the citizenry to determine what

1 type of transportation systems they should have to serve
2 their needs. And it strikes me that if you really believe
3 these things, that you would not take the noncommittal stance
4 that you have, but would in fact actually call for a refer-
5 endum and if, in fact, it is as you say, that the majority of
6 the citizens, simply because they own automobiles and commute
7 to work really deep down want the speedway, then in fact you
8 should have no fear of a referendum which would substantiate
9 your view if, in fact, it is true.

10 I think that there should be a referendum held in
11 each of these areas. We in the various citizen and student
12 groups last fall requested that a referendum be held in the
13 District of Columbia on the Three Sisters Bridge issue, at the
14 time of the election last November. This request was denied.
15 Therefore, the citizen groups, aided largely by the League of
16 Women Voters, put together a piggyback referendum. People
17 were stationed at almost all of the polling places throughout
18 the city, ballots were printed and the question was asked,
19 "Do you favor the construction of the Three Sisters Bridge
20 and connecting freeway system?"

21 And of the people who voted in the School Board
22 election, 84 percent voted against the bridge and the freeways.

23 Now, the question may be brought up that this was
24 not an official election, and I was not going to advance that
25 it was. But I am saying to you, gentlemen, if you really

1 believe in democracy, and if you really believe in building
2 transportation systems that are responsive to the will of the
3 people, expose this thing to a referendum and see what the
4 people have to say.

5 (Applause.)

6 MR.AIRIS: Let me just say this. I do not want to
7 prolong your soliloquy up there, but there is a tendency to
8 over-simplify a question as to whether people, particular
9 people, want a particular facility.

10 Now, to make it really responsive, it becomes quite
11 a complicated project. You must show in your referendum quite
12 a series of things of what will happen on certain alternatives
13 do they want the price of oranges to double? That type of
14 thing.

15 MR. ANDREA: When you elect a candidate, you don't
16 have all of that matter.

17 Finally, I just want to close by saying this, that
18 earlier witnesses you have asked which of the two bridge
19 designs they prefer. All I can say is, that if you were to
20 take these designs into the communities, or particularly if
21 you were to go to young people in this town, I think you would
22 find it very difficult to find a single person who would be
23 able to respond to those designs in terms of their aesthetic
24 or architectural value.

25 Both of these designs have come to symbolize a

1 tyranny, a willingness, a determination on the part of the
2 Government to completely bypass, to override, much in the
3 way that a freeway overrides, the will of the people. And if
4 I had to choose one of those two designs, I would choose the
5 one on the left because when it blew up, it would make a big
6 splash.

7 (Applause.)

8 MR. DEGAS: Mr. Treanor.

9 STATEMENT OF WILLIAM TREANOR, ADAMS MORGAN

10 COMMUNITY COUNCIL

11 MR. TREANOR: My name is Bill Treanor. I am the
12 Chairman of the Adams Morgan Community Council and Director
13 of Runaway House, and one of the leaders in the demonstrations
14 last year down at the Three Sisters Bridge site.

15 I don't really think at this point there is too much
16 more to be said. I frankly don't intend to waste a lot of
17 time at what is, in effect, a wake. This hearing is an
18 obvious farce. I am surprised Mr. Dugas allowed himself to
19 be trapped into spending three days of his valuable time at
20 something that everyone knows is an exercise in futility.

21 It is pretty obvious that even the design of the
22 bridge has been already decided by the Highway Department, as
23 well as the decision for the adjoining roads.

24 Mr. Airis, I want to tell you quite firmly and
25 directly that you will never build, you will never build the

1 North Leg. Not through my community, and you are never going
2 to get any other freeway up there. And it doesn't make any
3 sense to build that bridge without connecting roads. And
4 you don't have to be a highway engineer to know that.

5 Sir, you are not going to do it. As far as I am
6 concerned, and as far as a lot of people in this city are
7 concerned, there is a virtual state of war between the people
8 in this city and the Highway Department. And you are the
9 commanding general of the enemy, and you have to take the
10 risks that go with that.

11 You are just a dumb tool of a highway lobby. I
12 don't think that you really realize the calamity that these
13 freeways will bring to this city. I think that you just have
14 one of these typical technocratic minds turned out in this
15 country 20 years ago and has no understanding, no grasp of
16 the social ramifications of the things that you are proposing
17 today.

18 I don't pretend to have any superior knowledge of
19 transportation issues, but I think I do know something about
20 the social effect of these roads. And I feel so strongly
21 about it, that I am going to do all I can do by any means
22 necessary to see to it that that bridge and that North Leg
23 are not built.

24 I was arrested twice last year and I don't intend
25 to make the mistake of getting caught in anything I do in the

1 future, but, sir, I assure you I am going to do something.

2 We are not playing. You refer to the bridge and
3 these hearings as an exercise. It is an exercise to you but
4 you are talking about my neighborhood. You are talking about
5 my house, the people that I live with, and the community
6 around me. And we are not going to be destroyed because the
7 highway lobby wants to move their trucks in and out of the
8 city faster, because a lot of people in the suburbs want to
9 drive to work instead of taking the subways or the buses.

10 We think that is a really lousy reason.

11 I can understand how a man like you could have a
12 parochial outlook, all you can see is the narrow issue of
13 moving vehicles. That is all you concern yourself with. And
14 words seem to have very little effect in educating you. This
15 is one of the few times you have even bothered to listen to
16 what the people have to say. It has been pretty clear from
17 your attitude, you don't like it and you are pretty reluctant
18 to spend your time here.

19 But I want you to know that I am not standing up
20 here to complain about stuff in the past, or to run through
21 all of the obvious reasons why this freeway network and the
22 Three Sisters Bridge shouldn't be built. But I am standing
23 here to tell you face to face, sir, that there is going to
24 be some direct action against the Highway Department and the
25 construction companies that try to build these roads and this

1 bridge, and it is not going to be an easy struggle.

2 I am not saying you can't win, but I won't be using
3 that bridge. If you get that bridge built and the North Leg
4 built, I will be down in Lorton.

5 We are serious about this. I am not the only
6 person who will be serious. The construction company lost a
7 couple of trailers last year. That was just kid's play. Now
8 we are for real, buddy.

9 You think you can wreck our town and drive back out
10 to the suburbs every night and just forget about it? We
11 have to live with that filthy air, all of these automobiles
12 clogging our streets, destroying the city, destroying the
13 very fiber of our lives. Many people live in the city, in-
14 cluding myself, because we like it here. And every foot of
15 freeway that is built makes the quality of life in this
16 city go down, makes it a less desirable place to live.

17 It makes my life more unpleasant. If you can kill
18 me faster, you can kill me in a slow manner. And that is
19 what the technocrats seem to have in store for me and everyone
20 else in the city. And I don't just intend to just passively
21 lie around and wait a slow death at the hands of the techno-
22 crats.

23 So you are going to be hearing from me and from
24 people who think the way I do again.

25 That is all I have to say.

1 (Applause.)

2 MR. DUGAS: Thank you, Mr. Treanor.

3 Mr. George P. Pipkin.

4 STATEMENT OF GEORGE P. PIPKIN

5 MR. PIPKIN: I guess I was supposed to come here
6 and give another Jubilate to freeway presentation. I got
7 that together.

8 I am kind of curious to ask Mr. Airis and the other
9 people, what became of the proposal I gave at the last
10 hearing for the Jubilate Freeway? It really isn't a great
11 monument of citizen participation when you never hear a thing
12 after proposing an alternative freeway system and nothing is
13 ever heard from it again.

14 But I have an alternative bridge construction, which
15 I will get into in a second.

16 I live in the District of Columbia. I live in the
17 Embassy District over there and I was one of the kids that
18 went down to the bridge site and was arrested. And I would
19 like to tell some of the people what happened to some of those
20 kids.

21 When I was involved in the freeway struggle a year
22 ago last fall, my position was very moderate. As a matter of
23 fact, I was opposed to having any kind of arrest or any kind
24 of violence or anything of that nature, and I actually did
25 make a trip down to the Highway Department to talke to one of

1 Mr. Airis' assistants. I believe I recognize him right there,
2 but I am not sure that is the man. It looks like him.

3 I made a mistake. So I don't want to point anyone
4 out in the room.

5 Anyway, when I asked this assistant and he showed
6 me a model of the bridge, I was very impressed with the bridge,
7 the one on the right. It is aesthetic, has a nice arch. I
8 got into a rap with him and asked him where he lived and he
9 said he lived in the District all of his life but that he
10 moved out a while ago.

11 And then I went, I said, "Why did you move out?"
12 And he said, "Well, I didn't want to raise my kids down among
13 those Negroes." And I said, "Oh?" And he said, "No, they
14 really can't run the city at all."

15 And at this time I was pretty moderate, liberal, and
16 I was shocked, because this reflects an attitude which
17 permeates the Highway Department, because they are technocrats
18 and they say those Negroes can't run their city, and I guess
19 that kind of applies to we whites, too.

20 As a matter of fact, I think from the gist of the
21 testimony, it seems that people who are involved in designing
22 highways don't feel that people for whom the highways are
23 going to be built have the capability or the competence to
24 make any kind of decisions at all. This is a rather anti-
25 democratic attitude. But at the time of the demonstrations,

1 I still had a good degree of faith in democracy and in the
2 fact maybe this wasn't true, that in fact we could prevail
3 upon the Highway Department, could prevail upon the Federal
4 Governmen through fairly nonviolent means, to change the
5 course of events and stop the freeways.

6 And for that reason, up to the time of the bust,
7 I was pretty much against any kind of violence and I was
8 pretty much against blowing the trailers.

9 Now, since then, ---

10 MR. AIRIS: Mr. Chairman, may I break in here?

11 This is an attempt to inject the racial situation
12 into this problem. I don't believe that any of my people ever
13 said such a thing. I think this is a fabrication and I have
14 orders out that there is no such going on in the Department.
15 I just don't believe you. I think you are a liar.

16 MR. PIPKIN: Well, this is very typical of your type
17 mind, because you say, "I have orders that people shall not
18 think this, therefore they do not think this, because my
19 people follow my orders."

20 Your people don't follow those orders. People are
21 human beings. And there are racists, you know, floating
22 around your Department. You may be one of them.

23 MR. AIRIS: I understand. I understand you.

24 MR. PIPKIN: Following that, it became so clear to
25 me that the process of events was being shaped by the people

1 who were pushing the highway and the interests behind them,
2 that we had no chance whatsoever to shake these men through
3 nonviolence, the referendum, anything. We just didn't have
4 any kind of control over it at all.

5 I want to tell you what happened to the 141 kids that
6 went to jail. About half of them got kind of turned off to
7 the whole thing at all. They have gone out to rural commun-
8 ities.

9 Now, the technocrats may cheer this happening, that
10 it is better they should be out smoking pot than be involved
11 in opposing my plans, you know.

12 But I think this is a great loss and I think it is
13 a great loss for America. I think what has happened to young
14 people today, particularly the ones who turned off politics,
15 in view of the futility of politics, in view of the futility
16 of trying to shape the world, I think that is a far greater
17 tragedy than what has happened to the other half, and the
18 other half are the weathermen.

19 And my head is pretty close to that other half right
20 now. Bill Treanor said you were not going to build the
21 freeway system through his community. I think you may think
22 that is an idol threat, but in view of the Standard Oil
23 Refinery going up and what is going on in this country today,
24 you had better wake up to the fact, unless you begin to take
25 into account what people really want. And I don't think any

1 person wants this freeway, not even the people who live out
2 in suburbia, at least their elected representatives don't
3 seem to reflect it is their desire to have that freeway be
4 built.

5 I am sure the people in the District don't want it.
6 Unless you begin to take into account what people want, you
7 are going to be facing a guerrilla war in the country in
8 which, you the technocrats, and you the politicians will be
9 one of the first casualties.

10 I guess what I said up to now was not very funny,
11 and it isn't very funny, ---

12 MR. AIRIS: No, it isn't.

13 MR. PIPKIN: I had a tremendous design for a foot-
14 bridge. But there have been a lot of footbridges submitted
15 here. I think perhaps there should be a footbridge built
16 across the river and I have a scenic design for a footbridge
17 across the river.

18 There is a real need for this footbridge because
19 there are pathways on both sides of the river that need
20 connecting and I think the footbridge would be a very scenic
21 addition to the landscape out there. I will submit them for
22 the record.

23 It is a beautiful suspension footbridge and it would
24 be very adequate for bikes and people.

25 That is the thrust of my thinking on this subject

1 and that is that we should start designing for people.

2 Now, the freeway systems as exist in the District
3 of Columbia and exist in the suburbs, reinforces a technical
4 reality which is against people. The other day I was reading
5 an article in the Washington Post about a Northern Virginia
6 legislator and it showed how he had made millions of dollars
7 by buying real estate around the interchanges of highways
8 and turned this real estate into shopping centers and places
9 like that.

10 I think that this pattern of development and
11 pattern of growth is clearly anti-human in what it does to
12 people and what it does to the way they think has been pretty
13 much demonstrated in the neurosis which is afflicting this
14 country and neurosis uprooting the environment in which people
15 have to live in.

16 I think we have to start designing for people. I
17 think we have to start turning our technology in favor of
18 people. I hate to see a lot of people wasting their time down
19 at the Highway Department designing roads which are going to
20 separate people. I would like to see them start designing
21 transportation systems that would bring people together.

22 I am not saying that we have to end all roads alto-
23 gether, sometimes roads are very nice toget out in the country
24 sometimes and it would be very nice if we had some cars. But
25 I think we can stop building roads now, or at least stop

1 expanding the freeway system, because if we expand the D. C.'s
2 freeway system and involve the Three Sisters Bridge, then we
3 will accumulate a certain level of traffic and the situation
4 will not be solved for 20 or 30 years.

5 And what about the next generation after that, and
6 where are you going to draw the line and where are you going
7 to stop?

8 In view of the talk which has been going around
9 recently about environment, I think the time to stop building
10 freeways, to stop this process of growth of the automobile as
11 a primary transportation means, I think we should stop it
12 right now and draw the line right now. I think we should
13 build a footbridge across the Potomac River.

14 I think the footbridge should symbolize our commit-
15 ment, our commitment to a technology for people, our
16 commitment to a pattern of growth which will be human rather
17 than anti-human.

18 And that is all I have to say. I will submit these
19 for the record, if you want.

20 (Applause.)

21 MR. DUGAS: Thank you, sir.

22 That will be marked Exhibits 1, 2, and 3 of Mr.
23 Pipkin.

24 (The exhibits were so marked, and follow:)

25 (GOVERNMENT INSERT)

1 MR. DUGAS: Mr. Frank Wood.

2 STATEMENT OF FRANK WOOD, SALT INSTITUTE

3 MR. WOOD: My name is Frank Wood. I am Technical
4 Director of the Salt Institute. Our members compose or
5 supply about 95 percent of the salt used in the United States,
6 about 100 percent in Canada, 50 percent in Europe.

7 I have been asked if the salt that will be used on
8 the Three Sisters Bridge would in any way pollute the river.
9 I made some calculations on this.

10 First, I obtained from the Department of Highways,
11 the fact that we use 26,600 tons of salt. This is used on
12 1373 miles of highway. This is approximately six lanes or
13 average of six lanes wide.

14 Calculations show that we use approximately 646
15 pounds of salt per mile of two-lane highway. This is, the
16 correct order of magnitude is usually between 500 and 700.

17 The span that I have for the Three Sisters Bridge
18 is 1630 feet, six lanes wide. So, therefore, at this rate,
19 I use 597 pounds of salt. I understand the practice in D. C.
20 is to salt approximately 20 times a year and there is in no
21 case salting more than once a day. So this would be 597 pounds
22 a day on the days when salting is practiced.

23 The flow rate of the Potomac at the Three Sisters
24 Bridge is approximately 74,000 gallons per second in December
25 on an average. It is 101, 700 gallons per second in January.

1 It is 1/24th, 400 gallons per second in February, and
2 164,000 gallons per seconds in March. Calculating this out,
3 we find that the average chloride increase that you expose the
4 river to would be .10112 parts per million in December,
5 .008 parts per million in January, .006 parts per million in
6 February, .005 parts per million in March.

7 The present chloride level of the river is 15
8 percent per million. Therefore, this amount would not be
9 detectable by any analytical means and certainly could not be
10 construed as any hazard.

11 Are there any questions?

12 MR. AIRIS: Mr. Chairman, I might have one.

13 MR. DUGAS: Mr. Airis.

14 MR. AIRIS: I don't want to discourage this gentle-
15 man from the Salt Institute. We do use in excess of 26,000
16 tons, at least we use that to start the season with.
17 Actually, it is a little more than that. But our present
18 thinking is that on an important bridge, we probably would
19 not use the chemicals at all. I am sure they could be used,
20 but just as a precautionary measure, we probably would
21 resort to abrasives.

22 So this may be actually beside the point on whether
23 or not this particular facility would have any deleterious
24 effect on the Potomac.

25 MR. WOOD: I was asked to testify. I didn't

1 volunteer to testify.

2 MR. AIRIS: Thank you, sir.

3 MR. DUGAS: Thank you very much.

4 A VOICE: I would like to know who asked this
5 gentleman to testify?

6 MR. WOOD: The Washington Department of Highways.

7 MR. DUGAS: Mr. Bryant.

8 STATEMENT OF ANDREW BRYANT, CHAIRMAN,
9 TRANSPORTATION COMMITTEE, D. C. CHAMBER
10 OF COMMERCE; ACCOMPANIED BY GREGORY W.
11 HARRISON, PRESIDENT

12 MR. BRYANT: I am the Chairman of the Transportation
13 Committee of the D. C. Chamber of Commerce.

18

14 As representatives of uptown businesses, we support
15 a balanced, total transportation system and as representatives
16 of the middle city inhabitants, we will endorse a system that
17 will halt the downward spiral of economic decay, shorten the
18 distance between home and job and create a more wholesome,
19 healthy city in which to live.

20 The Three Sisters Bridge has become the very symbol
21 of controversy over construction of freeways. It is a very
22 important link in Interstate Route 266, and as such would be
23 the key in providing a gateway to Interstate 66 on East-West
24 Freeway between the Capital and the Northern Shenandoah Valley
25 of Virginia.

1 To not permit the erection of the bridge as provided
2 for in the 1968 Highway Act creates a tremendous infliction
3 of growth both in the city and without. At least 60 percent
4 of total sales of Lansburg, for instance is generated in its
5 suburban stores, indicating obviously the de-emphasizing of
6 the in-town stores.

7 Increasingly, jobs and businesses are migrating to
8 the suburbs, leaving the city with fewer resources and people,
9 as indicated by the latest Census Tract, to cope with social
10 and economic problems. If we are to reverse this trend and
11 bring people back to the city, it must be with an effective,
12 well-balanced transpor-ation system. Metro planners tell us
13 that with a completed subway, 40 percent of the people
14 traveling downtown at rush hours will have to use automobiles
15 and that more than 80 percent of all trips in the Washington
16 area during a 24-hour period will be made in automobiles. It
17 has become increasingly necessary to balance the system.

18 A report prepared for the Federal City Council
19 proves conclusively, contrary to public opinion, as often
20 publicized, the majority of the citizens favor a balanced
21 system. The counties surrounding the District of Columbia have
22 voted overwhelmingly in favor of a bond referenda for
23 financing the subway and there has been complete accord be-
24 tween the involved jurisdictions.

25 We have already submitted our views regarding the

1 freeway, and if the Three Sisters Bridge is a part of this
2 system, then let's have it. If the change from prestripped
3 concrete design as approved by the D. C. Highway
4 Department to the steel design as favored by the Federal
5 Highway Administration will save \$7.2 million dollars without
6 an appreciable sacrifice in design, then we feel that this
7 is money that surely could be used for much-needed housing
8 and schools.

9 Let us not object to freeways and bridges because of
10 air pollution, but rather let the same concerted effort be
11 directed toward pollution-free automobiles through legislation
12 enacted by Congress.

13 Thank you.

14 MR. DUGAS: I notice the President of the D. C.
15 Chamber of Commerce is present and I wonder if you have any
16 comments on behalf of the Organization?

17 MR. HARRISON: Mr. Dugas, Ladies and Gentlemen, I
18 think Mr. Bryant expressed the views of the Chamber of Commerce.

19 MR. DUGAS: Would you give the reporter your full
20 name.

21 MR. HARRISON: Gregory W. Harrison, President, D. C.
22 Chamber of Commerce.

23 We are definitely in favor of freeways, the bridges,
24 and a well-balanced transportation system in the whole
25 Metropolitan Area and especially the Hub, that Hub will die

1 unless we start doing something to keep the businesses and
2 so forth from migrating to the suburbs. We will not have a
3 healthy community if the Hub is dying.

4 We feel as if freeways and subways, or the Three
5 Sisters Bridge, is definitely needed.

6 And to the opponents of the Three Sisters Bridge,
7 I think that they need to take a good hard look at what is
8 happening in the Center City and what is happening, especially
9 as far as businesses are concerned. You can notice after
10 7:00 o'clock in this town it is almost dead. I can remember
11 when this was a great wild city, and we have to make the city
12 that way again, and we are not going to be able to do it
13 unless we get a well-balanced transportation system.

14 MR. DUGAS: Thank you, Mr. Harrison.

15 MR. AIRIS: Mr. Chairman, I just want to say that
16 it is a refreshing attitude, it is an affirmative one, and it
17 is as I see the situation.

18 MR. DUGAS: Thank you very much for appearing,
19 gentlemen.

20 MR. ABBOTT: Mr. Dugas, may I ask the gentleman a
21 question?

22 Where would you put the North Leg of the Inner Loop
23 which comes off the bridge, K Street? I would like to know.

24 MR. FRAIN: Florida Avenue?

25 MR. HARRISON: We suggest it go back for further

1 study, but we are definitely in favor of the freeways.

2 MR. ABBOTT: On U Street?

3 MR. HARRISON: Well now, Sam, if you go back and
4 check your record again, what did we say -- didn't we suggest
5 it might go down T Street instead of U Street?

6 MR. ABBOTT: Tell us because I forgot. I wul
7 like to know for the record now and the audience here, the
8 recommendation of uptown business and the Chamber of Commerce
9 for the location of the North Leg, the traffic that is coming
10 off the bridge.

11 MR. HARRISON: Sam, we feel the way the situation
12 has presently been proposed with the few alterations, it will
13 do nothing but help uptown business.

14 MR. ABBOTT: Where is the traffic going to go?
15 That is a simple question I ask. Only from K Street up to U?
16 You have to come up with a recommendation.

17 MR. HARRISON: Sam, that is why we suggest it go
18 back for further study, but we are in favor of it.

19 MR. FRAIN: Where, U, Florida, P Street?

20 MR. ABBOTT: The Federal City Council doesn't want
21 it on K Street. The Board of Trade doesn't want it on K
22 Street. As representatives of a business community, primarily
23 north of, say, Massachusetts Avenue, what are your recommenda-
24 tions, for the record?

25 MR. BRYANT: Let me say, as you know, we have been

1 devoted to the study of the Uptown Leg and obviously I think
2 the Uptown Leg of the freeway would not in itself solve the
3 problem. It will mean a study of the working of the freeway
4 along with the subway proposed.

5 MR. FRAIN: You want it on K, L, Downtown, or E
6 Street Expressway? Where do you want it? Do you ---

7 MR. DUGAS: Now, Mr. Frain, you asked him a question.
8 Give him a chance to answer it.

9 MR. FRAIN: He is not answering it.

10 MR. DUGAS: He is not answering it the way you want
11 him to answer it.

12 MR. AIRIS: He doesn't have to answer to you.

13 MR. FRAIN: He may want to answer it the way you
14 want to, Mr. Dugas, or Mr. Airis. But now I want to know how
15 Mr. Fauntroy came down and said he didn't want it down there ---

16 MR. DUGAS: Now, here is Mr. Bryant.

17 MR. FRAIN: These people apparently agreed to have
18 it up there.

19 MR. DUGAS: Here is Mr. Bryant, who represents the
20 businessmen who don't want it.

21 MR. FRAIN: The Federation of Civic Associations
22 oppose it. Reverend Fauntroy says he doesn't want it. I
23 want to find out why they want it.

24 MR. DUGAS: Mr. Frain, these people represent an-
25 other segment of the black community. And you don't speak for

1 any of the black community. Nor does Mr. Abbott speak for
2 any of the black community.

3 MR. FRAIN: I don't know whether that is true or
4 not. We have hundreds of black employees in the Downtown ---

5 MR. DUGAS: You don't have a single black employee
6 anywhere, Mr. Frain.

7 MR. FRAIN: I am a retired Congressional aide.

8 MR. DUGAS: That is right.

9 MR. FRAIN: And how many do you ---

10 MR. DUGAS: But I have one thing you don't have, and
11 you know what that is without me making it a part of this
12 record.

13 MR. FRAIN: You tell me.

14 MR. DUGAS: I am a black living in this community.

15 MR. FRAIN: Are you for freeways on Florida Avenue?

16 MR. DUGAS: I am not for anything except for the
17 opportunity for Mr. Bryant to answer your question, if you
18 want it answered. If not, you can say so.

19 MR. FRAIN: I would like to have an answer. I am
20 not trying to fight him. I want an answer.

21 MR. DUGAS: Let him answer. Mr. Bryant happens to
22 be a member of the AIA, a university graduate with several
23 degrees, and I think he is quite capable of answering. And I
24 don't think he needs your help.

25 MR. FRAIN: Why does he need your defense?

1 MR. DUGAS: He doesn't need my defense, but he needs
2 me to shut you up.

3 MR. BRYANT: I didn't come prepared to offer a
4 solution to the exact location because that is being studied.
5 We are in the process, for instance, of trying to create a
6 revival of business. As you know, some legislation is pro-
7 posed which would be more or less centered between 13th and
8 12th Street with entrances on the northwest corner of 13th
9 and the area adjacent to the Garnet-Patterson High School.

10 We feel that the subway stations and the catalyst
11 they will create and the business they will generate along
12 with the rebuilding that we hope would be completed, for in-
13 stance, by the Centennial if this, along with many of the
14 other things, when it is all set and put in its proper per-
15 spective with the freeway where it is most advantageous for
16 the Uptown Leg to be, at that time we would be at another
17 hearing as this making a statement.

18 But we at this time say the uptown businessmen want
19 the leg. We have discussed it. There are some of these
20 things, along with the proposals as established by the
21 National Parks and Planning Commission, that perhaps attempt
22 to revitalize Florida Avenue, which was the old boundary of
23 the North Side. It might be a good idea. It is a part of
24 the freedom of Florida Avenue. It might help us to redefine
25 the City and, most importantly, and this is the thing we are

1 very much against, stop uprooting of the businesses and the
2 people who have long been established in the area. For the
3 few businesses or people who have to be removed or relocated,
4 we want due process, we want just compensation for their
5 properties and that they are allowed to put up an equal
6 establishment in another location.

7 We feel the freeway will benefit most people and
8 if it will generate the kind of life we would like to see in
9 the City, then we are ready to sacrifice a few people and a
10 few businesses. We will make another segment at another
11 hearing at another time.

12 MR. ABBOTT: Do you know Mr. F. H. Thomas, an
13 architect, also Planning Chairman of the D. C. Federation of
14 Civic Associations?

15 MR. DUGAS: You are under no compulsion to answer
16 that.

17 MR. BRYANT: I know Freddie Thomas.

18 MR. ABBOTT: Okay. Do you feel Mr. Thomas represents
19 also as much a segment of the black community as you?

20 MR. DUGAS: If you can answer that, Mr. Bryant

21 MR. BRYANT: Well, we are not -- if you want it to
22 bring it down to black and white issues, we are not saying we
23 represent all black people and their views.

24 MR. ABBOTT: I got the impression from your beginning
25 statement, that such was the case, the representation of the

1 black community. You represent Theodore Hagans and how many
2 groups, how many member groups of your organization are there
3 in existence, for the record?

4 MR. BRYANT: How many?

5 MR. ABBOTT: Yes, just roughly. How many businesses?

6 MR. DUGAS: This is a statement on behalf of the
7 D. C. Chamber of Commerce. That is one organization made up
8 of principally black businessmen in the Upper Northwest
9 Section of Washington, D. C.

10 MR. ABBOTT: All I wanted to point out, that hither-
11 to, the appearance of every spokesman from the black community
12 and I don't want to go through the listing of them, they are
13 all in the record, wide variety, unanimously opposed and
14 there is no organization ---

15 MR. HARRISON: Now you heard one black who is for it.

16 MR. ABBOTT: -- with the exception of this particua
17 group that is for the freeway.

18 I go back. Let me finish the last thing. The day
19 you come out, sir, the day you can come out and tell me where
20 that North Leg is going to go, call a press conference at
21 14th and U, and I am there with you, see. Then you will have
22 the right to speak for blacks.

23 MR. DUGAS: Now, Mr. Abbott, let him tell you some-
24 thing.

25 (Remarks by Mr. Harrison inaudible.)

1 MR. DUGAS: Mr. Trentman.

2 STATEMENT OF STEVEN TRENTMAN, GEORGETOWN

3 COMMUNITY

4 MR. TRENTMAN: I trust this will be short.

5 My name is Steven Trentman. I speak as one of the
6 Vice Presidents of the Citizens Association of Georgetown.

7 Originally, it was our understanding that this
8 hearing was on bridge design. However, it currently has
9 become somewhat broader. So, therefore, we plan to submit --
10 the Association plans to submit a statement by December 28,
11 pointing out that the Association is one of the plaintiffs in
12 a suit against the bridge.

13 The Association's stand has not changed.

14 Thank you.

15 (Applause.)

16 MR. DUGAS: Thank you, sir.

17 Mr. Davis Hawkins.

18 STATEMENT OF DAVID G. HAWKINS, STERN

19 COMMUNITY LAW FIRM

20 MR. HAWKINS: My name is David Hawkins and I am a
21 staff member of the Stern Community Law Firm. The Stern
22 Community Law Firm is a D. C.-based, privately-funded,
23 community-controlled law firm, which represents persons in
24 matters concerning the public interest. Transportation
25 planning in the National Capital Area is a crucial issue and

1 the Three Sisters Bridge proposal is symbolic of the
2 directions such planning will take.

3 I would first like to comment that the present
4 hearings, being limited to design, are an exercise in
5 foolishness and unreality. I get the feeling that I have
6 fallen with Alice into a Wonderland where all proper procedures
7 are reversed. As you may recall when a trial was to be held
8 there, the Queen of Hearts demanded: "Pass the sentence first
9 Then we'll hear the evidence."

10 Congress has already passed sentence here, saying,
11 "Build the Bridge." Now, you, the jurors, are dutifully
12 assembled to gather the evidence. Design hearings are not
13 enough to satisfy Title 23 of the U. S. Code, Judge Sirica's
14 recent ruling to the contrary notwithstanding. Since the
15 question is now before the Court of Appeals common sense, not
16 to mention respect for the law, would suggest delaying any
17 hearings until the question is resolved.

18 However, you have decreed that these hearings shall
19 focus on design and so I shall structure my testimony accord-
20 ingly. The reasoning to be employed is simple. First, one
21 must identify the damages and potential damages caused by the
22 concept of the Three Sisters Bridge.

23 Then one must come up with a design which eliminates
24 these damages. Identifying the bad aspects of the bridge is
25 easy. Indeed, most of the witnesses who have appeared at

1 these hearings have already done so. Thus, a quick recapitu-
2 lation is enough.

3 First, the bridge and its approaches will destroy
4 acres of parkland on both sides of the river. The integrity
5 of the Potomac Palisades will be ruined.

6 Second, it will be just one more barrier of concrete,
7 automotive air pollution and traffic noise between the natural
8 resources of the Potomac and those citizens who wish to enjoy
9 it.

10 Third, its location puts the knife on the highwayman
11 to the throat of Glover-Archbold Park. As traffic grows,
12 due to the encouragement of more passenger-car use provided
13 by the bridge, the temptation to slash through the park with
14 another swath of concrete will become greater and greater.

15 Fourth, the bridge and its approaches will continue
16 the paving over of the historic Georgetown Waterfront. Re-
17 placing concrete factories with concrete highways is not the
18 way to preserve the area's landmark qualities.

19 Fifth, and most devastating, the bridge will escalate
20 the trend of overrunning the city with commuter passenger
21 cars. With its false promises of reduced congestion, the
22 bridge will encourage greater and more irresponsible use of
23 the automobile.

24 The prophesy of increased traffic flows will be ful-
25 filled and demands for more and bigger inner-city highways

1 will ensue. The pattern is predictable. Increased downtown
2 congestion will build pressure for more parking facilities
3 and businesses will be destroyed to make way for them. To
4 accommodate the traffic, the poor and the disenfranchised
5 will be steamrollered from their homes.

6 This is an impressive and depressing list of fault
7 and finding a design that will eliminate all is a formidable
8 task. However, after consulting with a team of architects
9 and transportation planners, we finally came up with a design
10 that comes closest to being tolerable.

11 (Presents display)

12 As you see, the design is for a one-lane wooden,
13 covered bridge such as grace the country area of the
14 Northeastern United States. I think you will agree that its
15 features resolve most of the problems. Since its approaches
16 are modest country lane affairs, very little taking of parkland
17 is involved.

18 Traffic noise and air pollution will be minimal
19 since only four cars will be permitted on the bridge at any
20 one time and the speed limit will be 15 miles per hour.
21 Finally, in order to prevent the onslaught of commuter
22 traffic, the bridge will be one-way out of the District on
23 weekday mornings and one-way into the District on weekday
24 evenings.

25 Is your reaction to this proposal, "This can't be

1 serious?" If so, I can only suggest that you look to your
2 own house. Or your own bridge, in this case. We have looked
3 at your proposals for the Three Sisters Bridge and after
4 considering the destructive and irresponsible nature of your
5 planning, our only conclusion is, "You can't be serious."

6 For there is no design solution to what you want to
7 do -- namely, to make it easier and easier for more and more
8 automobiles to rampage at will throughout the city.

9 No design will eliminate the governmental evil being
10 perpetrated -- namely, the treatment of the District as a
11 plantation to be overseen by a handful of Congressmen behaving
12 like British Colonialist exploiters whose greed and arrogance
13 tormented the original 13 colonies 200 years ago.

14 If this bridge is ever built, it will stand as a
15 shining example of the low regard those in power have for the
16 independence and freedom of the residents of the District of
17 Columbia. It will make a mockery of the message of the 1976
18 Bicentennial Celebration.

19 We celebrate the bridges at Lexington and Concord
20 for the battles which were fought there. Let us hope we can
21 celebrate the Bicentennial of American Independence by placing
22 a marker to commemorate the bridge which was never built at
23 Three Sisters

24 Thank you.

25 (Applause.)

1 MR. DUGAS: Miss Lincoln.

2 (No response.)

3 MR. DUGAS: This concludes our list. Is there
4 anyone not on our list who has not spoken, who would like to
5 make some testimony for the record?

6 (No response.)

7 MR. DUGAS: If not, these hearings will be adjourned
8 at 3:40 p.m.

9 (Whereupon, at 3:40 p.m., the public hearing in the
10 above entitled matter was concluded.)

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