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In the matter of:

NATIONAL CAPITAL PLANNING COMMISSION

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

VOLUME II

Place: Washington, D. C.

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OFFICIAL REPORTERS

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NATIONAL CAPITAL PLANNING COMMISSION

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

June 15, 1967

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

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

MRS. JAMES H. ROWE, JR., CHAIRMAN

G. FRANKLIN EDWARDS

COLONEL TOM H. REYNOLDS AND LIEUTENANT COLONEL
LEWIS W. PRENTISS, ALTERNATES FOR THE ENGINEER COMMISSIONER
OF THE DISTRICT OF COLUMBIA

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

WALTER J. McCARTER, AND HIS ALTERNATE JOHN RANNELLS

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

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

DANIEL H. SHEAR, SECRETARY

In addition, the Honorable George A. Avery,
Chairman of the Public Service Commission of the District of
Columbia and the Honorable William L. Porter, Member, Public
Service Commission of the District of Columbia, were present

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OPENING STATEMENT OF THE CHAIRMAN

CHAIRMAN ROWE: I think we will start this second game of the doubleheader and, since I made a number of preliminary statements last night, I won't repeat them again.

We are a much sparser audience. I assume that most of you who are here tonight were also here last night so that you know the essential ground rules. There is a new one, though, that I would like to ask you to observe and that's to not throw any bottles at the umpire.

(Laughter.)

I think my own views are quite well known but it's rough being an impartial Chairman and I plead with you not to make it any tougher.

I hope we can build a good record and that's the purpose of this hearing and I haven't been traded to the Yankees or the White Sox. My heart is just where it always has been but I do have to --

(Applause.)

I do have to be the Chairman of the meeting and keep it in order and so bear with me.

We will go through the list as it is written. We will call next the people who couldn't speak last night. We will then go to the people whose letters or telegrams perhaps got in too late or who have indicated that they would very much like to speak. Then, if there is time, before we stop

T24jd33

at eleven-thirty, we will be glad to hear from those of you in the audience who have not communicated with us your desires to speak.

endT24

With that, I will ask the Secretary to call the first witness.

MR. HAIRSTON: Madam Chairman, would you identify the change in faces?

CHAIRMAN ROWE: Oh, I'm sorry.

Mr. Shear, the Secretary, at this end.

Dr. Franklin Edwards, who, of course, was here last night.

Mr. George Avery.

Mr. Porter from the Public Service Commission.

Mr. Walter McCarter from the National Capital Transportation Agency.

Colonel Wilder from the Army Corps of Engineers.

Mr. Robert Horne from the Park Service.

Mr. Dye from the Public Buildings Administration.

And Colonel Prentiss for the District Engineer Commissioner.

I will ask that each person who comes up to speak identifies himself or herself with the name and address and organization, if any, that is represented and if, in the prepared text, the organization is not described, if that could be part of the statement, it will make it better for

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the eventual record.

Thank you very much.

MR. SHEAR: Madam Chairman, when the hearing was recessed last evening we had called through number 27 on the witness list.

The first witness this evening, therefore, is number 28, Mr. Frank Bias, President, The Connecticut Avenue Association.

STATEMENT OF:

FRANK BIAS, PRESIDENT, THE CONNECTICUT AVENUE
ASSOCIATION

MR. BIAS: I am Frank Bias, President of The Connecticut Avenue Association.

This Association represents business and professional enterprises on and in the vicinity of downtown Connecticut Avenue in the District. Included among its 200 members are property owners, retail shops, hotels, restaurants, realty firms, banks, savings and loan associations, and various trade organizations, professional and public service groups. Our interests are allied with the development and progress of the area, in particular and in general, of the entire District of Columbia and metropolitan Washington community.

The Connecticut Avenue Association maintains its own customer courtesy parking program, primarily for shoppers

125jd3 and others using facilities and services of its members.

The Association is especially sensitive to the many transportation and traffic problems as they relate to the central and downtown Connecticut Avenue areas of the District.

We are sympathetic to the proposals of the National Capital Planning Commission for the necessity of long-range comprehensive plans of action to serve the city and its population and volume of travel that may be expected to increase greatly in the overall near future.

We are deeply concerned, however, that separate agencies are seemingly pursuing plans for the District of Columbia and the Metropolitan Washington area that are apparently overlapping, in duplication or at variance with one another. We note that the District of Columbia Board of Commissioners held a public hearing on December 5th, 1966, relative to proposals under a community renewal program. Aspects of this program seem to touch in numerous instances proposals of the, previous proposals of the National Capital Planning Commission's Comprehensive Plan.

And, as recently as June 12th of this year, in a five-year study or a five-year plan study to cost, the study alone will cost \$4.5 million as was announced by the Metropolitan Washington Council of Governments. The purpose of this study as disclosed in a press release, is to delve

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into the relationship between transportation facilities and the overall development of Metropolitan Washington.

It seems to us that aspects of such a study would have been previously covered to have reached conclusions upon which the National Capital Planning Commission bases its Transportation Section proposals, which is being considered at this hearing. These many varied separate approaches are confusing, to say the least, to both businesses and residents alike throughout the Washington area.

We are impressed by the broad range of policies and plans outlined in the Commission's Comprehensive Plan for the Nation's Capital, in the realm of physical improvements in housing, in educational facilities, in community service institutions and transportation, and with appropriate recognition for the needs of private enterprises and the Federal Government.

The Connecticut Avenue Association has a long record of support and activity aimed at improving the quality of life in the District of Columbia and helping to make this a city in which every American can take justifiable pride.

Tremendous activity by private businesses in the improvement of the downtown Connecticut Avenue area in recent years has made this vicinity today the most highly assessed real estate in the entire District of Columbia.

It is recognized that the many separate aspects

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of the Transportation Section of the Commission's Comprehensive Plan are related. As they touch on mass rapid transit, parking, arterial streets and freeway systems, they are undoubtedly intended to provide an overall design that will care for traffic movement of people and vehicles into and through the District over the next 20 years and longer.

It is recognized, too, that some of the recommended facilities will serve specific traffic in specific areas at specific times. For the latter reason, separate residential, business and industrial sections of the city will be expected to take closer looks at these specific proposals of the Transportation Section which may affect these areas.

The Connecticut Avenue Association urges the National Capital Planning Commission to provide further opportunities for detailed scrutiny of the many separate aspects of its Comprehensive Plan by representatives of the residential and business areas most intimately involved. We commend the Commission on its affording the public an opportunity to present views at this hearing, the first instance of its kind, we think, in the memory of most of us here present.

We hold that the accumulation of many problems in the District of Columbia may be ascribed in part to the fact that the citizenry at large has little or no voice in

T25jd6

meeting and solving them.

We of The Connecticut Avenue Association look for a future opportunity, because we think that this is neither the time nor the place to explore in depth one aspect of the Transportation Section proposals which vitally affects our area; namely, the K Street Tunnel Freeway.

An inquiry into the matter discloses that major property holders and businesses along K Street are opposed to any kind of limited-access freeway on or under this thoroughfare on the grounds that existing alternate routes, with some limited construction leading to them, may be expanded at far less cost and less inconvenience to meet through-traffic needs for many years to come.

Specifically, completion and expansion of the existing Southeast Freeway with its accesses to the center city is presented as an adequate alternate to serve private and commercial traffic to and from destinations purported to be served by a K Street tunnel.

Access to the Southwest Freeway should be supported by an expanded Jefferson Davis Highway, U.S. 1, in Virginia, and by a commercial route, a tunnel, or an elevation over water, along the east bank of the Potomac River from Georgetown to the Southwest Freeway.

There is some question as to the necessity of an Inner Loop freeway system. Its existence may encourage use

T25jd7

by traffic which would otherwise use the outer Beltway system. The District of Columbia and The National Capital Planning Commission should ponder seriously the enormous costs in construction and maintenance and disruption to businesses involved in construction of throughways intended to carry traffic across the heart of the city. I may add also homes that may be involved in this, in this construction.

The Commission, we think, may well reflect on a policy of transportation design intended to serve the city, rather than on proposals to serve a traffic shortcut through it.

If any kind of Inner Loop is thought necessary to serve the city's interests, there should be a review of the Commission's original proposal for a surface route around the center core. A K Street tunnel was not in this proposal. The Connecticut Avenue Association tends to the conclusion that this prior proposal was not abandoned because the route was regarded as inadequate or impracticable. Its construction for its limited purpose would certainly cost less than building a tunnel under K Street.

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The Connecticut Avenue Association is presently -- And when I wrote this it was presently, but The Connecticut Avenue Association has presented a detailed survey among property owners, businesses and residents along Northwest K Street and in the immediate neighborhood to determine whether

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there exists an attitude toward the tunnel proposal.

Need I say that the feelings were definitely negative.

We understand that the District of Columbia Highway Department has its own plan for a depressed freeway along this same route.

Our Association has supported a rapid transit subway system for the District of Columbia. We think that completion of the entire system as proposed should be hastened. We would urge that Maryland and Virginia likewise hasten to supplement this system. We are of the opinion that the National Capital Planning Commission and other concerned agencies should emphasize and re-emphasize the urgent necessity of providing rapid mass transportation facilities for the Metropolitan Washington area.

The Connecticut Avenue Association will continue to support the National Capital Planning Commission and other agencies in efforts to implement new, and improve --

(Ringing of bell.)

May I have 30 seconds?

CHAIRMAN ROWE: (Nodding head.)

MR. BIAS: And improve present transportation facilities in the District of Columbia and surrounding areas.

We will give support to the Commission's recommendations for a public parking management program. We will

T26jd9

continue to press for greater availability of adequate parking for non-work trips between day hours of 10 a.m. to 4 p.m. We urge requirements that all new office structures provide facilities within their buildings to fully take care of tenant employee parking.

We will shortly forward to the Commission our further conclusions on the K Street freeway proposals. After our formal report on this is in your hands, we would welcome an opportunity to meet with you for the purpose of going into greater detail in this specific matter.

We thank you for according The Connecticut Avenue Association the privilege of presenting this statement.

(Applause.)

STATEMENT OF:

THOMAS M. WALSH, CHAIRMAN, TRANSPORTATION COMMITTEE, THE
METROPOLITAN WASHINGTON BOARD OF TRADE

MR. SHEAR: Number 29, Thomas M. Walsh, Chairman of the Transportation Committee of the Metropolitan Washington Board of Trade has filed a statement for the record.

(Mr. Walsh's statement reads as follows:)

THE METROPOLITAN WASHINGTON BOARD OF TRADE
1616 K Street, Northwest
Washington, D. C. 20006

TESTIMONY IN PUBLIC HEARING
BEFORE THE
NATIONAL CAPITAL PLANNING COMMISSION
REGARDING THE TRANSPORTATION PROPOSALS
in the
PROPOSED COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL

June 14-15, 1967

THOMAS M. WALSH
CHAIRMAN
TRANSPORTATION COMMITTEE

WE BELIEVE THAT WITH A FEW IMPORTANT EXCEPTIONS, THE TRANSPORTATION PLAN BEING PROPOSED IS A GOOD ONE AND IS FAITHFUL TO THE CONCEPT OF A BALANCED TRANSPORTATION SYSTEM FOR OUR CITY AND REGION.

ALL OF US WANT A BETTER CITY AND BETTER LIFE FOR EVERYONE. WE WANT BETTER SCHOOLS, BETTER HOUSING, MORE JOBS, BETTER HEALTH, LESS CRIME AND MORE ECONOMIC GROWTH. WE WANT AN ATTRACTIVE, PLEASANT AND THRIVING COMMUNITY IN WHICH TO ENJOY THE PLEASURES OF LIFE. THE FULFILLMENT OF THESE DESIRES DEPENDS IN GREAT MEASURE UPON THE ECONOMIC STRENGTH OF OUR CITY AND ON THE DEVELOPMENT OF THE ECONOMIC BASE WHICH PRODUCES TAX REVENUES.

THE AMOUNT OF LOCAL TAX DOLLARS AVAILABLE TO SUPPORT OUR MUNICIPAL SERVICES AND SOCIAL PROGRAMS DEPENDS HEAVILY UPON REVENUE PAID TO THE CITY BY BUSINESS.

WE THINK IT IS QUITE EVIDENT THAT AN ADEQUATE, MODERN, BALANCED TRANSPORTATION SYSTEM OF FREEWAYS AND RAPID RAIL TRANSIT, COUPLED WITH AUXILIARY SERVICES, IS ABSOLUTELY ESSENTIAL TO THE PRODUCTION OF STEADILY-INCREASING AMOUNTS OF TAXES TO PAY FOR THE SERVICES THAT ARE NEEDED NOW AND IN THE DECADES AHEAD. THE COMMUNITY RENEWAL PLAN FOR D. C. AND OTHER PROGRAMS WILL COST TREMENDOUS SUMS OF MONEY. UNLESS THE PRIVATE TAX BASE IS GREATLY EXPANDED, THERE IS LITTLE LIKELIHOOD THESE PLANS CAN BE IMPLEMENTED.

PLANNERS PLAN FOR THE FUTURE OF A CITY IN TERMS OF 25, 50 AND 100 YEARS WITH THE REALIZATION THAT THE NEEDS AND DEMANDS OF TODAY, NEXT YEAR AND FIVE YEARS FROM NOW ARE ONLY ONE PART OF THE PROBLEM. THEY WELL KNOW THAT A CITY WITHOUT MODERN TRANSPORTATION SYSTEMS IS A CITY WITH A HOST OF CHRONIC ECONOMIC PROBLEMS. CENTRAL TO THIS ISSUE IS THE HEALTH OF BUSINESS.

IF BUSINESS DEVELOPMENT IS SHACKLED IN THE CORE CITY OF OUR METROPOLITAN AREA, IT WILL NOT BECOME INERT. THE DEVELOPMENT WILL TAKE PLACE IN SUBURBAN AREAS. WHEN BUSINESS IS DISCOURAGED FROM BUILDING DOWNTOWN, THE CITY TAKES AN IRREVOCABLE STEP BACKWARD.

THE STEADY AND HEAVY GROWTH OF OUR POPULATION AND THE DEVELOPING MEGALOPOLIS OF THE EAST COAST WHICH INCLUDES WASHINGTON MAKES IT FULLY APPARENT THAT IF THE DISTRICT OF COLUMBIA IS TO BE A HEALTHY, ATTRACTIVE AND ECONOMICALLY STRONG CENTRAL CITY, WE MUST HAVE ADEQUATE FREEWAYS AND MASS TRANSIT THAT SERVE ALL OF THE DISTRICT AND TIES THE REGION TOGETHER AS AN ECONOMIC UNIT WITH DOWNTOWN WASHINGTON FUNCTIONING AS THE PRINCIPLE BUSINESS AND SOCIAL CENTER. OTHERWISE, WE SIMPLY WILL NOT BE ABLE TO TRANSPORT PEOPLE AND GOODS AT ANY REASONABLE COST AND WITH EFFICIENCY. WASHINGTON WILL LOSE ITS LIVABILITY. THE REGION WILL BECOME A SERIES OF PARTS UNRELATED TO THE WHOLE IN ITS ECONOMIC AND SOCIAL LIFE. THE NATIONAL CAPITAL DESERVES A BETTER FATE THAN THAT.

THE MAJOR PREMISE OF ALMOST EVERY IMPORTANT PLANNING RECOMMENDATION CONTAINED IN THE REPORT IS THAT OUR CITY SHOULD BE "OPEN" AND "HORIZONTAL" IN ITS PHYSICAL CHARACTERISTICS AND LOW TO MODERATE IN DENSITY WITH RESPECT TO POPULATION. THE BOARD OF TRADE RECOMMENDS THAT THIS PREMISE BE ABANDONED AS BEING COMPLETELY UNREALISTIC. ANY LONG-RANGE PLAN FOR THE DISTRICT OF COLUMBIA SHOULD START WITH THE ASSUMPTION OF A GREATER POPULATION DENSITY AND A COMPLETELY REVISED CONCEPT OF BUILDING HEIGHTS. THE REPORT ASSUMES A POPULATION GROWTH RATE WHICH, IN THE OPINION OF THE BOARD OF TRADE, IS FAR TOO CONSERVATIVE. HAVING THUS CONFINED ITS

THINKING BY THIS UNREALISTIC ASSUMPTION, THE REPORT PROCEEDS TO RECOMMEND POLICIES WHICH WILL MOST ASSUREDLY PREVENT THE POPULATION GROWTH WHICH COULD OTHERWISE BE ACHIEVED.

THE DISTRICT OF COLUMBIA IS THE HEART OF A METROPOLITAN AREA WHICH COULD HAVE A POPULATION OF FOUR MILLION IN 1985 AND CERTAINLY A FAR GREATER POPULATION IN THE YEAR 2000. IT MUST MAINTAIN ITS POSITION AS THE DOMINANT ECONOMIC SECTOR OF THE METROPOLITAN AREA. THE DISTRICT HAS A MOST SERIOUS HOUSING PROBLEM BECAUSE OF A LACK OF ADEQUATE HOUSING SITES. LAND AREA WILL BE CONTINUALLY DIMINISHED BY FEDERAL, CITY AND FOREIGN GOVERNMENT DEMANDS. THE DISTRICT CANNOT ANNEX NEIGHBORING POLITICAL AREAS FOR EXPANSION PURPOSES.

THESE ARE THE "FACTS OF LIFE" IN THE DISTRICT OF COLUMBIA. THEY DICTATE A SIMPLE CONCLUSION - GREATER BUILDING HEIGHTS AND DENSER POPULATION DEVELOPMENT, AND AN ADEQUATE BALANCED TRANSPORTATION SYSTEM TO SERVE THAT POPULATION. A LONG-RANGE PLAN BASED ON ANY OTHER ASSUMPTION WOULD HAVE COMPLETELY UNDESIRABLE ECONOMIC AND SOCIAL CONSEQUENCES FOR OUR CITY. WHY NOT UNLEASH THE CREATIVE ENERGY OF OUR PEOPLE TO BUILD, IMPROVE AND REDEVELOP OUR CITY? PEOPLE ARE THE MOST POWERFUL, CREATIVE FORCE IN THE WORLD. BY INCREASING PERMISSIBLE BUILDING HEIGHTS AND DENSITIES, WE WILL BE TAKING STEPS TO BRING A WHOLE NEW ERA OF ECONOMIC GROWTH TO OUR CITY, PROVIDING, OF COURSE, WE CONSTRUCT AN ADEQUATE BALANCED TRANSPORTATION SYSTEM THAT WILL SERVICE THE NEW ERA.

REGARDING SPECIFIC PLANS FOR MASS TRANSIT AND FREEWAYS:

FREEWAYS:

WE - AGAIN - ENDORSE IN ALMOST ALL ITS ELEMENTS, THE FREEWAY SYSTEM PROPOSED IN THE COMPREHENSIVE PLAN. HOWEVER, WE RECOMMEND THAT THE K STREET TUNNEL PROPOSAL BE ABANDONED AND THAT THE PREVIOUS PLAN FOR A NORTH LEG CIRCLING ACROSS FLORIDA AVENUE BE ADOPTED. WE HAVE NOT SEEN ANY EVIDENCE THAT THE K STREET TUNNEL WOULD BE AS EFFICIENT OR COST LESS MONEY. WE STRONGLY SUPPORT THE 1967-1972 TIMING FOR THE CONSTRUCTION OF THESE FREEWAYS; IN OTHER WORDS, THEY SHOULD BE BUILT JUST AS

RAPIDLY AS POSSIBLE.

RAIL RAPID TRANSIT:

WE SUPPORT THE COMPREHENSIVE PLAN'S 1967-1972 OBJECTIVES, ASSUMING THAT, LIKE ALL GOOD PLANS, IT WILL BE FLEXIBLE ENOUGH TO ACCOMMODATE CHANGING CIRCUMSTANCES. IT SHOULD BE NOTED THAT VERTICAL BUILDINGS AND A GREATER DENSITY OF POPULATION WILL BE REQUIRED AT SUBWAY STATIONS IN ORDER TO MEET PASSENGER PROJECTIONS OF TRANSIT PLANNERS. THIS IS ILLUSTRATIVE OF THE NEED TO CHANGE THE CONCEPT OF A LOW-DENSITY, HORIZONTAL FUTURE FOR WASHINGTON.

PARKING:

OUR POLICY FAVORS THE ESTABLISHMENT OF A PUBLIC PARKING AUTHORITY FOR THE DISTRICT, WHICH WOULD SUPPLEMENT PRIVATE OPERATIONS. PRIMARY RELIANCE MUST BE PLACED ON PRIVATE ACTIVITY. HOWEVER, THE COMPREHENSIVE PLAN CALLS FOR "PUBLIC CONTROL OVER LOCATION SIZE AND OPERATION OF ALL OFF-STREET PARKING FACILITIES IN THE CITY", AND WE STRONGLY OPPOSE THIS RECOMMENDATION.

THE OBJECTIVES THAT WILL SERVE THIS COMMUNITY BEST ARE:

- A SUBSTANTIAL INCREASE IN THE NUMBER OF OFF-STREET PARKING FACILITIES
- PRIVATE OWNERSHIP TO: MINIMIZE FURTHER EXPANSION OF GOVERNMENT ACTION IN DOWNTOWN DEVELOPMENT
INCREASE THE TAX BASE
MINIMIZE THE COST TO THE PUBLIC
- THE USE OF PUBLIC AUTHORITY TO SUPPLEMENT THE SUPPLY OF OFF-STREET PARKING FACILITIES.

THE PROPOSAL TO FREEZE THE NUMBER OF PARKING SPACES DOWNTOWN APPEARS TO BE AN ATTEMPT TO ARBITRARILY RESTRICT ACCESS TO DOWNTOWN BY PEOPLE WHO TRAVEL BY CAR. EVEN IF ADOPTED, THIS RECOMMENDATION COULDN'T STAND ON ITS OWN UNDER THE STEADILY-INCREASING DEMAND FOR MORE PARKING SPACE ON THE PART OF BOTH RESIDENTS AND TOURISTS. UNDERSCORING THIS FACT IS THE PROJECTED GROWTH OF EMPLOYMENT DOWNTOWN OF 200,000 BY 1985. IT SEEMS TO US THIS IS AN INSTANCE WHERE THE PLANNING COMMISSION HAS CLOSED ITS EYES TO HUMAN NATURE AND HUMAN NEED. WE'D BETTER BE SURE THAT WE IN-

CREASE OUR DOWNTOWN PARKING FACILITIES IF WE HAVE ECONOMIC DEVELOPMENT AS A GOAL FOR THE CENTRAL BUSINESS AREA.

AIR TRANSPORTATION:

THE DEVELOPMENT OF DULLES INTERNATIONAL AIRPORT IS A MAJOR GOAL OF THE BOARD OF TRADE. IT IS THE WORLD'S FINEST, MOST MODERN AND SAFEST AIRPORT AND A TREMENDOUS ASSET FOR OUR TRANSPORTATION SYSTEM AND THE NATION'S CAPITAL.

MILLIONS OF DOLLARS COULD BE SPENT ON RAPID TRANSIT TO DULLES. THAT'S FINE WITH US IF THE COSTS CAN BE JUSTIFIED. WE'D LIKE TO SEE IT DONE SOMEDAY. BUT CONSIDER THE QUESTION OF THE POTOMAC RIVER CROSSING. AS SOON AS THE THREE SISTERS BRIDGE IS FUNCTIONING, IT WILL BE A NONSTOP 20-25-MINUTE RUN BY CAR OR BUS TO DULLES INTERNATIONAL. THIS CAN BE ACCOMPLISHED MUCH SOONER THAN WE CAN BUILD RAPID TRANSIT THERE.

THE POINT IS THAT WE ARE ALREADY SADLY LACKING IN MODERN TRANSPORTATION AND WE MUST MAKE PROMPT USE OF EVERY OPPORTUNITY TO IMPROVE OUR SITUATION AS LONG AS IT IS FAITHFUL TO THE BALANCED TRANSPORTATION CONCEPT. DULLES INTERNATIONAL IS ANALOGOUS TO DOWNTOWN WASHINGTON. GIVE IT THE ACCESS IT DESERVES AND IT WILL FLOURISH.

WE NOTE THAT THE CONGRESS HAS DIRECTED THAT A HELIPORT SITE BE LOCATED ON FEDERAL LAND WITHIN THE DISTRICT OF COLUMBIA AND SO FAR THE F.A.A. AND G.S.A. HAVE NOT BEEN ABLE TO FIND AN APPROVED LOCATION FOR IT.

IN CONNECTION WITH THE PROVISION OF HELICOPTER SERVICE IN OTHER METROPOLITAN AREAS OF THE COUNTRY, THE SO-CALLED 'NUISANCE EFFECT' HAS NOT BEEN A SERIOUS CONSIDERATION. IN VIEW OF THE UNIQUE CHARACTER OF THIS CITY AS THE NATION'S CAPITAL, IT IS A MATTER OF SERIOUS IMPORTANCE TO ALL PERSONS IN KEY GOVERNMENT POSITIONS, AS WELL AS THE PUBLIC, TO BE ABLE TO UTILIZE HELICOPTER SERVICE TO SUBSTANTIALLY REDUCE GROUND TRAVEL TIME. WE DON'T THINK THESE PEOPLE OUGHT TO BE DENIED THE OPPORTUNITY TO ADD THOUSANDS OF PRODUCTIVE MAN-HOURS A YEAR TO THEIR

EFFORTS BECAUSE THE PLANNING COMMISSION IS WORRIED ABOUT 'NUISANCE EFFECTS.' THE FREQUENT USE OF HELICOPTER SERVICE IN AND AROUND THE DISTRICT OF COLUMBIA BY THE PRESIDENT OF THE UNITED STATES SEEMS TO INDICATE HELICOPTERS ARE A CONVENIENCE RATHER THAN A NUISANCE.

CONCLUSION:

WE URGE THE CONSTRUCTION OF THE BALANCED TRANSPORTATION SYSTEM IN THE PROPOSED COMPREHENSIVE PLAN SUBJECT TO THE RESERVATIONS INDICATED. WE ARE DEEPLY CONCERNED ABOUT THE RESTRICTIVE PHILOSOPHY EXPRESSED AND IMPLIED REGARDING ELEMENTS OF THE TRANSPORTATION PLAN BECAUSE IT REFLECTS SOMETHING LESS THAN GREAT ENTHUSIASM FOR THE WHOLE RANGE OF COMMUNITY DEVELOPMENT EFFORT THAT WILL BE NECESSARY TO SOLVE THE PHYSICAL AND SOCIAL PROBLEMS OF THE DISTRICT OF COLUMBIA.

THE LOW-DENSITY HORIZONTAL-CITY CONCEPT REFLECTS A TRAGIC MISCALCULATION OF THE URBAN FORCES AT WORK. WE CANNOT HELP BUT FEEL THIS FEATURE IS DESIGNED TO RESIST THE FORCES OF CHANGE, A GOAL THAT HAS NEVER BEEN ACHIEVED. THESE FORCES CAN BE CHanneLED AND MADE TO WORK TO OUR ADVANTAGE BUT THEY CANNOT BE STYMIED. WE THINK THE LOW TO MEDIUM DENSITY, HORIZONTAL-CITY CONCEPT, IF ADOPTED, WILL FALL OF ITS OWN WEIGHT EVENTUALLY BECAUSE IT PLANS PEOPLE AND INSTITUTIONS 'INTO CORNERS.' IT IS UNNECESSARILY AND ARBITRARILY RESTRICTIVE. IF WE PROCEED AS THE COMMISSION RECOMMENDS AND THIS ABORTIVE CONCEPT PREVAILS, IT MAY BE TOO LATE TO UNLEASH THE POWERFUL CREATIVITY OF PEOPLE TO BUILD THEIR CITY WITHIN REASONABLE GUIDELINES OF GOOD COMMUNITY DEVELOPMENT.

WE APPRECIATE THIS OPPORTUNITY TO EXPRESS OUR VIEWS.

THANK YOU.

T26jd10

MR. SHEAR: Number 30, Rene Bozzi, Vice President,
Lamond-Riggs Civic Association.

STATEMENT OF:

RENE BOZZI, VICE PRESIDENT, LAMOND-RIGGS CIVIC
ASSOCIATION

MR. RENE BOZZI: Madam Chairman, members of the Board, ladies and gentlemen of the audience: My name is Rene Bozzi. I am from the Lamond-Riggs Citizens Association which is in the northern part of the District, north of Gallatin Street, east of the B&O Railroad and along Eastern Avenue, in this section here (indicating on map).

We are vitally interested in the transportation proposals and we have been on record for the past number of years as strongly favoring rapid rail transit and in supporting the proposed subway system as a logical and practical solution for getting people from their homes to their employment and for people to go shopping, for retail and cultural excursions downtown.

We are strongly opposed to the proposed enlargement of the highway system as is shown on the proposals of the North Central Freeway, the Route 95 coming into Gallatin Street, the network of the Inner Loop, which connects with these roads.

Our interest is to keep our neighborhood, which is a very fine neighborhood, which I have lived in for 19 years,

T26jd11

to keep it as a nice quiet residential neighborhood, in which the property values have been increasing every year and which the integrated members of the neighborhood have worked very hard to keep as a fine neighborhood.

In their interest, in their activities in the Lamond-Riggs Citizens Association, of which there are 3000 members, we have done everything we can to make our citizens an example of good citizenship in Washington, especially with the problem that we do not have representation, we do not have a vote for local representatives and we don't have very much of a voice in the problems of schools and other civic problems.

We are somewhat in the position of colonial subjects back in the 18th century. Maybe we ought to wear three-cornered hats and knee breeches. But we are, for all purposes, the same as the colonial subjects who were forced to take a little strong measures in the end of the 18th century to make themselves heard by King George The Third. So you must excuse some of the excitement that we have had here yesterday because if it wasn't for people like Patrick Henry and other excitable gentlemen like Thomas Jefferson, the Adams boys, we might still be loyal subjects of Her Majesty. She's a nice Queen but --

(Applause.)

-- I prefer the good old republican way, democrat --

(Laughter.)

126jd12

So, anyway, our problem is: How can we be heard?

This is a welcome opportunity to be heard and I have been in charge of one of the committees against the freeway, there have been many, and we have been organized now into one central committee under some very able leadership. And I would like to say this.

That as I say it personally I think that the problem to be considered first and foremost in our city is that of housing. The problem of housing, especially for colored families, is very desperate. I have been living in Washington since 1941. I have lived in a large city, New York City in Manhattan. I have seen the problems there. I have lived in midtown Manhattan. I have lived in the Riverside Drive which is just a stone's throw from the slums of Harlem and I do know that there is great pressure on the colored families to find a place to live in and with high rents it's a disgrace.

And, if we continue to erode their living space, it makes less and less homes available for them, it makes the rents higher because of the law of supply and demand which works that way. The real estate speculators like this because they get more for a rundown apartment house.

(Applause.)

And to especially think of putting a freeway, any freeway into the part of town in which most of the colored

T26jd13

people live in I think is very wrong.

(Applause.)

T27

To go into the history of the freeways, I would like to say this. Originally it was planned -- I think this is about 15 years ago and I have had long talks with Mr. Peter Craig on this subject, who is quite an authority, now working for the United States Government, the Department of Transportation, but he told me that -- I said, Mr. Craig, how does anybody plan to bring in all these interstate highways into the District of Columbia? It's kind of, it doesn't make any sense to me. He says, Well, it doesn't really but I'll tell you how it all started. He said, About 15 years ago someone proposed to ease the traffic problems in the District to build some roads, some kind of road system to facilitate traffic going from the east and west, the so-called cross-town traffic. There were plenty of roads going north and south but to facilitate traffic they thought maybe they could get some underpasses or roads going east and west to facilitate the traffic in the heart of the city.

This was kicked around but no one ever found any money to pay for this. So it kept being pigeonholed. But along comes the Federal Highway Bill with the money from the gasoline taxes and the fact that this large sum of money was put aside to build interstate highways.

MR. SHEAR: Two minutes.

027jd14

MR. BOZZI: Yes, sir, I'm finishing up.

So that someone said, Now, look, if we can make the city roads which we need, if we can make them part of the interstate highway, we can get 90 per cent of it paid for. Now, wouldn't that be a lovely thought?

And this idea caught on and it mushroomed and that is exactly why we have today the proposal to bring Route 95, which is from Maine to Florida. I believe it's a six- or an eight-lane highway into Gallatin Street which is the southern part of the Lamond-Riggs area, just next door to -- a half a block away from the Backus Junior High School, to bring that -- and then past another, Keene Elementary School, to bring an interstate highway into the heart of the city, to encourage more interstate highways coming down through the North Central Freeway and to bring it down through here into the heart of Washington.

Surely the thought of bringing interstate highway trucks night and day into the heart of the city is wrong.

(Applause.)

It is wrong and the only explanation is that the gentlemen who want to build the highways and all the rubber tire, concrete salesmen, automobile, AAA, real estate speculators, they want to get this freeway system built and they know that there is -- 90 per cent of it can be paid by the federal government and it is to their material advantage but

127jd15 it is not to the advantage of the city and the people are against it.

(Applause.)

Thank you.

MR. SHEAR: Thomas P. Rooney.

STATEMENT OF:

THOMAS P. ROONEY

MR. THOMAS P. ROONEY: Before beginning my formal statement, I would like to defend or say something in defense of the two ladies involved in the proceedings of last night's hearing.

CHAIRMAN ROWE: Would you identify yourself?

MR. ROONEY: My name is Thomas Rooney and I will identify myself further when I get around to my formal statement.

CHAIRMAN ROWE: All right.

MR. ROONEY: Those of us who have been involved in this freeway struggle over the past two or three years have come to expect that the press of this city is not exactly entirely behind us. They are in favor of the freeways and usually they do a rather negative job of reporting.

However, the Washington Post this morning and Mr. Flor in the Star this evening have done an exceptionally negative job of reporting the meetings of last night.

(Applause.)

T27jd16

The first lady I intend to defend is my own wife who spoke last night immediately after Mr. Marion Barry. She ~~was delivering~~ a talk for Mrs. Juarez who was not in town and after Mr. Barry's moving talk she gave a very impromptu and short speech about Mr. Barry's talk.

To read of it in Mr. Flor's report or in the Post this morning, apparently to point at injustice and at the sources of unrest is to incite to riot.

The second lady I would like to defend is Mrs. Rowe.

(Applause.) (Attendance standing.)

Mr. Flor wrote in the Star this evening: Freeway foes jeer an ally. Freeway foes were not jeering an ally, we were jeering the ruling that allows us only ten minutes to speak about such an important matter.

(Applause.)

Mr. Flor failed to mention that Mrs. Rowe was also given a two- or three-minute standing ovation by the same people last night.

So I would like to set this straight.

(Applause.)

Now, the formal part. My name is Thomas Rooney. I live in the Brookland area of Northeast Washington. I am a member of the Brookland Civic Association, teach at Catholic University and am chairman of a committee created

27jd17 by the Graduate School of Arts and Sciences of Catholic University assigned to study the impact of the National Capital Planning Commission's 1985 Plan on the University and on the Brookland community, of which it is a part.

Unfortunately, this committee was only recently formed at the last meeting of the academic year. While I cannot yet speak officially for the Graduate School of Arts and Sciences, I know that the views I express here are those of many of the faculty with whom I have spoken and that they are the views of virtually the entire Brookland community.

Much of what I have to say is repetitious. It is repetitious of what has been said here this evening and last evening and repetitious of what has been said over and over again at every planning, highway, budget hearing and presentation since the first freeway plans appeared here and since September of 1965 when the NCPC presented its Proposed Physical Development Policies for Washington, D. C.

Apparently this repetition is necessary since the press, the planners, the District Commissioners and the Congress have not really heard what the citizens of the District of Columbia have been saying -- and if they read the --

(Applause.)

-- And if the citizens read the press of this morning and this evening, they still don't know what the rest

T27jd18

of us have been saying.

(Applause.)

That is that interstate truck routes and suburban freeways do not belong in any city, let alone the Nation's Capital.

(Applause.)

In addition to the usual valid objections to these monstrous roads already well covered here, I would like to emphasize the fact that freeway building in urban areas has become a major moral issue and all too often has been an instrument of gross injustice.

For example, the citizens of the District of Columbia, and I use the word "citizen" loosely here, for we are, in fact, voteless subjects of the Congress, are to be taxed to pay the District's tenth of a billion dollars share in the cost of the interstate freeway and truck routes within the city limits. That is 100 million D. C. tax dollars for a freeway system which the people of the District have consistently and repeatedly rejected, and reject again here tonight.

In the budget estimate issued by the D. C. Budget Office for 1968 are the following estimates:

Highways and Traffic, \$111.5 million;

Welfare, \$20.1 million;

Schools, \$18.4 million;

127jd19

Health, \$7.9 million;
Urban renewal, \$3.8 million;
Recreation, \$1.2 million.

There are a couple of other items of less than \$2 million in the summary and the total estimated budget for 1968 is \$167.9 million. Every item on this budget was slashed, except the \$111.5 million for highways and traffic and a requested increase for the police department.

The discrepancies in the figures speak for themselves and the value judgments of the District Appropriations Committee are very evident in their choice of items to cut, which included most of the money requested for mass transit for fiscal 1968.

Shameful Shaw and two dozen other obsolete schools still stand. The Kenilworth dump still burns. The Summer Program for Youth is still waiting for funds. None of the city's most pressing needs have adequate funds and we are asked to pay \$100 million for an interstate freeway we do not want. This is a moral issue.

(Applause.)

This is injustice.

The routes of urban freeways are determined not so much by geography as by finding the paths of least civil resistance. The poor, the elderly, the discriminated-against minority, the racial or nationalistic ghetto, the poorly

128jd20 educated, all of these are those who can resist least, and are the ones most likely to find the appraiser or the eviction notice on their doorstep.

(Applause.)

Over 90 per cent of those to be displaced by the District Highway Department's freeway system are Negro. The freeway has become an instrument of racial discrimination. The displaced Negro cannot leave the city, since the white suburb is still closed to him. Montgomery County bragged recently of locating 300 Negro families in the past two years, and it is our only progressive neighbor.

(Laughter.)

The displaced Negro in the city is caught in the land grab squeeze between freeway acquisitions, real estate speculation and urban renewal, which is usually renewal for those who can afford it, witness our Southwest Renewal area.

The blighted ghetto areas become more and more tightly packed, more inhuman and more explosive. It is interesting to note that this week in Tampa, Florida the rioters were throwing Molotov cocktails at the automobiles on a super highway that cuts through their neighborhood. To callously remove a man from his home, no matter how poor it may be, and with no place for him to go, is a gross injustice that this society cannot ignore.

-3jd21

MR. SHEAR: Two minutes, Mr. Rooney.

(Applause.)

MR. ROONEY: Another sentence.

To remove thousands of families is criminal and this is what is happening here and in every other major city in this country. This is injustice.

Two years ago if anyone mentioned air pollution he was considered to be some sort of health faddish eccentric. Now every major magazine and periodical has had lead articles condemning the wasteful and dangerous air pollution that exists in every major city. Washington is one of the worst.

The Washington Post on May 9th had an editorial entitled Air Pollution Again. It is a short editorial and I will read it for you:

On March 10th, a District Subcommittee was told by -- This is -- I am quoting from the Post -- The District Subcommittee was told by an official of the National Center for Air Pollution Control that Washington's air is worse than that of Los Angeles. Pollution is known to exceed levels safe for human health.

The sources of this air pollution, et cetera -- Oh, well, let me finish that.

The sources of this air pollution were very specifically located. They included the smoke from

28jd22

Government-owned buildings, from public utilities and from the burning of waste material in dumps.

But the Post has chosen to ignore that the major contributor to air pollution in non-industrial Washington is the exhaust from the internal combustion engine.

A few weeks ago Engineer Commissioner Mathe attacked the model air pollution control code as being un-enforceable. The air pollution code would set limits on the amount of sulfur fuel -- I will skip that and go on.

(Ringing of bell.)

CHAIRMAN ROWE: 30 more seconds.

MR. ROONEY: Okay.

When interstate freeway systems become instruments of racial or economic discrimination, when people are being forced to accept them as they are also forced to pay for them while other vital needs are denied funds, when, in fact, the very health and physical wellbeing of a whole city is in jeopardy from pollution, and when all of the citizens' wishes on the matter are frustrated and ignored, then the issue is very obviously a moral issue. This kind of callous indifference to such gross injustice has more to do with the rioting and bloodshed of the worsening long hot summers than the lack of kiddie pools and recreation do. The right of eminent domain has come to mean the might of eminent domination.

P28jd23

However, if tomorrow --

(Applause.)

-- If tomorrow the Congress, finding a conscience and ignoring the political pressures from the automobile and trucking lobbies, decided to remove the 90 federal 10 per cent local highway funds from urban interstate free-ways, even decided that, to help rescue the cities, some of those 90/10 funds be used for mass transit, we would still be in trouble here in the District.

Mr. Hodges of the NCPC staff --

CHAIRMAN ROWE: Mr. Rooney, could you read the end of it and let us put into the record the other three pages because you have run over.

MR. ROONEY: Brookland and a number of other areas -- This section is devoted to speaking of what will happen at uptown subway stops according to the 1985 Plan.

Brookland and a number of other areas which are affected by the 1985 Plan have stable, racially integrated neighborhoods. They have people who are working hard to overcome the evil effects of centuries of racial discrimination. It seems to me that when the Planning Commission finds these pockets of successful working integration it would bend every effort to protect and foster these much-needed beginnings, instead of proposing plans guaranteed to kill and ghettoize these communities. The transit stops can absorb

128jd24

some increase of density and some increase in job-producing industries and offices but these things should be done with a light touch and extreme care and control. Certainly these communities should not be used as dumping grounds to solve the city's housing and employment problems.

The metropolitan suburban areas must, in justice and charity, open its doors to middle- and low-income families. Much of their refusal to do so is reflected in the 1985 Plan.

We will not accept the freeways. We do urgently and ~~imre~~ immediately need mass transit and much more of it than has been proposed, but a transit system tamed at its stops and not thrown open to the expedient development and the tender mercies of the developer. This would be planned ghettoization.

(Applause.)

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

National Capital Planning Commission - Hearing on the Transportation Section of 1985 Plan

June 14, 1967

My name is Thomas Rooney. I live in the Brookland area of north-east Washington. I am a member of the Brookland Civic Association, teach at Catholic University, and am chairman of a committee, created by the Graduate School of Arts and Sciences of Catholic University, assigned to study the impact of the N.C.P.C.'s 1985 Plan on the University and on the Brookland community, of which it is a part. Unfortunately, this committee was only recently formed at the last meeting of the Faculty of the Graduate School for the academic year. While I cannot as yet speak officially for the Graduate School of Arts and Sciences, I know that the views I express here are those of many of the faculty with whom I have spoken, and that they are the views of virtually the entire Brookland community.

Much of what I have to say is repetitious. It is repetitious of what has been said here this evening, and repetitious of what has been said over and over and over again at every planning, highway, and budget hearing and presentation since the first freeway plans appeared here and since September, 1965 when the NCPC presented its "Proposed Physical Development Policies for Washington, D.C."

Apparently this repetition is necessary, since the press, the planners, the District Commissioners, and the Congress have not really heard what the citizens of the District of Columbia have been saying --- and that is that interstate truck routes and suburban

freeways do not belong in any city, let alone in the Nation's capital.

In addition to the usual valid objections to these monstrous roads, already well covered here, I would like to emphasize the fact that freeway building in urban areas has become a major moral issue, and all too often has been an instrument of gross injustice. For example, the citizens of the District of Columbia (and I use the word "citizen" loosely here, for we are in fact voteless subjects of the Congress) are to be taxed to pay the District's tenth of a billion dollars share in the cost of the interstate freeway and truck routes within the city limits. That is 100 million D.C. tax dollars for a freeway system which the people of the District have consistently and repeatedly rejected --- and reject again here tonight. In the Budget Estimate issued by the D.C. Budget Office for 1968 are the following estimates:

Highways and Traffic	111.5 million dollars
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Schools	18.4
Health	7.9
Urban renewal	3.8
Recreation	1.2

There are three other items of less than \$2 million, and the total estimated budget for 1968 is 167.9 million dollars. Every item on this budget was slashed, except the 111.5 million for highways and traffic, and a requested increase for the police department. The discrepancies in the figures speak for themselves, and the value judgements of the District Appropriations Committee are very evident in their choice of items to cut (which included most of the money requested for mass transit for fiscal 1968). "Shameful Shaw" and

two dozen other obsolete schools, still stand, the Kenilworth dump still burns, the Summer Program for Youth is still waiting for funds, none of the city's most pressing needs have adequate funds, and we are asked to pay 100 million dollars for an interstate freeway we do not want. This is a moral issue. This is injustice.

The routes of urban Freeways are determined not so much by geography, as by finding the paths of least civil resistance. The poor, the elderly, the discriminated against minority, the racial or nationalistic ghetto, the poorly educated, all of these are those who can resist least, and are the ones most likely to find the appraisor or the eviction notice on their doorstep. Over 90% of those to be displaced by the District Highway Dept.'s freeway system are negro. The freeway has become an instrument of racial discrimination. The displaced Negro cannot leave the city, since the white suburb is still closed to him (Montgomery county bragged recently of locating 300 negro families in the past two years, and it is our only progressive neighbor). The displaced Negro in the city is caught in the landgrab squeeze between freeway acquisitions, real estate speculation, and urban renewal (which is usually renewal for those who can afford it - witness our Southwest Renewal area). The blighted ghetto areas become more and more tightly packed, more inhuman, and more explosive. It is interesting to note that this week in Tampa, Florida, the rioters were throwing Molotov cocktails at the automobiles on a super highway that cuts through their neighborhood. To callously remove a man from his home, no matter how poor it may be, and with no place for him to

go is a gross injustice that this society cannot ignore. To remove thousands of families is criminal, and this is what is happening here and in every major city in this country. This is injustice!

Two years ago if anyone mentioned air pollution, he was considered to be some sort of health-faddish eccentric. Now, every major magazine and periodical has had lead articles condemning the wasteful and dangerous air pollution that exists in every major city --- and Washington is one of the worst. The Washington Post, on May 9th, had an editorial entitled "Air Pollution Again." It is a short editorial, so I will read it for you:

On March 10, a Senate District Subcommittee was told by an official of the National Center for Air Pollution Control that Washington's air is worse than that of Los Angeles. Pollution is known to exceed levels safe for human health.

The sources of this air pollution were very specifically located. They included the smoke from the Government's own buildings, from the public utilities and from the burning of waste material in dumps.

All of these sources continue to dump their pollutants into the air, two months after this disclosure. The National Institutes of Health has cut down its contribution of sulphur dioxide 80 per cent by switching from high sulphur to low sulphur fuel in the NIH boiler plant. But the major sources are unaltered.

As long as they are unaltered, it is hard to take seriously the Government's attack on pollution nationally.

What the Post has chosen to ignore is that the major contributor to air pollution in non-industrial Washington is the exhaust from the internal combustion engine.

A few weeks ago, Eng. Commissioner Mathe attacked the model air pollution control code as being unenforceable. The air pollution code would set limits on the amount of sulfur in fuel and on the

contaminates in smoke, prohibit open burning, and require cars to be equipped with exhaust controls by 1970. At best these are stop-gap steps, and the exhaust from the 200,000 cars and trucks per day the proposed Rt. 1-95, which cuts through the District on the North Central Freeway would more than obliterate the effects of the air pollution controls that Gen. Mathe now finds unenforceable. To dangerously affect the health of this city in order that truckers, tourists, and suburban commuters have easy access to, or a short-cut through the District is a gross injustice to the people who live there.

In 1965, when citizen opposition to this interstate freeway system became too loud and too nagging, the District Highway Department, to show how liar they were and how wrong citizen opposition was, hired a very reputable firm from outside the city to do an extensive and expensive re-study of the freeway system proposed for this city. The Arthur D. Little Report was released in April, 1966. Five days later it was dead and buried; killed by the Highway Dept., the District Commissioners, the newspapers, the auto and trucking lobbies, and by the President himself. The findings of this unbiased report were; that the statistics used to justify the freeways were exaggerated and inaccurate; that most of the proposed freeways were, in fact, not necessary --- especially with a good mass transit system; that an adequate mass transit system be built immediately; and that a study of the need for further freeways be done after the transit system was in operation. To kill this report because of political pressure^s and at the expense of and against the will of the people of the

District is again a gross injustice. If even a shadow of justice were to be applied to the situation, the people of the District would at least be allowed a referendum vote (since they have no her) on whether they want these roads or not.

When interstate freeway systems become instruments of racial or economic discrimination; when the people being forced to accept them are also forced to pay for them while other vital needs are denied funds; when, in fact, the very health and physical well-being of a whole city is in jeopardy from pollution; and when all of their wishes on the matter are frustrated and ignored, then the building of interstate freeway systems is, very obviously, a moral issue. This kind of callous indifference to such gross injustices has more to do with the rioting and the bloodshed of the worsening "long hot summers" than the lack of kiddie pools and recreation do. The right of eminent domain has come to mean "the right of eminent domination."

However, if tomorrow the Congress, finding a conscience and ignoring the political pressures from the automobile and trucking lobbies, decided to remove the 90% federal 10% local highway funds from urban interstate freeways --- even decided that, to help rescue the cities, some of those 90-10 funds be used for mass transit -- we would still be in trouble here in the District. Mr. Hodges of the NCPC staff said a few weeks ago at a presentation of the 1985 Plan, that "no one can appreciate what an impact the (Mass Transit) system will have." After studying the proposed intensive development at each uptown transit stop, one can certainly begin

to get an idea of just what a tremendous impact it will be.

We are faced, right now, before the Freeways have really started to bulldoze their way through Washington, and before the implementation of the 1985 Plan, with a serious housing shortage. To implement the 1985 Plan means the displacement of 45,000 families. This vast exodus of people from their homes means that other places will have to be found for them to live in. There are the proposals to develop the Anacostia-Bolling and National Training School sites, but these new developments on unused land will accommodate less than one fourth of these 45,000 refugees. Apparently, this accounts for the "intensive development" proposed for each uptown transit stop. Almost all of these stops are now in predominantly single unit residential areas. In spite of the Planning Commissions avowed goal of preserving and protecting existing neighborhoods, those communities that find themselves on a Transit stop are to become the centers of high density population, uptown employment centers, and are to provide sites for light industry. As the Washington Post's architectural critic, Wolf Von Echart, said recently in the "Potomac" section of that paper, this kind of development will spell the death of the community.

Brookland, for example, which is the community adjacent to Catholic University, is being asked to absorb 2 lanes of B & O Railway tracks, 2 lanes of mass transit tracks, 8 to 10 lanes of freeway in a thirty feet deep ditch, 4 lanes of flying ramps which emerge, 2 on each side, from the freeway ditch at the Michigan Ave. exit, and on both sides of this complex of tracks and freeway lanes

a 6 lane road to handle the traffic from the Michigan Ave. exits. This adds up to a total of 28 to 30 lanes of traffic - plus a large transit stop, an 1800 car parking lot to service the transit stop, plus a shopping center to service the parking lot --- all immediately next to Catholic University, and between the University and the Brookland community. In addition the shops presently on 12th St. in Brookland are to be "absorbed" in uptown office buildings; and a two block wide strip running from Monroe St. to Rhode Island Ave. next to the freeway is to be given over to high density, low and middle income, high rise apartment buildings. What will all of this do to the existing community? Is this some of that impact at the transit stops that Mr. Hodges spoke of?

What I have described here is what is proposed for Brookland, but the same kind of development is proposed for the New Hampshire stop, the Takoma stop, the Silver Spring stop, and to every one of the uptown transit stops.

Brookland and a number of other areas affected by the 1985 Plan have stable, racially integrated neighborhoods. They have people who are working hard to overcome the evil effects of centuries of racial discrimination. It seems to me that when the Planning Commission finds these pockets of successful, working integration, it would bond every effort to protect and foster these much needed beginnings, instead of proposing plans guaranteed to kill and ghettoize these communities. The transit stops can absorb some increase of density, some increase in job producing industries and offices, but these things should be done with a light touch and

extreme care and control. Certainly these communities should not be used as dumping grounds to solve the city's housing and employment problems. The metropolitan suburban areas must, in justice and charity, open its doors to middle and low income families. Much of their refusal to do so is reflected in the 1985 Plan.

We will not accept the freeways. We do urgently and immediately need Mass Transit --- and much more of it than has been proposed --- but a Transit System tamed at its stops, and not thrown open to expedient development and the tender mercies of the developer. This would be planned ghettoization.

THE METROPOLITAN WASHINGTON BOARD OF TRADE
1616 K Street, Northwest
Washington, D. C. 20006

TESTIMONY IN PUBLIC HEARING
BEFORE THE
NATIONAL CAPITAL PLANNING COMMISSION
REGARDING THE TRANSPORTATION PROPOSALS
in the
PROPOSED COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL

June 14-15, 1967

THOMAS M. WALSH
CHAIRMAN
TRANSPORTATION COMMITTEE

WE BELIEVE THAT WITH A FEW IMPORTANT EXCEPTIONS, THE TRANSPORTATION PLAN BEING PROPOSED IS A GOOD ONE AND IS FAITHFUL TO THE CONCEPT OF A BALANCED TRANSPORTATION SYSTEM FOR OUR CITY AND REGION.

ALL OF US WANT A BETTER CITY AND BETTER LIFE FOR EVERYONE. WE WANT BETTER SCHOOLS, BETTER HOUSING, MORE JOBS, BETTER HEALTH, LESS CRIME AND MORE ECONOMIC GROWTH. WE WANT AN ATTRACTIVE, PLEASANT AND THRIVING COMMUNITY IN WHICH TO ENJOY THE PLEASURES OF LIFE. THE FULFILLMENT OF THESE DESIRES DEPENDS IN GREAT MEASURE UPON THE ECONOMIC STRENGTH OF OUR CITY AND ON THE DEVELOPMENT OF THE ECONOMIC BASE WHICH PRODUCES TAX REVENUES.

THE AMOUNT OF LOCAL TAX DOLLARS AVAILABLE TO SUPPORT OUR MUNICIPAL SERVICES AND SOCIAL PROGRAMS DEPENDS HEAVILY UPON REVENUE PAID TO THE CITY BY BUSINESS.

WE THINK IT IS QUITE EVIDENT THAT AN ADEQUATE, MODERN, BALANCED TRANSPORTATION SYSTEM OF FREEWAYS AND RAPID RAIL TRANSIT, COUPLED WITH AUXILIARY SERVICES, IS ABSOLUTELY ESSENTIAL TO THE PRODUCTION OF STEADILY-INCREASING AMOUNTS OF TAXES TO PAY FOR THE SERVICES THAT ARE NEEDED NOW AND IN THE DECADES AHEAD. THE COMMUNITY RENEWAL PLAN FOR D. C. AND OTHER PROGRAMS WILL COST TREMENDOUS SUMS OF MONEY. UNLESS THE PRIVATE TAX BASE IS GREATLY EXPANDED, THERE IS LITTLE LIKELIHOOD THESE PLANS CAN BE IMPLEMENTED.

PLANNERS PLAN FOR THE FUTURE OF A CITY IN TERMS OF 25, 50 AND 100 YEARS WITH THE REALIZATION THAT THE NEEDS AND DEMANDS OF TODAY, NEXT YEAR AND FIVE YEARS FROM NOW ARE ONLY ONE PART OF THE PROBLEM. THEY WELL KNOW THAT A CITY WITHOUT MODERN TRANSPORTATION SYSTEMS IS A CITY WITH A HOST OF CHRONIC ECONOMIC PROBLEMS. CENTRAL TO THIS ISSUE IS THE HEALTH OF BUSINESS.

IF BUSINESS DEVELOPMENT IS SHACKLED IN THE CORE CITY OF OUR METROPOLITAN AREA, IT WILL NOT BECOME INERT. THE DEVELOPMENT WILL TAKE PLACE IN SUBURBAN AREAS. WHEN BUSINESS IS DISCOURAGED FROM BUILDING DOWNTOWN, THE CITY TAKES AN IRREVOCABLE STEP BACKWARD.

THE STEADY AND HEAVY GROWTH OF OUR POPULATION AND THE DEVELOPING MEGALOPOLIS OF THE EAST COAST WHICH INCLUDES WASHINGTON MAKES IT FULLY APPARENT THAT IF THE DISTRICT OF COLUMBIA IS TO BE A HEALTHY, ATTRACTIVE AND ECONOMICALLY STRONG CENTRAL CITY, WE MUST HAVE ADEQUATE FREEWAYS AND MASS TRANSIT THAT SERVE ALL OF THE DISTRICT AND TIES THE REGION TOGETHER AS AN ECONOMIC UNIT WITH DOWNTOWN WASHINGTON FUNCTIONING AS THE PRINCIPLE BUSINESS AND SOCIAL CENTER. OTHERWISE, WE SIMPLY WILL NOT BE ABLE TO TRANSPORT PEOPLE AND GOODS AT ANY REASONABLE COST AND WITH EFFICIENCY. WASHINGTON WILL LOSE ITS LIVABILITY. THE REGION WILL BECOME A SERIES OF PARTS UNRELATED TO THE WHOLE IN ITS ECONOMIC AND SOCIAL LIFE. THE NATIONAL CAPITAL DESERVES A BETTER FATE THAN THAT.

THE MAJOR PREMISE OF ALMOST EVERY IMPORTANT PLANNING RECOMMENDATION CONTAINED IN THE REPORT IS THAT OUR CITY SHOULD BE "OPEN" AND "HORIZONTAL" IN ITS PHYSICAL CHARACTERISTICS AND LOW TO MODERATE IN DENSITY WITH RESPECT TO POPULATION. THE BOARD OF TRADE RECOMMENDS THAT THIS PREMISE BE ABANDONED AS BEING COMPLETELY UNREALISTIC. ANY LONG-RANGE PLAN FOR THE DISTRICT OF COLUMBIA SHOULD START WITH THE ASSUMPTION OF A GREATER POPULATION DENSITY AND A COMPLETELY REVISED CONCEPT OF BUILDING HEIGHTS. THE REPORT ASSUMES A POPULATION GROWTH RATE WHICH, IN THE OPINION OF THE BOARD OF TRADE, IS FAR TOO CONSERVATIVE. HAVING THUS CONFINED ITS

THINKING BY THIS UNREALISTIC ASSUMPTION, THE REPORT PROCEEDS TO RECOMMEND POLICIES WHICH WILL MOST ASSUREDLY PREVENT THE POPULATION GROWTH WHICH COULD OTHERWISE BE ACHIEVED.

THE DISTRICT OF COLUMBIA IS THE HEART OF A METROPOLITAN AREA WHICH COULD HAVE A POPULATION OF FOUR MILLION IN 1985 AND CERTAINLY A FAR GREATER POPULATION IN THE YEAR 2000. IT MUST MAINTAIN ITS POSITION AS THE DOMINANT ECONOMIC SECTOR OF THE METROPOLITAN AREA. THE DISTRICT HAS A MOST SERIOUS HOUSING PROBLEM BECAUSE OF A LACK OF ADEQUATE HOUSING SITES. LAND AREA WILL BE CONTINUALLY DIMINISHED BY FEDERAL, CITY AND FOREIGN GOVERNMENT DEMANDS. THE DISTRICT CANNOT ANNEX NEIGHBORING POLITICAL AREAS FOR EXPANSION PURPOSES.

THESE ARE THE "FACTS OF LIFE" IN THE DISTRICT OF COLUMBIA. THEY DICTATE A SIMPLE CONCLUSION - GREATER BUILDING HEIGHTS AND DENSER POPULATION DEVELOPMENT, AND AN ADEQUATE BALANCED TRANSPORTATION SYSTEM TO SERVE THAT POPULATION. A LONG-RANGE PLAN BASED ON ANY OTHER ASSUMPTION WOULD HAVE COMPLETELY UNDESIRABLE ECONOMIC AND SOCIAL CONSEQUENCES FOR OUR CITY. WHY NOT UNLEASH THE CREATIVE ENERGY OF OUR PEOPLE TO BUILD, IMPROVE AND REDEVELOP OUR CITY? PEOPLE ARE THE MOST POWERFUL, CREATIVE FORCE IN THE WORLD. BY INCREASING PREMISSIBLE BUILDING HEIGHTS AND DENSITIES, WE WILL BE TAKING STEPS TO BRING A WHOLE NEW ERA OF ECONOMIC GROWTH TO OUR CITY, PROVIDING, OF COURSE, WE CONSTRUCT AN ADEQUATE BALANCED TRANSPORTATION SYSTEM THAT WILL SERVICE THE NEW ERA.

REGARDING SPECIFIC PLANS FOR MASS TRANSIT AND FREEWAYS:

FREEWAYS:

WE - AGAIN - ENDORSE IN ALMOST ALL ITS ELEMENTS, THE FREEWAY SYSTEM PROPOSED IN THE COMPREHENSIVE PLAN. HOWEVER, WE RECOMMEND THAT THE K STREET TUNNEL PROPOSAL BE ABANDONED AND THAT THE PREVIOUS PLAN FOR A NORTH LEG CIRCLING ACROSS FLORIDA AVENUE BE ADOPTED. WE HAVE NOT SEEN ANY EVIDENCE THAT THE K STREET TUNNEL WOULD BE AS EFFICIENT OR COST LESS MONEY. WE STRONGLY SUPPORT THE 1967-1972 TIMING FOR THE CONSTRUCTION OF THESE FREEWAYS; IN OTHER WORDS, THEY SHOULD BE BUILT JUST AS

RAPIDLY AS POSSIBLE.

RAIL RAPID TRANSIT:

WE SUPPORT THE COMPREHENSIVE PLAN'S 1967-1972 OBJECTIVES, ASSUMING THAT, LIKE ALL GOOD PLANS, IT WILL BE FLEXIBLE ENOUGH TO ACCOMMODATE CHANGING CIRCUMSTANCES. IT SHOULD BE NOTED THAT VERTICAL BUILDINGS AND A GREATER DENSITY OF POPULATION WILL BE REQUIRED AT SUBWAY STATIONS IN ORDER TO MEET PASSENGER PROJECTIONS OF TRANSIT PLANNERS. THIS IS ILLUSTRATIVE OF THE NEED TO CHANGE THE CONCEPT OF A LOW-DENSITY, HORIZONTAL FUTURE FOR WASHINGTON.

PARKING:

OUR POLICY FAVORS THE ESTABLISHMENT OF A PUBLIC PARKING AUTHORITY FOR THE DISTRICT, WHICH WOULD SUPPLEMENT PRIVATE OPERATIONS. PRIMARY RELIANCE MUST BE PLACED ON PRIVATE ACTIVITY. HOWEVER, THE COMPREHENSIVE PLAN CALLS FOR "PUBLIC CONTROL OVER LOCATION SIZE AND OPERATION OF ALL OFF-STREET PARKING FACILITIES IN THE CITY", AND WE STRONGLY OPPOSE THIS RECOMMENDATION.

THE OBJECTIVES THAT WILL SERVE THIS COMMUNITY BEST ARE:

- A SUBSTANTIAL INCREASE IN THE NUMBER OF OFF-STREET PARKING FACILITIES
- PRIVATE OWNERSHIP TO:
 - MINIMIZE FURTHER EXPANSION OF GOVERNMENT ACTION IN DOWNTOWN DEVELOPMENT
 - INCREASE THE TAX BASE
 - MINIMIZE THE COST TO THE PUBLIC
- THE USE OF PUBLIC AUTHORITY TO SUPPLEMENT THE SUPPLY OF OFF-STREET PARKING FACILITIES.

THE PROPOSAL TO FREEZE THE NUMBER OF PARKING SPACES DOWNTOWN APPEARS TO BE AN ATTEMPT TO ARBITRARILY RESTRICT ACCESS TO DOWNTOWN BY PEOPLE WHO TRAVEL BY CAR. EVEN IF ADOPTED, THIS RECOMMENDATION COULDN'T STAND ON ITS OWN UNDER THE STEADILY-INCREASING DEMAND FOR MORE PARKING SPACE ON THE PART OF BOTH RESIDENTS AND TOURISTS. UNDERSCORING THIS FACT IS THE PROJECTED GROWTH OF EMPLOYMENT DOWNTOWN OF 200,000 BY 1985. IT SEEMS TO US THIS IS AN INSTANCE WHERE THE PLANNING COMMISSION HAS CLOSED ITS EYES TO HUMAN NATURE AND HUMAN NEED. WE'D BETTER BE SURE THAT WE IN-

CREASE OUR DOWNTOWN PARKING FACILITIES IF WE HAVE ECONOMIC DEVELOPMENT AS A GOAL FOR THE CENTRAL BUSINESS AREA.

AIR TRANSPORTATION:

THE DEVELOPMENT OF DULLES INTERNATIONAL AIRPORT IS A MAJOR GOAL OF THE BOARD OF TRADE. IT IS THE WORLD'S FINEST, MOST MODERN AND SAFEST AIRPORT AND A TREMENDOUS ASSET FOR OUR TRANSPORTATION SYSTEM AND THE NATION'S CAPITAL.

MILLIONS OF DOLLARS COULD BE SPENT ON RAPID TRANSIT TO DULLES. THAT'S FINE WITH US IF THE COSTS CAN BE JUSTIFIED. WE'D LIKE TO SEE IT DONE SOMEDAY. BUT CONSIDER THE QUESTION OF THE POTOMAC RIVER CROSSING. AS SOON AS THE THREE SISTERS BRIDGE IS FUNCTIONING, IT WILL BE A NONSTOP 20-25-MINUTE RUN BY CAR OR BUS TO DULLES INTERNATIONAL. THIS CAN BE ACCOMPLISHED MUCH SOONER THAN WE CAN BUILD RAPID TRANSIT THERE.

THE POINT IS THAT WE ARE ALREADY SADLY LACKING IN MODERN TRANSPORTATION AND WE MUST MAKE PROMPT USE OF EVERY OPPORTUNITY TO IMPROVE OUR SITUATION AS LONG AS IT IS FAITHFUL TO THE BALANCED TRANSPORTATION CONCEPT. DULLES INTERNATIONAL IS ANALOGOUS TO DOWNTOWN WASHINGTON. GIVE IT THE ACCESS IT DESERVES AND IT WILL FLOURISH.

WE NOTE THAT THE CONGRESS HAS DIRECTED THAT A HELIPORT SITE BE LOCATED ON FEDERAL LAND WITHIN THE DISTRICT OF COLUMBIA AND SO FAR THE F.A.A. AND G.S.A. HAVE NOT BEEN ABLE TO FIND AN APPROVED LOCATION FOR IT.

IN CONNECTION WITH THE PROVISION OF HELICOPTER SERVICE IN OTHER METROPOLITAN AREAS OF THE COUNTRY, THE SO-CALLED 'NUISANCE EFFECT' HAS NOT BEEN A SERIOUS CONSIDERATION. IN VIEW OF THE UNIQUE CHARACTER OF THIS CITY AS THE NATION'S CAPITAL, IT IS A MATTER OF SERIOUS IMPORTANCE TO ALL PERSONS IN KEY GOVERNMENT POSITIONS, AS WELL AS THE PUBLIC, TO BE ABLE TO UTILIZE HELICOPTER SERVICE TO SUBSTANTIALLY REDUCE GROUND TRAVEL TIME. WE DON'T THINK THESE PEOPLE OUGHT TO BE DENIED THE OPPORTUNITY TO ADD THOUSANDS OF PRODUCTIVE MAN-HOURS A YEAR TO THEIR

EFFORTS BECAUSE THE PLANNING COMMISSION IS WORRIED ABOUT 'NUISANCE EFFECTS.' THE FREQUENT USE OF HELICOPTER SERVICE IN AND AROUND THE DISTRICT OF COLUMBIA BY THE PRESIDENT OF THE UNITED STATES SEEMS TO INDICATE HELICOPTERS ARE A CONVENIENCE RATHER THAN A NUISANCE.

CONCLUSION:

WE URGE THE CONSTRUCTION OF THE BALANCED TRANSPORTATION SYSTEM IN THE PROPOSED COMPREHENSIVE PLAN SUBJECT TO THE RESERVATIONS INDICATED. WE ARE DEEPLY CONCERNED ABOUT THE RESTRICTIVE PHILOSOPHY EXPRESSED AND IMPLIED REGARDING ELEMENTS OF THE TRANSPORTATION PLAN BECAUSE IT REFLECTS SOMETHING LESS THAN GREAT ENTHUSIASM FOR THE WHOLE RANGE OF COMMUNITY DEVELOPMENT EFFORT THAT WILL BE NECESSARY TO SOLVE THE PHYSICAL AND SOCIAL PROBLEMS OF THE DISTRICT OF COLUMBIA.

THE LOW-DENSITY HORIZONTAL-CITY CONCEPT REFLECTS A TRAGIC MISCALCULATION OF THE URBAN FORCES AT WORK. WE CANNOT HELP BUT FEEL THIS FEATURE IS DESIGNED TO RESIST THE FORCES OF CHANGE, A GOAL THAT HAS NEVER BEEN ACHIEVED. THESE FORCES CAN BE CHanneled AND MADE TO WORK TO OUR ADVANTAGE BUT THEY CANNOT BE STYMIED. WE THINK THE LOW TO MEDIUM DENSITY, HORIZONTAL-CITY CONCEPT, IF ADOPTED, WILL FALL OF ITS OWN WEIGHT EVENTUALLY BECAUSE IT PLANS PEOPLE AND INSTITUTIONS 'INTO CORNERS.' IT IS UNNECESSARILY AND ARBITRARILY RESTRICTIVE. IF WE PROCEED AS THE COMMISSION RECOMMENDS AND THIS ABORTIVE CONCEPT PREVAILS, IT MAY BE TOO LATE TO UNLEASH THE POWERFUL CREATIVITY OF PEOPLE TO BUILD THEIR CITY WITHIN REASONABLE GUIDELINES OF GOOD COMMUNITY DEVELOPMENT.

WE APPRECIATE THIS OPPORTUNITY TO EXPRESS OUR VIEWS.

THANK YOU.

T28jd25

MR. WILLIAM SMITH: Madam Chairman, may I rise to a point of order?

CHAIRMAN ROWE: Mr. Smith, yes.

MR. SMITH: There are about 40 of us waiting to testify. I think, if you don't adhere rigidly to the ten-minute rule, we will be here for several more nights. I request that we adhere sharply to the ten-minute rule.

CHAIRMAN ROWE: Thank you.

(Applause.)

A VOICE: We'll come back again tomorrow night.

(Applause.)

STATEMENT OF:

JOHN A. ISRAELSON, VICE PRESIDENT, WOODWARD AND LOTHROP

MR. SHEAR: Madam Chairman, number 32, John A. Israelson, Vice President of Woodward and Lothrop has filed a statement for the record.

(Mr. Israelson's statement reads as follows:)

WOODWARD & LOTHROP STATEMENT FOR THE
NATIONAL CAPITAL PLANNING COMMISSION PUBLIC HEARING
JUNE 14, 1967

Woodward & Lothrop appreciates the opportunity to comment on the transportation section of the Proposed Comprehensive Plan dated February 1967. On December 7, 1965, we also commented on the preceding "Proposed Physical Development Policies" dated September 1965. We note that the transportation systems outlined in both NCPC documents are essentially the same. Therefore, our comments of December 1965 are still valid today. Lines of transportation, both rapid transit and highways, are lifelines of the retail industry. Both means of transportation serve to move customers to the selling counter and freeways provide the means of moving goods rapidly to satisfy customer demand.

Since December 1965, our convictions as to transportation needs have become considerably stronger because we have had to make a significant economic decision predicated on the proposed balanced transportation program outlined in your plan. The steady growth of Woodward & Lothrop to satisfy increasing consumer needs unfortunately could not await the Comprehensive Plan that has been in the making for more than five years.

In 1965 we had to decide whether our in-town service building facilities (Woodward & Lothrop warehouses and merchandise processing buildings in the Northeast Urban Renewal Area) should be modernized to handle the rapidly increasing volume of business (net sales are now over \$110,000,000) or be relocated outside of the District of Columbia. Since we serve the entire

-2-

metropolitan area from these facilities, the road network was of vital concern because we must continue to render timely service for our customers. A large number of our customers are District of Columbia residents and we were facing delivery delays and increased costs with our large delivery fleet in using only the local street system. However, these factors would have the same significance if we were to relocate outside of the District and did not have an adequate road network within the District to make our District deliveries.

Our decision was to expend several million dollars on the improvement and modernization of our in-town facilities in the Northeast Urban Renewal Area.

The decision was based on:

1. The proposed limited access highway system in your plan, and our confidence that the NCPC would not overlook the vital significance of the system as a contributing element to the economic base so essential to a successful comprehensive plan.
2. The large number of the 650 employees working in our in-town facilities are District of Columbia residents, many of whom could not relocate to a new suburban facility because of the present transportation system.
3. The central core location of our in-town service facilities have effectively served the metropolitan area for the 87 years of our existence. The Northeast Urban Renewal Area was planned by you for such uses as ours and it was

inconceivable that the Commission would isolate a commercial and industrial urban renewal area from the lifelines that sustain it.

In conclusion, we again support both the rapid rail transit and freeway systems as outlined in your plan. We do not address ourselves to the design specifics except to note that the appropriate authorities with responsibilities in design either have, or can get, the professional expertise to blend both the rail and road lifelines into the urban area with minimum aesthetic impairment. As the freeway system is not designed to carry peak hour traffic without congestion we would also urge continuing effort to accelerate the extension of rapid transit facilities to the environs. We urge that the Planning Commission, in its wisdom, give careful consideration to the economic aspects of the transportation network, especially the freeway system, as it affects the prosperity and economic base of business in the District of Columbia.

Presented by:

John A. Israelson
Vice President, Store Planning,
Maintenance and Construction
Woodward & Lothrop Incorporated
June 14, 1967

T28jd26

MR. SHEAR: Frederic A. Heutte, I hope I pronounce that correctly, Catholic Interracial Council of Washington, D. C.

STATEMENT OF:

FREDERIC A. HEUTTE, CATHOLIC INTERRACIAL COUNCIL
OF WASHINGTON, D. C.

MR. FREDERIC A. HEUTTE: Madam Chairman, Members of the Commission: I am Frederic A. Heutte, it is pronounced, even though it looks different, a member of the Board of Directors for the Catholic Interracial Council of Washington, D. C. Our offices are at 1419 V Street, Northwest, Washington 20009.

Our membership is drawn from the entire Metropolitan area, although it is for the most part from within the District of Columbia. I wish to say as an aside that the opponents of the freeway system have been charged with being against progress. The point here is that we are really for progress. We are against using an old and tired-out solution for transportation progress. We really want a balanced transportation system. We are not calling for the elimination of the automobile. We are calling for true balance where the automobile and the truck do not carry the full burden of transportation as they do now.

(Applause.)

I think I'll probably have to read our resolution

T28jd27 first from the Council, since I am charged to do that.

By unanimous approval of the Board of Directors of the Catholic Interracial Council of Washington, D. C., we call for an end to all land speculations by developers, condemnations, negotiations for and construction of freeways and their supporting facilities in the District of Columbia until such a time as there exists:

One - A functional mass transit system that serves all communities in the metropolitan Washington area;

Two - Safe, decent, adequate housing available to all families for relocation prior to any condemnation, purchase and demolition of homes taken for transportation or renewal projects and that;

Three - An adequate program of school construction developed in conjunction with a public planning for needs of all communities of the city.

(Applause.)

T29 Our statement follows as such:

In 1958, one of the few authentic prophets we have in this country, Lewis Mumford, and to save time I won't read you the lengthy quote but it will be in the testimony, warned us that at the end of the 15-year period from the time when he was writing in 1958, we would find that it would be too late to correct all of the damage to our cities and our countryside caused by the interstate freeway system.

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He also pointed out that in its inception the freeway system was foisted on this country as a national defense measure. Now, we have not yet come to the end of the 15-year term; indeed, we must not allow the fulfillment of Lewis Mumford's prophecy. We must confront our highwaymen, I should say continue to confront them, for we have been, our highwaymen and transportation planners with the fruits of the social and community carnage for which they are responsible and which they now propose for our National Capital.

Time and time again we have heard the transportation planners confronted by citizens and organizations, all of them armed with an impressive array of information, ask these planners searching questions, not only about the socio-economic aspects of their designs on the community which are the most important aspects but even on matters of expenditure and engineering. Without fail, the planners, and this has happened in these hearings -- I am the 33rd witness. There have been no questions come from our Board. We trust that these questions and others will be raised at this hearing, again at this hearing.

We wish to note that every major civic and citizens group in Washington, D. C., save one, one, which sold out for an empty promise from the Highwaymen for assistance in securing low-income housing in Northwest Development Area Number One, a promise even now which the Urban League, and I will name them,

T29jd29 they too surely must realize that this was an empty lie, --

(Applause.)

-- every other organization -- every other organization has been on record against the freeway in this city.

(Applause.)

We have come here to join our voice with all those who reject the proposed highway plan for the National Capital and also to state certain reservations about the one proposed for mass transit.

As people of conscience, we feel that it is incumbent upon us to raise a moral issue and Christianity in Crisis, in its editorial of October 3rd, 1966, stated: Transportation has -- This, incidentally, was on a sheet that was distributed by Brookland Neighbors last night. -- Transportation has rarely been listed as one of the urgent moral issues of mankind but in our world it is exactly that. Movement is characteristic of human life but institutions of transportation have often been regarded as a part of the given circumstances of life.

Parenthetically I might explain that this means we try to solve the old problem with the same old solutions.

The really important part of this quote and I shall continue to quote:

In growing metropolitan areas transportation will

T29jd30

largely determine the character of the community, how space is used, how people live. In such situations, transportation becomes an instrument for justice or injustice, a means of opportunity or frustration, a mechanism for combining or releasing those who live in ghettos.

We wish to underscore the final portion of the above statement for we believe that the proposed transportation system for the National Capital is a plan for injustice, not justice, frustration, not opportunity, and a mechanism for confining those who live in ghettos, not releasing those.

(Applause.)

The CIC sees itself as sort of an organization to provide, if you will pardon the expression, executive translation for people who speak for the inner city. We no longer see ourselves in a leadership role but as perhaps a voice that will translate into middleclass terms what you heard from Mr. Barry last night. The rest of our statement will be founded on that.

Mr. Barry, incidentally, has now devoted most of his attention to a group that is concerned with those of our citizens who are transit-bound. These are the people who have no cars and must ride on a transit system.

The routes proposed will not serve the vast majority of Washington's transit-bound population. On the contrary, it will make current problems more difficult and

!29jd31

expensive than ever before. In order to use the transit lines proposed, they will be obliged to take feeder bus lines to reach rapid transit stops and presumably, the way we understand it works in other cities, they will have to pay double fares. Is this just or unjust?

Furthermore, such a system involves the frustrating experience of having to travel great distances to get only a little way. Then who is the system designed for?

The map will show --

MR. SHEAR: Two minutes.

MR. HEUTTE: How many?

MR. SHEAR: Two.

MR. HEUTTE: Wow. I'll have to skip. We have a great deal to show about how the transit system -- We ask, why does it go up Connecticut Avenue and not Georgia Avenue?

(Applause.)

Why does it go down Pennsylvania Avenue, Southeast, why not H Street, Northeast?

(Applause.)

These are where the transit-bound people live.

Who does it serve? Not the transit-bound. It serves, among other things, D.C. Stadium. It serves the Capitol, it serves the downtown financial area and the Pentagon.

If the commuter thinks it's going to serve him,

29jd32

he's sadly mistaken too, because it simply does not go out that far.

Now, one point I've got to read is a quote from Bayard Rustin in the critique of the Macomb Report published in Commentary Magazine in March '66: Good, cheap transportation is essential to the segregated working class population in a big city. In Los Angeles a domestic worker, for example, must spend about a dollar fifty and one and a half to two hours a day to get a job that pays six or seven dollars. This both discourages efforts to find work and exaggerates the feeling of isolation. The key word here is isolation.

In reality, the transit system in its present form is planned to fail. Morality and ethics aside for the moment, the pecuniary wisdom of our age will show that a mass transit system that does not serve the masses is doomed to fail.

What it is here --

(Applause.)

(Ringing of bell.)

I'm sorry, I'll have to stop, I suppose.

If I might make a point of order, at Roosevelt High School we were assured that there would be no time limit on the amount of presentation. Unfortunately, since I attempted to cover the whole system, my presentation, I'm afraid, in its entirety would take something like 20 minutes.

730

139jd33
But I thank you for the opportunity to cover the transit system which I think has been slighted a little bit.

(Applause.)

CHAIRMAN ROWE: Thank you.

If you will leave the text with us, we will see that the entire text is a part of the record.

MR. HEUTTE: It needs benefit of editor but I'll have it in to you shortly.

CHAIRMAN ROWE: By June the 30th.

MR. SHEAR: The record will be open until June the 30th.

(Mr. Heutte's full statement reads as follows:)

June 14, 1967

STATEMENT for presentation at the
NATIONAL CAPITAL PLANNING COMMISSION's hearings on its
Proposed Comprehensive Plan for the National Capital
to be held on June, 14, 1967

Madame Chairman and honorable Members of the National Capital Planning Commission. I am Frederic A. Heutte, a member of the Board of Directors for the Catholic Interracial Council of Washington, D. C. (1419 V St. N.W., Washington, 20009). I wish to enter the following statement in behalf of the Catholic Interracial Council of Washington, D. C.

We are opposed to main features of the Transportation section of The Proposed Comprehensive Plan for the National Capital. We reject the planned system of freeways completely and, while we are in favor of public Mass Transit, we do have a number of grave reservations concerning your plans for it in our city.

Opponents of the planned freeway system are often accused of being against "progress". We do not understand the basis of such an accusation, for we feel that it is we who are for progress. Under the inspiration of what we hold as our moral precepts, and under the guidance of such progressive thinkers and planners as Victor Gruen, Charles Abrams, Lewis Mumford, Jane Jacobs, our own city's Wolf Von Eckardt, and others of such stature, we are consecrated to act for progress in all phases of our community and national life. We are determined to see that our city is planned in the light of new ideas... ideas that engage problems with a view to their solution for the good of all. We are here this evening to voice our opposition to the proposed use of an old and tired solution that, in spite of repeated and expensive failure elsewhere, is being fostered by you as a means of meeting this city's transportation problem. We do advocate a "Balanced transportation system"... not, however, the one advocated by the highwaymen... it is one that is truly "balanced"... one that does not put the entire burden of transporting people on the automobile. We heartily endorse the view stated by Lewis Mumford and suggest it as a touchstone for transportation planning.

"The fatal mistake we have been making is to sacrifice every other form of transportation to the private motorcar - and to offer, as the only long-distance alternative, the airplane. But the fact is that each type of transportation has its special use; and a good transportation policy must seek to improve each type and make the most of it. This cannot be achieved by aiming at high speed or continuous flow alone... There is no one ideal mode or speed: human purpose should govern the choice of the means of transportation. That is why we need a better transportation system, not just more highways. The projectors of our national highway program plainly had little interest in transportation. In their fanatical zeal to expand our highways, the very allocation of funds indicates that they are ready to liquidate all other forms of land and water transportation. The result is a crudely over-simplified and inefficient method of mono-transportation: a regression from the complex many-sided transportation system we once boasted... The notion that the private motorcar can be substituted for mass transportation should be put forward only by those who desire to see the city itself disappear, and with it the complex, many-sided civilization that the city makes possible."

"There is no purely local engineering solution to the problems of transportation in our age: nothing like a stable solution is possible without giving due weight to all the necessary elements in transportation - private motorcars, railroads, airplanes, and helicopters, mass transportation services by trolley and bus, even ferryboats, and finally, not least, the pedestrian."²

This is the statement of "balanced transportation"... not what you will hear from the AAA, the representative of the tire manufacturers, and other members of the "highway lobby".

When speaking of the Interstate Highway program and what havoc it can bring, Mr. Mumford warned that by 1972, "it will be too late to correct all the damage to our cities and our countryside, not least to the efficient organization of industry and transportation, that this ill-concieved and preposterously unbalanced program will have wrought".³ We can not allow the fulfillment of his prophesy. We must confront our highwaymen and transportation planners with the fruits of the social and community carnage for which they are responsible, and which they now propose for our National Capital. Time and time again we have heard the transportation planners confronted by citizens and organizations, armed with an

¹ Lewis Mumford. The Highway and the City. New York: Harcourt, Brace & World, 1963, pp. 237-238.

² *ibid.*, p. 246.

³ *ibid.*, p. 234.

impressive array of information, ask our planners and highwaymen searching questions not only on the socio-economic aspects of their designs on the community, but even on technical matters involving competence in expenditure and engineering. Without fail our transportation planners and highwaymen have been mute or they have been unable to provide believable answers.

Members of the Commission, we ask you to note which speakers support the entire transportation plan. They are the AAA, D.C. Truckers Association, the U.S. Tire Industry, and the like... hardly disinterested observers they. However, please take note of the fact that every major civic and citizens group in the District of Columbia...(save the Urban League which sold-out for an empty promise from the highway ^{rev} of assistance in securing low-income housing in the Northwest Redevelopment Area No. 1... a promise which even now they too must realize is incapable of fulfillment...) and the vast majority of like groups in our neighboring counties has opposed the proposed freeway plan for this city. Even such groups as divergent on most other issues as SNCC and the D.C. Federation of Citizen Associations have identified freeways for their city as a common evil. We have come here to join our voice with all those who reject the proposed freeway plan for our National Capital, and to state certain reservations about proposed plan for mass transit.

As people of conscience we feel that it is incumbent upon us to raise a moral issue.

The highly respected journal, Christianity and Crisis, stated in an editorial:

"Transportation has rarely been listed as one of the urgent moral issues of mankind, but in our world it is exactly that. Movement is characteristic of human life. But the institutions of transportation have often been regarded as part of the given circumstances of life. Now we are increasingly aware that those institutions are the results of human decisions involving major value choices.

A recent study from the Committee for Economic Development points out that decisions about transportation in growing metropolitan areas 'will largely determine... the character of the community - how space is used and how people live' (Developing Metropolitan Transportation Policies, p. 14)

In such situations transportation becomes an instrument for justice or injustice, a means of opportunity or frustration, a mechanism for confining or releasing those who live in ghettos."¹

We wish to underscore the final portion of the above statement, and show why we believe that the proposed transportation system for the National Capital is a plan for "injustice", "frustration", and a "mechanism for confining those who live in ghettos".

Mr. Marion Barry, Jr. has provided incontrovertible evidence that in the most recent past low-income people in this city - those who are "transit bound", for they have no cars - actually subsidize public transportation for the middle and high-income sections of this city. The proposed rapid-transit will only intensify this basic injustice. The routes that are now proposed will not serve the vast majority of Washington's "transit-bound" population... on the contrary they will make their current problems more difficult and expensive than ever before. In order to use the transit lines, as they are now proposed, they will be obliged to take feeder-bus lines to reach rapid-transit stops... and, presumably, will be required to pay separate fares for each of the systems. (This is the way it works in other cities we understand.) (In the more affluent sections of the city the proposed transit routes follow those streets that are the nexus of the various communities.) Furthermore, such a system involves the "frustrating" experience, for those "transit-bound" citizens living in the eastern portion of our city (i.e. "east of the Park") the ~~"frustrating" experience~~ of having to travel great distances to go only a little way.

The map of the proposed transit system will show that transit system, in the main, is designed to serve the principal government buildings and financial district downtown, and the Pentagon. This will provide unheard of ease for "business day" movement among these operations. If the suburban commuter thinks he will be served by it, he is in for a rude shock... there aren't that many lines planned... and those that are planned, simply don't go out that far.

¹ Christianity and Crisis, Oct. 3, 1966, p. 1

If the transit system is designed for the "transit bound", and they are the ones who bare the main burden of support for any public transit system, why does it go up Connecticut Ave... and not Georgia Ave?... why Pennsylvania Ave. S.E.?... why not H St. N.E.? Even on the lines planned, why is there no stop south of Rhode Island Ave., N.E.? We would suggest that ~~at least one~~ ^{at least one} could be planned ~~in~~ ⁱⁿ ~~the~~ ^{the} ~~area~~ ^{area} at Florida and New York Aves. N.E. First stage plans just about ignore the people who live in Anacostia... but D.C. Stadium is served. These plans also show that all of the "fringe-parking" lots (presumably for Maryland commuters) are located "East of the Park".

Bayrd Rustin in a critique of the McCone Report published in Commentary magazine, March, 1966, stated:

"Good, cheap transportation is essential to a segregated working-class population in a big city. In Los Angeles a domestic worker, for example, must spend about \$ 1.50 and 1 1/2 to 2 hours a day to get to a job that pays \$ 6 or \$ 7 a day. This both discourages efforts to find work and exaggerates the feeling of isolation."¹

He was, of course, thinking of Watts. A key word here is "isolation"... of which we will speak a little later...

In reality the rapid transit system in its present proposed form is "planned to fail". Morality and ethics aside... the pecuniary wisdom of our age will show that a mass-transit system that does not serve the masses will not be successful, for... from where will the fares come that pay for its mortgage and upkeep? We see the rapid-transit system as it is presently planned as nothing more than Congressman Natcher's BLACKMAIL BAIT for getting approval for the monstrously diabolical freeway system planned for our city. (We are not fully convinced that Mr. Natcher's ardour in this matter is completely altruistic... we understand that there are six or seven large concrete producing firms located in his district... and that 90/10 money will buy a lot of things in Kentucky.)

¹ Bayrd Rustin. "The Watts 'Manifesto' and the McCone Report", in Commentary, v.41, no.3, March, 1966, p. 31

This brings us to the awesome topic of freeways planned for Washington. You have heard and you will hear more on this topic at this hearing. You will hear about specifics of family, business, and institutional displacement... air pollution... destruction of healthy community patterns... we concur with such testimony and applaud the diligence that has been employed in its research and presentation.

We shall speak to a single point: ISOLATION

Charles Abrams, one of this country's most astute social observers has noted:

"There are no easy roads to the better city - and it is in fact easier to build roads than cities, which might be one explanation for the direction of federal policy. But no society can be a great society without great cities. And a nation of ever-widening suburban enclaves thrusting outward from bankrupt cores is no pathway to a great society or even a middling one..."

" 'We have been called upon,' said President Johnson, 'to build a great society of the highest order, not just for today or for tomorrow, but for three or four generations to come.' Yet unless something more relevant and more comprehensive is offered, we shall see in the very first generation acres of speculative sprawl controlled by a myriad of jurisdictions, each of them armed with governmental powers over their environments that are superior to that of the federal government itself; our central cities will steadily fade as solvent communities; new cities composed of arteries without souls; cities for the poor and cities for the better-situated; and some cities that are little more than workshops, deserted at nightfall by all but the poor and the transients - like the nation's capital which, planned by a young and hopeful government, is now inhabited by the Negro while most of the white working population flees into the dormitories of three states with each twilight." ¹

Washington, you see, has already become a dreaded example of urban and social isolation.

Isolation, in the urban and community sense, means ghettos. The ghettos designed for Washington are clearly delineated by the boundaries to be etched into our city by the planned freeway system. The fate that has befallen Anacostia with the Kennelworth Freeway is planned for all of the city east of the North-Central Freeway, the East and Southeast Leg of the Inner Loop. We are not quite sure whether or not the Northern part of the West section of the Inner Loop will really

¹ Charles Abrams. The City is the Frontier. New York: Harper & Row, 1965. p. 359.

go underground along K St. N.W., as shown in the plan. The rumor persists that it will not be underground (an expensive undertaking) and that it will be above ground at a site somewhere along T St. N.W. or Florida Ave. One wonders if this depends on whether the Shaw Urban Renewal Plan develops under MIICO for the people who now live there or under well-healed speculators and developers for the affluent who might like to live there. (The "Shaw area" is slated as a section of the city "for further study" because of "Landmarks of historical importance and architectural merit", see map facing p. 27 of the Comprehensive Plan.)

The section on transportation supports a notion that is borne out in housing densities proposed and in "Areas of Land marks of historical importance and architectural merit". That notion is that the District of Columbia is to be divided up into so many homogenized ghettos... ghettos where the rich can escape to convenient and uninvolved safety... ghettos where the poor are herded out-of-sight, out-of-mind, and out-of-conscience. The picture that emerges is that the inner city, and for Washington that means the Federal City (northern boundary Fla. Ave.) will be for the rich and for the young well-healed, white, middle-class transients who float in and out of the city; the area north of the fall line and "East of the Park" will be for the stable middle-class Negro, the further north for the more affluent, the further east for the less affluent; east and south of the freeways and Near-Northeast, which is encircled by the freeways, the poor and the isolated.

Again we wish to remind you, 1: of what the editors of Christianity and Crisis have told us: transportation can become "an instrument for justice or injustice, a means of opportunity or frustration, a mechanism for confining or releasing those who live in ghettos", and, 2: the chilling thought about our own city... Watts is not a high density community - just an isolated one... so is Anacostia, so is Near Northeast, so is... well a number of other parts of our beloved city.

Since there are large amounts of money involved, and financial and political fortunes will be made in the forcing of unneeded and unwanted freeways through the National Capital, we can understand why some of our public officials and community leaders are reluctant to act in the name of community interest. We are told that our city is in debt, and that by 1972 this debt will be somewhere in the neighborhood of three-hundred million dollars. There is no money for housing. There is no money for the improvement of education and for the expansion and upkeep of the facilities in which it takes place. There is no money for the expansion and improvement of a number of vital community, social, health and recreational programs that this city must have. Are all of these things really less important than the selfish principle of individual automotive ease?

We are being asked to endorse a highway system which will cost something in excess of one billion dollars. We cannot afford the money it will cost, the social, economic, and community damage it will cause, nor the human lives and hopes it will destroy.

THE CATHOLIC INTERRACIAL COUNCIL OF WASHINGTON, D.C., BOARD OF DIRECTORS, in meeting on Tuesday, June 13, 1967 unanimously passed the following resolution to be presented at this hearing:

THE CATHOLIC INTERRACIAL COUNCIL OF WASHINGTON, D.C. CALLS FOR AN END TO ALL LAND SPECULATION BY DEVELOPERS IN AREAS ADJACENT TO TRANSPORTATION PROJECTS, CONDEMNATIONS, NEGOTIATIONS FOR, AND CONSTRUCTIONS OF FREEWAYS AND THEIR SUPPORTING FACILITIES IN THE DISTRICT OF COLUMBIA UNTIL SUCH A TIME AS THERE EXISTS:

1. A FUNCTIONAL MASS TRANSIT SYSTEM THAT SERVES ALL COMMUNITIES IN THE WASHINGTON METROPOLITAN AREA,
2. SAFE, DECENT, ADEQUATE HOUSING AVAILABLE TO ALL FAMILIES FOR RELOCATION PRIOR TO ANY PURCHASE AND DEMOLITION OF ANY HOMES TAKEN FOR TRANSPORTATION OR RENEWAL PROJECTS, AND THAT...
3. AN ADEQUATE PROGRAM OF SCHOOL CONSTRUCTION, DEVELOPED IN CONJUNCTION WITH PUBLIC PLANNING FOR THE NEEDS OF ALL COMMUNITIES OF THE CITY, BE INAUGURATED.

STATEMENT OF:

C. P. MALONEY, JR., VICE PRESIDENT, MALONEY
CONCRETE COMPANY

MR. SHEAR: Number 34, Mr. C. P. Maloney, Jr.
Vice President, Maloney Concrete Company, filed a statement
for the record.

(Laughter.)

(Mr. Maloney's statement reads as follows:)

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Statement of Maloney Concrete Company at the "Transportation" Hearing of the National Capital Planning Commission at 8:00 P.M., on June 14th and 15th in the State Department Auditorium, 23rd & C Streets, N. W., Washington, D. C.

Gentlemen:

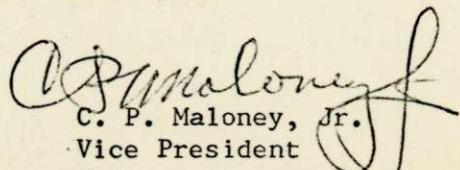
I represent the Maloney Concrete Company at this hearing this evening. Initially, we would like to go on record in favor of the highways. We have been active in operations in this area since 1919 and feel that we have played and will continue to play a major role in both the development of this area and as a prime user of the highways and roads of the city of Washington and its suburbs.

Over these many years we have located our plants throughout this major area and at present have a major operating plant in Georgetown, in Southeast Washington, in Northeast Washington, and in the suburban Bethesda and Rockville areas. We have been watching with concerned intent the recent planning of the freeway system for our area and we sincerely believe that the current "Proposed Comprehensive Plan" for 1985 would benefit this area and we would like to have noted on the records that we support this plan. We have over the years invested considerable sums of capital for the purpose of maintaining our fleet of trucks to its maximum proficiency and have as well been conscientious in maintaining maximum safety controls and improvements for the general welfare of the community. Since we deliver ready mixed concrete throughout the area, accessibility onto the freeways which would be provided in this proposed plan is most vital to continued good operations for us. They would alleviate the stagnation of our business due to traffic-clogged district streets.

We have noted recently many business firms that have relocated outside of the District of Columbia. We sincerely feel that the early installation of this freeway system could heavily curtail further relocation of this type. We have been concerned with this major problem ourselves and are at the present contemplating plans for the development of another major plant in D. C.

We are going to extremes to locate our plants in Maryland and Virginia to reduce the mileage our trucks are required to travel in performing their work in this area. We would hope that the geographical confines of the district with its new planned freeway system would lend itself advantageously to our future expansion program.

We would like to add further this evening that we are most willing to cooperate with your commission and all agencies in the development of your plans for the area in the future. We thank you for your courtesy in granting us this opportunity to be heard. Thank you.


C. P. Maloney, Jr.
Vice President
Maloney Concrete Company

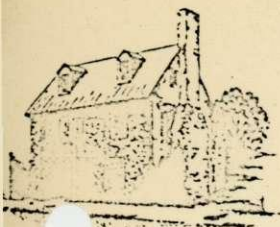
STATEMENT OF:

COLONEL ROBERT F. EVANS, PRESIDENT, CITIZENS
ASSOCIATION OF GEORGETOWN

MR. SHEAR: Number 35, Colonel Robert F. Evans,
President of the Citizens Association of Georgetown, filed
a statement for the record.

(Colonel Evans' statement reads as follows:)

THE CITIZENS ASSOCIATION of GEORGETOWN



Statement of Col. Robert F. Evans, USA (Ret.),
President, Citizens Association of Georgetown, at
the National Capital Planning Commission hearing of
June 14, 1967, on the Transportation portion of the
Proposed Comprehensive Plan for the National Capital.

Transportation Waterfront The Association concurs with the statement on page 111 that the Potomac River Freeway should be tunnelled across the Georgetown Waterfront. The concept that the Whitehurst Freeway should be removed, expressed on page 115, also is supported by the Association. The Association, however, strongly recommends that the new Freeway should be tunnelled under the entire Waterfront so as not to cut off the eastern portion, over half of the Waterfront, from the rest of Georgetown.

The Association also concurs with the statement on page 183 that a program should take place along the Georgetown Waterfront to replace industry with new housing and recreational facilities. Similarly, we agree with the statement on the same page that the Waterfront should be rebuilt largely as a residential area. "...new development should be at row-house density to preserve the character of Georgetown." This also expresses the Association's general concept. More specifically, the Association envisages the continuation of Georgetown down to the river as it exists above M Street. It is envisaged that on K Street and Wisconsin Avenue a number of small commercial establishments would be encouraged and that the remaining area would be utilized for one family houses. The existing park along the C. & O. Canal should be supplemented by small waterfront parks.

The Association is strongly opposed to any high-rise developments of any kind on the Waterfront. It has come to our attention that several approaches are being made for the construction of high-rise apartments and office buildings on the Waterfront in anticipation of

tunnel construction and the removal of the Whitehurst Freeway. The Association urgently recommends that the final Plan incorporate the necessary steps to prevent such developments. Scenic easement and restoration by private individuals under proper zoning appear to provide means for ensuring the objectives of the Plan and of the Association. It is proposed that the final Plan incorporate specifics in this matter in view of the clear and present danger of development contrary to the Plan and the desires of the citizenry.

Recommendation ~~VIII~~ That the Plan be amended to start the tunnel under the Georgetown Waterfront east of Rock Creek and to incorporate specific steps for the prevention of high-rise construction on the Waterfront. (As previously noted, the Association endorses the recommendation for a Georgetown waterfront park, together with residential and residentially compatible uses along the Waterfront.)

Parking The Association explicitly concurs with the program objective for 1967-72 stated on page 113, "...a management program should be instituted to prohibit parking by nonresidents on residential streets now encroached upon by all-day parking." It does not believe that this should be delayed, however, until after programs for off-street parking have taken effect. It is believed that prompt initiation of the restriction of nonresident all-day parking in residential areas will encourage a more rapid provision of the off-street parking proposed. The Association has recommended to the District Commissioners a program to prevent all-day parking by nonresidents in Georgetown. It is based on the "Milwaukee Plan" and recommends the provision by the police of stickers identifying cars of residents who would be authorized all-day parking. All other vehicles would be limited to a maximum of four hours' parking in residential Georgetown. (Many old houses in Georgetown lack any possibility of off-street parking.) It is understood that the District of Columbia Highway Department is actively working on the development of such a plan.

Recommendation ~~VIII~~ That the Plan be amended to establish as a matter of urgency the Commission pro-

posal to prohibit all-day parking by nonresidents in residential areas.

Washington National Airport The Plan, on page 117, comments on a restudy of the Master Plan for the future operation of National Airport. It also states that the median of the freeway to Dulles has room for a rapid transit line. The Association is strongly and urgently opposed to the continued operation from National Airport of commercial aircraft. These aircraft not only pollute through noise but also contaminate the air by the dumping of tons of incompletely consumed fuel on the homes of urban dwellers. The Commission has had adequate testimony as to the menace to the homes of Georgetown presented by jet traffic from National. It is the view of the Association that this traffic should be transferred to Dulles and Friendship Airports at the earliest practical date and that high-speed transportation to Dulles should be provided.

Recommendation ~~is~~ That the Plan be amended to provide for rapid transit to Dulles Airport as a matter of urgency and for the transfer of commercial air traffic from National Airport to Dulles and Friendship Airports.

30jd36
MR. SHEAR: Number 36, Philip Young of the
Save Takoma Park Committee relinquished his entire time
to Mr. Abbott.

(Applause.)

STATEMENT OF:

PETER GLICKERT, CAPITOL HILL COMMUNITY COUNCIL

MR. SHEAR: Number 37, Peter Glickert, Capitol
Hill Community Council, filed a statement for the record.

(Mr. Glickert's statement reads as follows:)

STATEMENT FOR THE CAPITOL HILL COMMUNITY COUNCIL

NCPC Transportation Plan Hearing

Our comments are concerned with subway plans and with some of the finer transportation points of the 1985 plan. While less momentous than the subject matter to be discussed by many others here, these plans may be much easier for the Planning Commission to alter.

We approve the subway plan in our neighborhood as presently called for, with stations at Barney Circle and Eleanor Roosevelt Square, in front of Hine School, and a station for the Capitol on Independence Avenue. We are opposed to any stations along Independence Avenue Southeast between the Capitol and the Stadium and we are opposed to removal of the subway from its planned location along Independence Avenue, Southwest. So strongly do we feel about the latter that we believe the ultimate good of the city will best be served by delaying this construction until an Architect of the Capitol is found who will agree to having a subway stop where workers and visitors to the Capitol, its office buildings and the Library of Congress can get to it easily.

The Council has misgivings about two parking proposals in the Transportation plan. One of these is the proposal to ban street parking Downtown. We feel that the ability to park free on Downtown streets in the evenings and on weekends increases the attractiveness of Downtown at these times; we see no reason for such an absolute ban on parking. Also, we are in doubt about how offstreet parking is to be provided in crowded residential areas without destroying residential structures.

We approve the proposals to downgrade present arterial streets to local street status and to move the intercity bus terminals to Union Station. We feel that it would be unwise to eliminate present intercity rail station facilities from the present structure as the Visitor Center Proposal seems to call for.

Peter Glickert
140 Twelfth Street, SE
Washington, D. C., 20003

30jd37
MR. SHEAR: Number 38, Bernard W. Pryor,
President, Brookland Neighborhood Civic Association, Incorporated.

(Applause.)

STATEMENT OF:

BERNARD W. PRYOR, PRESIDENT, BROOKLAND NEIGHBORHOOD
CIVIC ASSOCIATION, INCORPORATED

MR. BERNARD W. PRYOR: Madam Chairman, Members
of the National Capital Planning Commission: I was hoping
to see all of the Commissioners here, addressing myself
to them also.

I am Bernard W. Pryor, President of the Brookland
Neighborhood Civic Association, Incorporated. Our membership
numbers 1500 residents in the Brookland area and we are
affiliated with the D. C. Federation of Civic Associations
and I am Chairman of the Transportation Committee of the
Brookland Coordinating Council.

The death of a city or the deterioration of the
Nation's Capital will proceed at an accelerated pace, if
Congress and the Executive Branch follow the advice of
highway and traffic engineers whose missions seem to be to
perpetuate and increase the jobs of such engineers who think
in terms of motor vehicles instead of human beings.

(Applause.)

They promote endless series of projects that, instead

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of solving our transportation problems, greatly complicate, delay and increase the cost of electric railroad rapid transit construction and operation.

In Washington, as elsewhere, highway and traffic planners are dominating urban and regional planning, except that it appears that when the NCPC gives an inch to the desires of the Highway Department they take a mile and the D. C. Commissioners do nothing to protect the citizenry because they are powerless to speak for themselves without the specific direction from members of Congress who control not only them but other appointed committees.

(Applause.)

It appears that the main purpose of the North Central Freeway is to bring traffic in and out of the District during rush hours, serving mainly the suburbanites and not the D. C. residents. Trucks will roar through, dangerous to passenger cars with noise, fumes and pollution constantly for 24 hours a day. They cause destruction of plants and death to people. The subject of the adverse effects of air pollution and traffic noises created by motor vehicles has been gone into in previous testimony.

The NCPC has had some members who have been interested in the city being kept beautiful as well as the welfare of its voteless citizens. We hope they will continue to consider the effect freeways will have on the community.

130jd39

(Applause.)

Perhaps all the sacrifices made of homes and business places are essential. But a number of serious and respected experts who have studied the proposals claim they are not. They say the Highway Department's projections of traffic needs are verily exaggerated. Car traffic from Montgomery County is actually less than it was six years ago.

(Laughter.)

They further point out that the North Central Freeway doesn't make any sense unless it is followed up with the whole Inner Loop network which will take over 600 acres and make 15,000 people homeless.

Our Brookland community, as well as the segment now being considered, is a stable, well integrated section of the city. Residents, as well as businessmen, are very cooperative and do not want to be driven into the suburbs because of a concrete sea of highways and parking lots.

The District of Columbia, with its steadily shrinking available land area, would be placing itself in a very serious position in terms of land use, if the North Central Freeway is approved. We have the responsibility to relocate families displaced in the normal growth of the city in the process of supplying land for schools, playgrounds, local municipal buildings, public housing, urban renewal, and so forth.

30jd40

Promise of air rights to build apartments over freeways in order to take care of the displaced persons is false gesture. Some of these families are as many as 13 and need equal homes to accommodate them. Tight money would make it prohibitive for most of these middle- and low-income people to secure mortgages, as well as retirees. There would be a loss of millions of dollars in property taxes for the District and would result in increased taxes to the remaining property owners.

We ask: What about the people in the freeway path, especially older persons of retirement age or older? Will they be eligible for home mortgages, for adequate housing in another area? Specifically, what assurance is given that homes will be provided for persons to be displaced which would be economically equivalent and comparable to the homes in which they now live?

I might say as representative for the Brookland Coordinating Council we unequivocally oppose the North Central Freeway. Freeway entrances and exits in the area of Michigan and Monroe Street, Northeast, are particularly intolerable and would make successful community planning impossible.

In taking this position, the Brookland Community recognizes its moral responsibility to the thousands of families threatened by the North Central Freeway throughout the city who will be abandoned as thousands before them have

30jd41

been to the meager and unfounded housing program that failed consistently to meet increasing needs.

Air rights housing, in particular, offers no solution to the displaced families since the cost of single dwelling units is estimated at as high as \$45,000 and the physical dangers are overwhelming.

On page two of the Joint Development of Housing and Freeways, a study by Tippetts, Abbott, McCarthy and Stratton for the Department of Highways and Traffic, it states: A healthy community must not be subjected to auto exhaust fumes, traffic noises, flying dust and other particular matter generated by a freeway.

Since Congress cannot balance the District of Columbia Budget without the scandal of eliminating desperately needed schools, recreation facilities, libraries and welfare programs, we reject the Highway Department's demands that the District supply \$100 million needed to finance this thoroughly destructive freeway system and then continue to pay for it indefinitely.

(Applause.)

MR. SHEAR: Two minutes.

MR. PRYOR: Thank you.

We strongly urge that the National Capital Planning decision of May the 4th to begin construction of the Taylor Street Bridge be reversed in view of the fact that current

-jd42

litigation puts the entire interstate system within the District in question.

(Applause.)

And that a decision to begin construction at this time could be construed as an act of bad faith on the part of the Planning Commission, for construction and design at Taylor and 10th Street, Northeast, largely determines construction and design at Michigan and Monroe Street, Northeast, in which case the NCPC community discussions are merely meaningless rituals.

(Applause.)

Without proper justification as to the need for this freeway, without any clear solution for the incredible social and physical problems such a freeway would create in our community, without any adequate solution to the dangerously increased air pollution it would create, we cannot accept this or any other freeway in the District of Columbia as an example of good city planning.

(Applause.)

At this point in history when the urban freeway is being recognized as a great social and physical evil laying waste to previous city land and heavily polluting the air for miles, when national attention is being drawn to its inefficiency and failure to solve transportation problems in every major city in America, it is absolutely

B7jd43

necessary that we cease any construction of the North Central Freeway and immediately turn every cent of funds and every ounce of energy to design and construction of a superior mass transit system in the Nation's Capital.

Until such rapid transit is built, the following improvements are suggested --

May I have just --

CHAIRMAN ROWE: What, 30 seconds?

MR. PRYOR: 30 seconds, yes.

CHAIRMAN ROWE: All right.

MR. PRYOR: -- we would urge that the freeway system within the District of Columbia be limited to the East-West Freeway connecting with the Roosevelt and 14th Street Bridges on the west, with the Anacostia Bridge on the east, providing that the so-called South Leg is tunneled in its entirety, plus the new completed Anacostia-Kenilworth Freeway. This would be an interstate system eliminating all freeway north of the Mall. It would necessitate transferring a section of the Baltimore-Washington Parkway in order to satisfy the demands for the interstate system but the Parkway could then be identified as I-95 and we would then have a continuous interstate system within the District of Columbia.

We also suggest that there would be an overpass at Florida Avenue and North Capitol Streets.

Thank you very much, Mrs. Chairman.

131jd44

(Applause.)

MR. SHEAR: Number 39, David Solomon, President, Washington Section, Institute of Traffic Engineers.

STATEMENT OF:

DAVID SOLOMON, PRESIDENT, WASHINGTON SECTION, INSTITUTE OF TRAFFIC ENGINEERS

MR. DAVID SOLOMON: As you have indicated, my name is David Solomon. I am the President of the Washington Section of the Institute of Traffic Engineers.

This section has a membership of approximately 250 people, nearly all of whom are traffic engineers but some are psychologists, mathematicians, other engineers and economists.

The membership is primarily in the Washington Metropolitan area but it also includes the City of Baltimore.

I think most people agree that a balanced transportation system is needed but the points at issue are what is meant by balanced.

Taking the four elements of transit, freeways, arterial streets and parking we need to know how much and what type of each are required to achieve the objectives of a viable city and its surrounding area.

This plan emphasizes rail rapid transit, provides for 20 miles of additional freeways on top of the 12 miles now existing in the District of Columbia and additional

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mileage outside, provides for a minimum arterial street system, provides for no additional downtown parking.

In our opinion, this does not constitute a balanced transportation system and it does not fill the needs for the Washington Metropolitan area.

An express bus rapid transit system is needed to operate on a good freeway system. Local busses are also needed and I might point out that one advantage of an express bus system is that the busses can be local busses in residential areas and, when they complete loading, they can travel on the freeways to the destination, thus eliminating a transfer stop.

The freeway plan requires additional sections through here and across town --

(Scattered applause.)

-- and this is not only to bring people from downtown to suburbs and vice versa but to provide for the needs of the people who live in the District of Columbia and need to get from one part of the city to another.

We also need an expansion and upgrading of an arterial street system. We need more pairs of one-way streets. We need to use modern electronic computerized traffic surveillance and control systems to operate these streets efficiently and safely.

Finally, we need additional parking spaces downtown.

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I don't know the exact number but it is certainly in excess of 15,000 spaces now just to get the curb parking off the street and to take care of imbalances in existing off-street parking.

The fact is that this plan is designed to force people to use rail rapid transit.

(Applause.)

And people will not be forced to do anything, whether it is to accept a ten-minute deadline or to use a rail rapid transit system. So, if this system is built, it will not get the usage planned for it.

The Plan provides for very few new freeways and it has many other disadvantages, as I have indicated.

Let us suppose, however, that this Plan is implemented as suggested. What will be the consequences? The following will happen: Congestion will increase within the District of Columbia.

The trend to the suburbs will increase, and I suggest that's why these traffic predictions may have been low. There is so much congestion today that people are remaining in the suburbs. Industry is locating in the suburbs. Government is locating in the suburbs.

(Applause.)

But the Federal Government wants to put some of its installations downtown and I submit that the Federal

T31jd47

Government will find difficulty in recruiting short supply scientists, engineers, professionals and administrators because these people will not fight the congestion to come to work downtown. They have other alternatives. They can work for private industry. They can work for some of the Government agencies in the suburbs. They can go to other cities, and I speak from experience with respect to this.

(Applause.)

There will be general restriction of freedom of movement throughout the Metropolitan area. There will be more traffic on residential streets, contrary to the objectives of the Plan, because, by not building freeways and not upgrading arterials, you will force those who want to get through to take whatever route they can and they will use the residential streets where the children play.

There will be more accidents and the reason for this, and this is backed up by substantive studies, the accident rate per hundred million miles of travel is twice as great on city streets as on interstate freeways and urban areas and the fatality rate is nearly twice as great on city streets as on urban interstate freeways. These are the facts.

The ghettos, both white and Negro ghettos will be even more isolated than at present. If we cannot get rid of these ghettos overnight, at least let us try to

T31jd48

encourage communication between them.

(Laughter.)

Food, clothing and other necessities will cost more and this is because goods are not transported by subway. They require trucks. Many of these trucks that come into the downtown area are destined for stores. The Outer Beltway provides for bypassing trucks but a good share of the trucks are to deliver goods and reduce the cost of food and clothing, and I submit that this affects all income groups, particularly the low income groups.

T32

Finally, there will be fewer employment opportunities for low income groups. Even people who earn \$3000 a year can afford a used car, if they can get four other people --

(Laughter.)

-- if they can get four other people to join with them in a car pool and, indeed, they can make a profit on it.

MR. SHEAR: Two minutes.

MR. SOLOMON: And I see this every day when I am on the freeway.

(Laughter.)

I see a beat-up, five-year-old car with five, six, seven or eight men, who obviously are not wealthy. This is called a car pool.

(Laughter.)

It is the most efficient and cheapest form of mass

T32jd49

transit yet devised. It is faster than busses. It is cheaper than busses. It is more comfortable and more convenient.

These consequences result because trip origins and destinations are dispersed in terms of time, space and purpose. We travel 24 hours a day, not two hours, and all over the Metropolitan area.

One final word. It's obvious that the advocates of the subway are here. The opponents of the freeway are here en masse. Where are those who support the freeway system?

(Laughter.)

Members of the Commission, I wish to report to you that at this moment ten thousand of these people are congregating to support the freeway. At this moment ten thousand people are traveling on the existing freeway network in the Metropolitan area. There is your support, not the 100 people here. And, between four and six this evening 200,000 people traveled on the freeway network. These are the silent supporters of the freeways who speak with their ~~rubbertires~~ **rubbertires**.

(Laughter and applause.)

In conclusion --

CHAIRMAN ROWE: (Pounding gavel) 30 seconds, Mr. Solomon.

MR. SOLOMON: In conclusion, the Metropolitan

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area of Washington needs an integrated freeway system. We need 35 additional miles in the District of Columbia and other miles outside of it. These freeways are multi-use highways. They move goods and people, mass transit and private vehicles. We need an express bus rapid transit system on these freeways and connecting local bus lines. We need more emphasis on arterial streets and a good distribution system for the freeways and I submit that this K Street Freeway is not a good distribution system. I would urge you to consider moving it further north so that it can interchange with the pairs of one-way streets --

A VOICE: People live there.

MR. SOLOMON: -- and move to this area as well as this area where people want to get around. By putting it here, you are speeding traffic through the area and making it more difficult to get to the existing one-way streets.

Finally, we need more parking, public and private, downtown and in outlying areas.

Two other things.

We need more car pool locators so that everyone, including low-income groups, can use this most efficient form of mass transit.

Thank you very much.

CHAIRMAN ROWE: Thank you.

(Applause.)

32jd51

MR. SHEAR: Laura Lee Spencer.

(No response.)

Laura Lee Spencer?

(No response.)

Jesse Devore, President, Ivy City Trinidad
Citizens Association, Incorporated.

(No response.)

Mr. Devore?

(No response.)

Arthur C. Cox, President, Corson & Gruman Company.

MR. ROBERT WALLACE: Mr. Cox isn't here but he
asked me to say a few words for him.

MR. SHEAR: Would you identify yourself, please?
Are you with the Corson & Gruman Company?

MR. WALLACE: Yes.

(Mr. Wallace going to podium.)

MR. SHEAR: Would you identify yourself, please.

STATEMENT OF:

ROBERT WALLACE, CORSON & GRUMAN COMPANY, INC.

MR. ROBERT WALLACE: My name is Robert Wallace
and I am employed by Corson & Gruman Company, paving
contractors.

(Laughter.)

So we're in the majority here tonight.

We are naturally very much affected by the outcome

32jd52 of this hearing and we have already been affected by the delays caused in the highway program by previous hearings.

(Applause.)

It appears, much to the chagrin of some of you, that the automobiles and the wheels of transportation are here to stay. It is not only going to increase here in Washington but all over and with this increase in transportation we trust that our tourist business is going to increase and these tourists are not going to park in Annandale or Bethesda and take that subway downtown. We need the facilities, the improved facilities to handle not only this influx of traffic but the increased commercial traffic that we will have as our country grows.

We are beyond the age of the 1940 streets to handle modern transportation. Our company has been in business around Washington for over 40 years. We have progressed with the community and we have contributed to its growth.

We hire and we train local men for the work. I am sorry to say -- I may interject right here -- that I talked to our shop steward, who is one of our shop stewards, who works very diligently for the company. He came down last night to the hearings. He had to do something else tonight and so I would like to interject some of his thoughts.

His feeling on this, and I may add he is a Negro, a

132jd53

very fine worker, and his feeling on this matter is that there are two people involved in this freeway program, two people that are hurt. The people who are moved out of their houses, if the freeways go through, and the people that don't work, if the freeways don't go through.

These men have been put out of work. We hire, as I say, we hire and train our own men. We not only hire men that are recommended and skilled men, the people in the paving business hire unskilled laborers, hire the people that can't read and write. They hire the convicts that other people won't hire and train them and give them jobs.

(Applause.)

We feel that we have a good industry and we want to keep it that way. As a result, we, as the other paving contractors and the other people in the area, try to plan their workload and their forces to go along with the local contracting agencies' proposed plans for work for the coming year.

This has been the first year that we have had to lay off men in the spring, which is supposed to be the good construction season, because the work has been withdrawn from bidding, because these hearings keep on going on good plans.

(Applause.)

This doesn't hurt everybody here but it hurts the

132jd54

men. It hurts these people that you say are in the ghettos all the time. These people want to work.

MR. ABBOTT: Put them to work on the subways.

(Laughter and applause.)

MR. WALLACE: Where is it?

A VOICE: How about schools?

ANOTHER VOICE: And playgrounds?

MR. WALLACE: We do that also, ma'am.

The local industry and the local economy suffers not only from the interference of these people here that are looking only a week ahead instead of years --

(A chorus of groans.)

-- but also because, when this work is released, when it finally is released, it comes in such large volumes that it's possible for people outside of the city, for contractors from outside, other cities to win these contracts and they are the people that take home the profits and take home the money for other cities, not for Washington, D. C.

The taxes, your local taxes and your local businesses suffer because these other industries, other businesses are getting the money allotted for Washington. This is because the local contractors are forced to work in a feast or famine cycle.

Pollution. This is a recognized problem. It's a problem that we have in our own industry. It is being attacked

32jd55 and rightfully so. I think it's being unnecessarily attacked that the freeways are a cause of pollution.

I think the freeways in the city will alleviate some of this problem in that they will get the traffic through the city and to their destinations quicker.

(Laughter.)

Let us not live in the middle ages of traffic. Let us plan and act sensibly with a steady plan of progress.

(Applause.)

T33 MR. SHEAR: Robert L. Saloschin. Did I pronounce your name correctly, sir?

MR. SALOSCHIN: Saloschin, right.

STATEMENT OF:

ROBERT L. SALOSCHIN, NORTH BETHESDA CONGRESS OF CITIZENS ASSOCIATIONS

MR. ROBERT L. SALOSCHIN: The Chairman has given my name. I live in Bethesda and I speak on behalf of the North Bethesda Congress of Citizens Associations and I also express my own views, which are in agreement with that organization.

The Congress is a federation of citizens associations including the following:

Ayrlawn Citizens Association; Garrett Park, Georgetown Village; Luxmanor; Maplewood; Marymount; North Ashburton; Old Georgetown Road; West Fernwood; Wildwood Manor and Wyngate, comprising families with an aggregate population

B2jd56

of approximately 10,000.

As for myself, I have had approximately seven years of full-time occupational experience as an attorney in the regulation of passenger transportation. I think I am familiar with the economics of passenger transportation.

I have also had about 15 years of civic activities, including the organization and construction of public libraries, community swimming pools and various other civic activities involving planning and zoning matters.

I would like to state that as a result of that experience, I am strongly in favor of all planning bodies which function effectively.

I would also like to state, in view of the position that I am going to take in a moment, that I will offer to anyone present in this room on the record \$1,000 of my own money, if anyone can establish, for the length of time that this record is kept open, that I or any member of my family have any direct or indirect interest in any enterprise or business whatsoever that is concerned with either the equipment or operation of any rail, bus or transit system or any automobile company, tire, battery, cement, petroleum or other related transportation enterprise whatsoever.

Now, the North Bethesda Congress at a meeting on Monday night debated and unanimously voted, after debate, to take a position in support of your Transportation Plan as being

T32jd57

the minimum plan that would meet the needs of the people of the entire Metropolitan area, District of Columbia and suburbs.

We support the rail transit elements. We support with greater confidence that it will meet a public need, improved bus transportation which could be cheaper, faster and more frequent, and we particularly support the freeway program, and most emphatically support the Three Sisters Bridge and the North Central Freeway as being vital public necessities for ordinary citizens in this Metropolitan area.

(Mr. Abbott interrupting the speaker.)

(Applause.)

MR. SALOSCHIN: Mr. Abbott, I am not here to debate with you. I read about you in the papers. I am going to proceed and talk to the panel, if I may and I would like this time not to be charged against me.

CHAIRMAN ROWE: (Pounding gavel to restore order) It will not be charged against you.

Mr. Abbott, please sit down.

We must allow him to proceed, Mr. Abbott.

A VOICE: Mr. Abbott had his hour yesterday.

ANOTHER VOICE: That's right.

MR. SALOSCHIN: Thank you.

It is true that more opposition has been expressed than support by civic groups at this hearing. In a sense --

T32jd58

(Applause.)

Is this time for demonstrations deducted from my --

CHAIRMAN ROWE: The time for applause is not counted against you.

MR. SALOSCHIN: Thank you.

(Laughter.)

It, of course, comes as no surprise to those of us who have been active in civic affairs to note that those who are against any proposal are usually the ones who come and speak at public hearings and this is a well known fact that all public officials like the people on this panel, they know the antis are the ones who are vocal.

Now, I recently --

(Interruption from audience.)

CHAIRMAN ROWE: Please be in order.

MR. SALOSCHIN: I recently attended a four-hour public hearing on a preliminary master plan for highways for the bicounty area which is that area up there on the chart which was reported in the press as unanimous opposition and criticism by civic groups of this master plan.

I heard every bit of that and every one of these people said we need more highways because of this growing area and our rising standard of living but this particular feature should have more attention or that should be changed or something of the sort. And, as civic groups, we certainly

T33jd59

want to assert our rights to protect particular communities which may be our own communities.

We want to see the kind of routing that will preserve communities. As one of the gentlemen pointed out, one of the best ways to destroy a community is to route all of the traffic through it on local streets that were not intended for through traffic.

This maximizes, I might say, not only the hazards to children and the lack of parking space who live in that community but it also increases the air pollution. Because, if I have to go from here to there and it takes me 45 minutes in a car, I am going to consume more fuel and pollute more air than if I can go directly in half the time.

Let me say this; that some people have the idea that civic groups are generally against highways. This is unquestionably not the case for the population of the area as a whole. We have debated this matter thoroughly in our Congress of Citizens Associations. The matter has been debated at membership meetings and we are in support and in emphatic support of this system of freeways. We have the largest freeway in the area immediately abutting our community. It has opened up within the past five years. I refer to the Beltway and other parts of the Interstate System.

If you took a poll of the home owners and families in our area, you wouldn't find five per cent who would like to

T33jd60

remove it. The convenience is such that it has become absolutely indispensable and the value of our homes has increased by many thousands of dollars since the Beltway and the other associated freeways have been opened.

It's a blessing that's indispensable.

Now, we do have civic opposition because of the fact that some freeways are planned after the communities have been developed without having foreseen the growth of the area and then, of course, the only thing that you can do is to make the maximum humane and community-oriented provisions for the most favorable routing, for generous relocation and for the meeting of whatever needs for housing and other public services are required in order to make up for the fact that our predecessors 50 years ago didn't have as much foresight in planning the area as we might today wish they had.

T33#

But, as several gentlemen have pointed out, you are not going to reverse the trend in an affluent society to the passenger automobile. We support rail transit but I would like to call to the attention of anybody who is really interested in an objective view of the subject a book entitled Marketing Urban Mass Transit by Professor Louis Schneider of Business Administration at Harvard. It is published by the Graduate School of Business Administration, Division of Research, in 1965, and it was a doctoral

T34jd61

dissertation backed by a Ford Foundation grant and in the preface the author states, quote:

He favors strong urban mass transit systems and is extremely sympathetic to the industry's problems.

I suggest that anybody who really believes that a system of urban rail mass transit will take care of the bulk of the growing transportation needs of our affluent and mobile society with its growing population read that book by a highly scholarly advocate of mass transit and he will see what the real problems are.

We believe that the thing to do with regard to the automobile is not to fight it because that is hopeless and will only most injure the people you are trying to protect because they will be isolated from the growing employment opportunities in the suburbs. They will be isolated. They will be segregated and the path of improvement and development and interchange and the kind of social and economic give and take which benefits everybody will pass them by and they will be a little pocket and backwater which may actually meet the needs of the few people, particularly retired people

--

MR. SHEAR: Two minutes.

MR. SALOSCHIN: -- and I think they are entitled to it, but it will not meet the needs of the population as a whole.

T34jd62

MR. SHEAR: Two minutes.

MR. SALOSCHIN: Two minutes? Thank you.

We, therefore, urge that you give everybody an opportunity to express an opinion. You will even find a few people representing civic groups in my area coming down here in spite of the press stories about last night's hearing. Most of us, however, do not wish to expose ourselves, most of the men and women do not wish to expose ourselves to this kind of heckling and we feel that probably either the highways and bridges will be built sooner or later or their employment centers, shopping centers and cultural centers will more and more be developed in the suburbs and, you know, they won't have any occasion to come down to the District of Columbia.

(Applause.)

But, if you believe --

Now, maybe that's what you people want. Maybe that's what you want but I think you should bear in mind that many of the people who meet your social needs in the District of Columbia, the Public Health nurses who take care of your sick people, come down here by automobiles and work in the District of Columbia and many of them could get jobs at the same or better pay out in the county.

(Scattered applause.)

And some of your old and aged people would not be

T33jd63

so well off.

You might also find that some of your people who are on welfare would find it easier to get good paying jobs which are going begging out in some of the suburban industries, if they could get out there conveniently with better busses and better highways which go into all places and not just a few.

A VOICE: Treat us good, man.

(Laughter.)

CHAIRMAN ROWE: 30 seconds.

MR. SALOSCHIN: I'm not going to use the additional 30 seconds. I think I have essentially stated my position which I think is the position which is in line with the economics and technology of the times and it is in the overall interest of sound planning for the entire Metropolitan area.

Thank you.

(Applause.)

STATEMENT OF:

MURRAY S. SIMPSON, PRESIDENT, SUPER CONCRETE CORPORATION

MR. SHEAR: Murray S. Simpson, President, Super Concrete Corporation, filed a statement for the record.

(Mr. Simpson's statement reads as follows:)

Super Concrete Corporation

3300 3058 K St., N.W., Washington, D. C. 20007

Remarks by Murray S. Simpson, President, Super Concrete Corporation, before the National Capital Planning Commission on the Proposed Comprehensive Plan for the National Capital for 1985. June 15, 1967.

MRS. ROWE, GENTLEMEN OF THE NATIONAL CAPITAL PLANNING COMMISSION

I am Murray S. Simpson, President, Super Concrete Corporation, with offices at 3058 K St., N.W., and 7th and T Sts., N.E. We are among the pioneers in the Ready Mixed Concrete Business and have been located on the Georgetown waterfront since 1928. We deliver concrete in the Metropolitan area of Washington including Maryland and Virginia for the construction of Federal and District of Columbia structures, private high rise office and apartment buildings, bridges, street patching, utility work and single family dwellings.

Our annual sales are in excess of 5 million dollars, delivering approximately 350,000 cubic yards of concrete annually with 100 concrete trucks employing approximately 150 people. Ironically enough, we do virtually none of the highway and street paving work. Bridges in connection with highway construction represent possibly 2% or 3% of our business. On the other hand we expect to participate in a goodly percentage of the Rapid Transit construction.

WE ENDORSE STAGE ONE OF THE TRANSPORTATION SECTION. We urge that all freeway sections be completed without further costly delay. The freeways are essential to the efficient movement of goods and services, now bogged down on many of our congested streets and avenues.

-2-

There appears throughout the Plan references to the "development of the Georgetown waterfront", "the cheap transportation of sand and gravel on the Anacostia and Potomac Rivers", and finally "freight handling by river transportation will not be of great importance in the future since by 1985....."

We urge that you not underestimate the quantities of sand and gravel and concrete that will be required to maintain and expand our great Capitol City. Approximately 2 million tons of sand and gravel are currently consumed in Washington annually. Approximately seventy-five percent of this is used to manufacture approximately one million cubic yards of concrete. More will be required in the future. These bulk materials will be delivered either by barges on the river or trucks on the highways. Convert these tonnages to trips and the magnitude of this bulk construction material becomes apparent. One million yards of concrete represents 100,000 truck loads. This must be trucked to the individual construction sites. If the two million tons of aggregate were trucked to the concrete plants, then another 135,000 truck loads would be required.

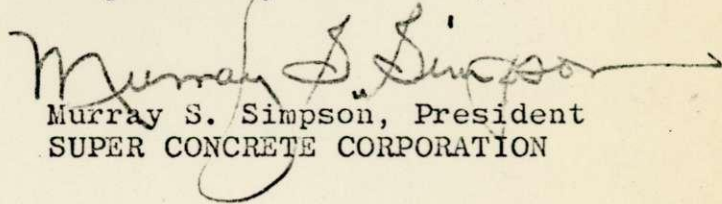
The Forrestal Building alone, now under construction on Independence Avenue, will consume 250,000 tons of sand and gravel. The Southwest Freeway incidentally is being used for these deliveries, diverting this traffic for the most part from the city streets. The completed freeway system will allow us to remove even more traffic from these streets. As the nearby supply of sand and gravel is exhausted dredging will move down the river and truck transportation costs will increase faster than barge transportation.

-3-

The Port of Georgetown has served the commercial needs of this area even before the existence of Washington. This port and the Anacostia Landing should continue as water terminals until such time, if ever, a substitute is found for concrete for structures, roads and bridges. From these two locations, concrete is hauled to the entire downtown section of the city where the largest percentage is used with a minimum of disruption to the over all traffic of the city and at the cheapest possible prices. We are of the considered opinion that during the Stage 2 period as the nearby supply of materials is exhausted, with dredging moving down the river possibly as far as Quantico, these two Ports will be even more necessary to the economic life of the city than they are today.

We urge you to provide for the continuation of these two ports now, so that improvements, modernization, landscaping, etc., can proceed without further delay.

Respectfully submitted,


Murray S. Simpson, President
SUPER CONCRETE CORPORATION

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STATEMENT OF:

MILES L. COLEAN, CHAIRMAN, TRANSPORTATION COMMITTEE, FEDERAL
CITY COUNCIL

MR. SHEAR: Miles L. Colean, Chairman, Transporta-
tion Committee, Federal City Council, filed a statement for
the record.

(Mr. Colean's statement reads as follows:)

TESTIMONY OF MILES COLEAN
CHAIRMAN, TRANSPORTATION COMMITTEE
FEDERAL CITY COUNCIL

IN RE THE TRANSPORTATION SECTION OF
THE PROPOSED 1985 COMPREHENSIVE PLAN
JUNE 14, 1967

Mr. Chairman. My name is Miles Colean. I am chairman of the Transportation Committee of the Federal City Council. This statement is submitted on behalf of the Federal City Council.

The transportation section of the Proposed Comprehensive Plan contains several items which we consider questionable but it is not the intention of the Federal City Council to engage in a point-by-point critique of details. It is precisely this kind of detailed hair-splitting that has delayed basic planning decisions on major transportation questions for the past two decades.

We believe it more productive and meaningful for the Council to state what it supports in terms of the major transportation issues than to dwell on details.

The sole item which the Council feels obliged to challenge is the footnote on page 111 which reads as follows: (quote)

Mrs. James H. Rowe, Jr., Chairman, Walter C. Louchheim, Jr., Vice Chairman, and G. Franklin Edwards, C. McKim Norton, and Paul Thiry, members of the Commission, do not support the following freeway projects: 1. North Central Freeway; 2. East Leg of the Inner Loop; and 3. Potomac River Crossing near Three Sisters Island. While they support a North Leg in a tunnel under K Street between the Potomac River Freeway

and the Center Leg, they do not concur in the condition stated that the available right-of-way must permit construction of six traffic lanes nor do they concur in the connections between the North Leg and the East Leg as shown on Transportation Diagram 1. (end of quote)

We believe the presence of such a footnote is misleading. Incorrect impressions might easily be drawn from its inclusion in the proposed plan. A reader might assume, for example, that all items not so footnoted have received the unanimous approval of the Planning Commission, or that the rule of the majority does not apply to the Commission.

The footnote identifies C. McKim Norton as a Commission member. Nowhere in the footnote does it explain that Mr. Norton resigned nearly a year ago and that his present views are totally irrelevant. Nowhere does it mention that Mrs. Rowe and Mr. Edwards cast affirmative votes on a segment of the East Leg in September, that Mr. Louchheim voted in favor of a North Central Freeway segment in October, and that Mr. Thiry voted affirmatively on East Leg segments in September and February and for North Central Freeway segments in October and March. Neither does the footnote indicate that the dissenters have never voted against the number of lanes in tunnel at K Street nor the specific North Leg connections mentioned -- these elements have not yet been brought to the Commission for a vote. Thus, the footnote freezes their positions in the negative before they have all the facts.

We believe it is unfortunate that the footnote was inserted. It promotes confusion in a document that is meant to guide.

The goal of the Federal City Council is the continual improvement of the Nation's Capital through orderly physical development and sound economic growth. In pursuing this goal, the Council has been unswerving in its support of a balanced transportation system incorporating to full advantage both fixed-wheel and free-wheel modes of transportation. The Council has likewise encouraged comprehensive planning of all transportation in the Washington region to insure coordination of such vital and interdependent components as subways, highways, surface mass transit, and parking.

The proposed comprehensive plan envisions unprecedented growth for this region during the next two decades. The variable is the shape and character of that growth. Whether it takes the form of orderly regional development or unruly urban sprawl depends in large measure on conditions at the heart of the region. In this connection, the leadership -- or lack of leadership -- of the Planning Commission will be a prime contributing factor.

The Federal City Council contends that stable growth for the region revolves around the soundness of the economy of the center city and that the key element is the movement of people and goods. To the extent that people and goods can move efficiently throughout the region and within the center city, orderly physical development can take place in an atmosphere of sound economic expansion.

The Nation's Capital presently is laboring with inadequate facilities for transportation. This inadequacy is reflected in a general reduction of the importance of the city's core area as the major concentration of commercial enterprise. This trend, incidentally, has come at a time when the emphasis has been on studying transportation in Washington rather than attempting to do anything about it.

It is our position that the health and vitality of the city and stability of the region can best be served by implementing at the earliest practicable date a system of transportation that affords the widest possible freedom movement for people and goods. Such a system must include modern rail rapid transit and efficient freeways and parkways. Failure to move forward with both of these programs would be inconsistent with the fundamentals of sound city planning and would deprive the country of the kind of federal capital that expresses the energy and progress of the nation and the foresight and judgment of its people.

- 5 -

After careful examination of the facts and of the conclusions of \$20 million worth of studies during the past 20 years, the Federal City Council is convinced that a freeway system with an inner loop and connecting radials must be built. It must be built with continued proper regard to considerations of aesthetics, relocation, optimum land use, and service - but it must be built. The inevitable result of a failure to do so would be further diminution of the accessibility and viability of the center city and the flight of job-producing, tax-generating enterprises from the heart of Washington.

T33jd65

MR. SHEAR: Mrs. Louisa Spottswood, Brookland Neighbors of Washington, D. C., who relinquished five minutes of her time to Mr. Abbott and has five minutes remaining.

Mrs. Spottswood.

John H. Carter --

CHAIRMAN ROWE: No, she is coming.

MR. SHEAR: Oh, I beg your pardon. I'm sorry.

CHAIRMAN ROWE: I think, after Mrs. Spottswood, we will have a ten-minute break.

STATEMENT OF:

MRS. ANN HEUTTE, BROOKLAND NEIGHBORS OF WASHINGTON, D. C.

MRS. ANN HEUTTE: My name is Ann Heutte. I am speaking for Mrs. Louisa Spottswood who was unable to be here tonight.

I am speaking tonight for Brookland Neighbors of Northeast Washington, a group concerned with improving our community in Brookland and our community throughout the Washington area.

We are part of the National Freeway Revolt, a movement which is gathering force in many of our sister cities: San Francisco, New Orleans, Philadelphia, San Antonio, Memphis, New York, Seattle, Minneapolis, St. Paul, Cleveland.

We are in communication with them and nothing can

T33jd66

stop our determination to save our cities from the damage of the further encroachment by the concrete destroyer.

(Applause.)

If the North Central Freeway is built, its poisonous effects will be felt throughout the city, not only in neighborhoods such as ours which would be physically gutted by many lanes of concrete ending forever the work of generations in creating a diversified and balanced residential and commercial community.

The highway planners intend to join interstate I-95 to the North Central Freeway. This would bring long-distance North-South traffic estimated at over 200,000 vehicles per day, much of it large diesel trucks, right through the eastern half of the city by day and by night, traffic which is now routed around the city via the circumferential highway.

This is in addition to heavy suburban traffic estimated at 50,000 vehicles per day. The air pollution from this very heavy concentration of gasoline engines would be added to a city which already suffers from substantial air pollution from many sources: buildings, furnaces, incinerators, industry, automobiles, busses, trucks and the huge burning pile of the open Kenilworth Dump.

Norman Cousins in an editorial entitled The Fight to Breathe in the June 3rd issue of the Saturday Review this

T34jd67

year asks this question:

"What would happen if the rate of population growth, industrial growth, automobile growth and highway growth of the past two decades were to remain constant or to increase, assuming a continuation of the present scale and pace of attack on the problem?"

And his editorial answers his question:

"The conclusion is inescapable that most of the large cities in the United States would be considered uninhabitable within seven to ten years. Enough episodes" -- Referring here to the inversion of last Thanksgiving weekend -- "would have occurred by that time to warrant the general conclusion that the highly populous industrial centers are unfit for human habitation. A vast acceleration of anti-pollution planning and activity, national, regional and local, is now critically needed if our cities are to remain safe and fit for human habitation."

It seems incredible that at a time when the air pollution crisis in our cities is receiving finally increased public attention the folly of using Washington as a pass-through for extremely heavy traffic, which will not even stop here, has been so little explored.

Pollutants dissolve nylon stockings, darken house paint, corrode metal and disintegrate stone masonry. They damage and kill vegetable and animal organisms, including man.

T34jd68

Air pollution has been linked with such diseases as the common cold, asthma, pneumonia, tuberculosis, influenza, chronic bronchitis, pulmonary emphysema and lung cancer.

Item: In 1960 the Washington Hospital Center treated 100 cases of pulmonary disease. In 1965 the Washington Hospital Center treated 8000 cases of pulmonary disease.

Sometimes I think about Dante putting his enemies, his private enemies and his city's, his country's enemies into the various layers of his imaginative hell.

MR. SHEAR: One minute.

MRS. HEUTTE: I wish sometimes for the enemies of human beings who are in favor of air polluting activities a nice cozy case of emphysema.

(Laughter.)

T35

In addition to damaging the physical health of our people, the freeway would damage our mental and social health. The National **Capital** Planning Commission has stated this as one of its basic planning principles:

"The quality of living environment should be improved for the residential areas within the District."

With this principle we of Brookland are in hearty agreement and will do everything within our power to see that the the principle is put into practice. It takes many years --

T35jdl

(Ringing of bell.)

-- for organic communities to --

30 seconds?

CHAIRMAN ROWE: 30 seconds.

MRS. HEUTTE: Thank you.

It takes many years for organic communities to grow; they cannot be manufactured. Brookland is an unusual residential area. It has recently been described in the Washington Post as a quiet New England town within the city.

This is a neighborhood where families live peacefully in a balanced urban environment. It should be public policy to strengthen such neighborhoods but it is well known that blight follows freeways and that neighborhoods along their paths deteriorate. The damage to Brookland would be especially severe as the freeways would cut through the center of our quiet town destroying homes, running directly adjacent to schools and playgrounds and imposing incredible hardship in noise, stench, smog and walking hazards to several thousand school children.

And on that note I will end my talk. Thank you.

(Applause.)

CHAIRMAN ROWE: We will set the timer now for ten minutes. Recess.

(Recess.)

T35jd2

CHAIRMAN ROWE: I would like to call the hearing back to order and we will proceed with the next witness.

MR. SHEAR: John H. Carter.

STATEMENT OF:

JOHN H. CARTER

MR. JOHN H. CARTER: My name is John H. Carter. I am a resident of Silver Spring, Maryland. I speak as a private citizen. I represent no organized group.

My kick really is maps and strange kicks can lead you into strange things sometimes and what it did for me was made me an expert, in the Washington sense of the word, on urban geography and transportation and traffic flow in this area.

However, my expertise was not developed at the Harvard School of Business nor in a Bethesda law office. My expertise was developed on the streets of Washington and in the Anacostia ghetto.

What I was was geography and transportation consultant for an experimental anti-poverty mobility training program in Anacostia. It was my job to research, develop and teach the street layout system, the transportation system and so forth to our trainees in this program.

As a result of this, it was necessary for me to travel several thousand miles over most of the major thoroughfares and through roads in the Washington area, some

T35jd3

not so major, clock traffic flow under various conditions.

It was also necessary for me to make a fairly detailed study of the transportation system, the public transportation system in the city.

I developed a great deal of data but not too many things that were new and startling out of all of this, I don't think. One of the things that I did learn, or perhaps corroborate is a better word, is that the public transportation of Washington is entirely inadequate.

When I say this, I don't intend to impugn any of the companies that are dealing in public transportation. It is simply that they are using a medium which is several decades behind the times and no matter how efficiently you function with this medium, if it is 20 years behind the times, you really can't develop a transportation system that is any less than ten or 15 years behind the times.

We have in downtown Washington, as all of you know who have walked or driven in the downtown area, a great backlog of public transportation busses on the street. These busses lay down a great deal of fumes, they block traffic. They are necessary, of course, because we have nothing better. But they are essentially a public inconvenience, a great inconvenience to everybody except the people who are at the time, at that moment, riding them. This is one of the things that I developed.

E35jd4

Another thing that I developed was that in a poverty area the concept of a car pool will not work. I did a great deal of work and devoted a great deal of thought to the idea of trying to set up some kind of car pool system, some kind of system maybe of making used cars available to groups of people who are working in various areas, and I won't go into all of the details, but it just turned out to be not feasible at all. I had to abandon the idea.

It did become very apparent to me that Washington, at least the people in the central city of Washington greatly need a subway system. Because I live in the suburbs myself, I realize that the people in the suburbs also need a subway system.

As Mr. Barnes, the Commissioner of Traffic of the City of New York, pointed out, the private automobile is the most idiotic and inefficient system for moving commuters that has ever been designed. We know that the busses are inadequate. I think we will have to realize the public automobile will be inadequate as a commuter system.

Of course, some people will continue to commute by public automobile. This is a luxury, however, and they will have to pay for it. The whole body politic, I don't think, can be sacrificed to the few well-to-do who prefer to travel by this method, if it is a matter of sacrifice and my

135jd5
conclusions are that it would be.

I would like to examine in particular one freeway system that I am more familiar with than most of the others that develops out of my own traveling, out of my study on this. This is the North Central system.

The irony of the North Central Freeway is that it runs through a corridor where the commuting traffic moves extraordinarily fast. The commuter traffic moves more rapidly in the North Central Corridor through a number of fairly quick routes than it does in any other corridor coming into the city.

We have, for instance, 16th Street, which is fairly quick, with reversible lanes.

MR. PRAHINSKI: It took me five minutes to get three kids across the street --

CHAIRMAN ROWE: (Pounding gavel) All right.

MR. CARTER: Did you cross at a traffic light?

MR. PRAHINSKI: No, but I --

(Laughter.)

MR. CARTER: Try lights. There are some.

(Applause.)

And I will talk about kids in a minute.

Even more efficient than 16th Street is 13th Street, a reversible thoroughfare in which the traffic runs -- all traffic is routed southbound in the morning, northbound in

T35jd6

the evening.

We also have New Hampshire Avenue, Sherman Avenue, 9th Street, plus North Capitol Street and several others no doubt.

In the Northwest Corridor, of course, you have very slow -- two main thoroughfares: Wisconsin Avenue, which is very slow and very difficult and Connecticut Avenue, which is not too much better, both of which bring in tremendous amounts of traffic.

Now, what does the North Central Freeway then purport to do since it is really not necessary for people moving in the North Central Corridor, at least from the District Line south?

What it will do essentially, and I think the testimony of the gentleman from Bethesda bore this out, it will bring people from the Bethesda, Wheaton and Kensington areas away from the Northwest Corridor into the North Central Corridor to commute. However, it will bring them by the Beltway and down the North Central Freeway down to the District Line.

However, when they get down to the District Line, they will eventually find, when they will come down here (indicating), of course, which is approximately three miles east of the destination of most of these people who are going to be working in the Lafayette Square, downtown,

T35jd7

Dupont Circle, Federal Triangle area.

So, before this is built, if it is built, they will have to fight crosstown traffic which, of course, will be entirely impossible, as I think we would all appreciate.

After this light here, if it is built, there will still be tremendous congestion. I think, as many of us who have traveled during rush-hour on major urban freeways in cities like Louisville know, in rush-hour the traffic slows to a crawl on these routes, particularly if I-95 comes in along this route.

T36

I think that it will be found by people who travel this route that when they get to the District Line they will be better off lighting out away from the Freeway and where they will come will be 16th Street, 13th Street, New Hampshire, Sherman Avenue. The same routes that the people in the North Central Corridor already use, and these routes will then be burgeoned not only by North Central traffic but also by Northwest traffic and their children in this area will be put in that much greater danger of life and limb.

This traffic will not stick to the Freeway because the Freeway is idiotically designed and people --

(Applause.)

-- will not move quickly on it.

T35jd8

Okay, why is the Freeway designed the way it is?

MR. SHEAR: Two minutes.

MR. CARTER: There are two obvious reasons --

MR. SHEAR: Two minutes.

MR. CARTER: -- for people, if you look at the map. One is that you are building several miles more of roadway than a direct route would entail, thus engendering several hundred million dollars more profit for the highway lobby.

The second is that the Northwest Freeway was blocked by the fat cats in the Northwest district of Washington, as we all know.

(Applause.)

Okay, now, again we really don't even know if these freeways are necessary. We have the Arthur D. Little Report's testimony which suggests that we hold off the freeways until the rapid transit goes on and then see. That seems to make sense. This is really the only objective expert testimony and study that has been developed out of this thing.

(Applause.)

The other factor, and I think really the primary factor that's beyond even the technical aspects of this is: What do we do with people and what do people want? Are we

T36jd9 building the roads for the people of the District of Columbia? No, we are not. This is fairly obvious, I think.

..
40 If the people in the Northwest section want to come in by freeway, fine, let them build their own. I think most of the people in the other sections of the town, if it were put to a vote of them, would not choose to have a freeway built in the city, have many of these freeways built in the city.

However, they have no say in it because of the peculiar nature of the District of Columbia governmental setup. You might say, Well and good, fine. The people in the freeway lobby --

(Ringing of bell.)

CHAIRMAN ROWE: 30 seconds.

MR. CARTER: -- the Highway Commissioner and so forth, we can put it through. But there are certain inherent dangers in this.

CHAIRMAN ROWE: 30 seconds.

MR. CARTER: And the one danger that comes to mind reading about the riots in Tampa the other day where Molotov cocktails were heaved on the freeway, as soon as the trouble began and the resentment boiled over. This, I think I can assure you, will happen here. The freeways will not only be inefficient because of their layout, they will also be unsafe

T36jd10

to drive and I personally would not want to drive on a freeway that was built over people's homes, over people's lives or over people's dreams and hopes. And I think that you will find, if you push through with this without a public vote, without any sensing of the will of the people, that there will be bloodshed and that the blood will be upon the hands --

(Applause.)

-- of those who put it through.

(Applause.)

MR. SHEAR: Joseph Kogok, Kojak's Liquors.

(No response.)

Mr. Kogok.

(No response.)

Leslie Logan, President, Arlingtonians for Preservation of the Potomac Palisades.

(Applause.)

STATEMENT OF:

LESLIE LOGAN, PRESIDENT, ARLINGTONIANS FOR PRESERVATION
OF THE POTOMAC PALISADES

MR. LESLIE LOGAN: I am Leslie Logan, 2523 23rd Road, North Arlington, Virginia, President of the Arlingtonians for Preservation of the Potomac Palisades representing vitally affected all city associations, many hundred individuals, two largest churches in the Potomac

36jd11

Palisades area.

I appreciate this opportunity to once more appear before you to repeat the opposition of Arlington to the inclusion of the Potomac River crossing in the vicinity of Three Sisters Islands in the Proposed Comprehensive Plan for the National Capital.

This river crossing is strongly opposed by Arlington. Its approaches would rip through the palisades and parks of the Arlington shores of the Potomac River. Its concrete path of six to ten lanes and its interchange with Interstate Route 66 would destroy esthetic, human and historic values. It would take over 20 acres of parkland on the Arlington side of the Potomac River and destroy a cohesive, long-established, single-family neighborhood.

The Arlington County Board, elected government, has expressed the wishes of the citizens of Arlington in its unanimous opposition to the Three Sisters project. The parkland through which the massive approaches to this river crossing would pass was purchased jointly by Arlington County, the State of Virginia and the United States Government with the agreement that, quote, the property shall be acquired only for park and parkway purposes and that the United States will never use the land so acquired for any other purpose except with the consent of the County of Arlington, unquote.

This agreement, as you know, was signed by the

36jd12

Chairman of this Commission at that time and April 3rd, 1940, by the President of the United States.

However, even totally apart from this agreement, the Capper-Cramton Act itself, which authorized the acquisition of these park lands, precludes the approval by this Commission of any plans for use of these lands except for parkway purposes. Clearly the Three Sisters Bridge-Interstate Route 266 Freeway complex is not a parkway.

To protect its rights, Arlington County has been forced to institute legal proceedings to prevent the construction of this project. You gentlemen are among the defendants in this suit. How can you justify this violation of law and solemn agreement?

The recent report of the Potomac Planning Task Force, established to develop President Johnson's program to make the Potomac a conservation model for the entire nation, concludes that the Three Sisters river crossing is, quote, a major threat to present values that should never -- that should somehow be averted. I correct that, that should somehow be averted.

As recently as May 4th of this year, you unanimously requested the Secretary of Transportation to study the, quote, necessity for additional laneage in the interstate system designated as Interstate Route 266, end quote.

You requested that, should the Secretary conclude

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that additional laneage is needed, that he study alternate locations and proposals.

Madam Chairman and Members of the Commission, if you yourselves question the need for this river crossing and in any event would prefer, quote, alternate locations and proposals, why is this project still included in the Proposed Comprehensive Plan for the National Capital published just a few months ago?

The alleged need for this river crossing is based on various traffic figures compiled by the District of Columbia Highway Department and a publication entitled, Supplementary Report on Interstate Route 266, November 4, 1964, of the Virginia and District of Columbia highway departments.

It was on the basis of this report that the required public hearings were held. Yet a staff study of the House Committee on the District of Columbia, dated April 30, 1965, proved that this report used incorrect traffic figures and contained invalid traffic forecasts. The Congressional study showed that valid 1985 forecasts would not justify this river crossing.

Even more recently, the nationally-known Arthur D. Little consulting firm, selected unanimously by the Policy Advisory Committee (PAC), made a study on the basis of 14 criteria supplied by the Steering Committee of PAC

E37jd14

and concluded that, quote, present plans for freeway extensions in the District are based on insufficient data, and on questionable assumptions and forecasting techniques, end quote.

(Applause.)

Madam Chairman, Members of the Commission: There are many, many ways to solve the traffic problems of the Metropolitan area. First and foremost is the earliest construction of a rail rapid transit system.

(Applause.)

You have suggested, quote, the upgrading of the Jefferson Davis Highway to interstate standards, unquote. The Secretary of the Interior, Mr. Udall, in a letter to the Arlington County Board on April 23, 1965, expressed, quote, opposition to construction of any bridge, end quote, and outlined six alternate proposals.

Initial steps have been taken to materialize several of these proposals but most significant is the removal of, quote, any restriction on truck use of the Theodore Roosevelt Bridge, unquote. This means the defeat of the original excuse for the I-266 river crossing and its approaches.

Madam Chairman and Members of the Commission, we respectfully request that you eliminate this project which Mr. Hartzog, Director of the National Park Service, stated

137jd15
in a letter of June 21, 1965 to our organization, that this project would, quote, seriously impair parkland and park values, unquote, from the Comprehensive Plan for the National Capital.

Thank you.

(Applause.)

MR. SHEAR: Theodore R. Hagans, Jr., The District of Columbia Chamber of Commerce, Incorporated.

(No response.)

Is Mr. Hagans here?

(No response.)

Arthur E. Morrissette, Chairman, Communications, Committee of Concern, Business and Professional People in the No. 11 Precinct.

(No response.)

Mr. Morrissette?

(No response.)

Chauncey Thomas, Change, Incorporated.

STATEMENT OF:

CHAUNCEY THOMAS, CHANGE, INCORPORATED

MR. CHAUNCEY THOMAS: Madam Chairman, Members of this great Commission: My name is Chauncey Thomas. I am the Chairman of the Housing and Urban Development Commission for Change, Incorporated.

I was sent here to talk to you about the changes

T37jd16

of the subway stations in the Columbia Heights area. The people in that area want to register opposition to the change in the plans and they feel that the changes are going to serve the suburban areas at the expense of the city.

I told them that wasn't true, you all weren't going to do that.

They wanted to go back to the original plan before April 6th that you promised them that they would have four stops in the Columbia Heights area.

And I assured them that this was going to be, because the National Capital Planning Commission had approved this in 1962 and it had been approved by Congress in 1965. So I assured them that they had nothing to fear, that the National Capital Planning Commission was going to put the four stops there.

They seemed to think that the April decision was maybe -- some political interest was involved. I explained to them that the NCPC had no political affiliations, they had no political pressures and what Mr. Natcher might have mentioned had no bearing on NCPC and that they made their plans according to the way they saw it and that plan was that Columbia Heights should have the four stops.

They also said traditionally the use of public funds for a transportation system has been justified on the

137jd17

grounds that mass transit benefits blue-collar groups who otherwise could not afford transportation to employment or to shopping centers.

I told them that NCPC was well aware of this.

They said this is especially valid in this area where racial segregation in housing prohibits many workers from living near their jobs.

I also told them that NCPC was well aware of this.

They said the decision of NCPC to drop the Columbia Heights line for a Southwest line -- I told them not to even consider that.

They felt that this was a misuse of public funds. They underscored public funds, I don't know why.

They said they also thought that this left the blue-collar Negro of the upper Cardozo at the mercy of an inadequate, inconvenient and expensive bus. service.

I told them NCPC would never consider anything like that.

They are well aware of the situation.

There's also some Spanish hot blood, I might add, Spanish residents in that area who wanted to come. I assured them that it wasn't necessary for them to come.

They feel that the property values and job opportunities and many aspects of the community life of the upper Cardozo stand to benefit from the Columbia Heights line.

B37jd18

They said that we would urge NCPD to follow the original plan for transportation in our area.

They say that they, by your book of February 1967 -- that's March, April, a couple of months -- they said that you estimated that there is 175,000 people in this area. They were willing to go along with that. However, they counted 230, 230,000 against what was proposed for the Southwest and they could not be talked out of the idea that it would be better for the four stops to be in the Columbia Heights area than it would be in the Southwest area.

They felt that the people in the Southwest area could walk to work, plus they had better transportation, they had better means.

They live in an area where they pay \$175 a month for efficiencies, where these people in this area, some of them don't make that a month.

Moreover, they feel that Congress has not approved an alternate line or an alternate plan but they have approved, they have approved the Columbia Heights line with money. I don't know why they put the money down there. And they feel that it is not in the public interest to take from the poor to give to the rich.

(Applause.)

And I might add in closing, Don't **take** away what you have promised us. We have been promised for 300 years.

T37jd19

Thank you.

(Applause.)

MR. SHEAR: Harry R. Applegate, National
Automobile Dealers Association.

STATEMENT OF:

HARRY R. APPLGATE, NATIONAL AUTOMOBILE DEALERS ASSOCIATION

MR. HARRY R. APPLGATE: Madam Chairman and
Members of the National Capital Planning Commission: My
name is Harry R. Applegate. I represent the National
Automobile Dealers Association.

We are for interstate highways and believe that
they should be completed at the earliest date possible.

There is a small segment of the North Leg of the
Inner Loop that could be improved. We recommend a review
of the Commission's original proposal for a surface route
around the core of the city to serve more people effectively
and efficiently.

The interstate highways are essential to national
defense. Should the air raid sirens wail, and God forbid
this, as they have over other nation's capitals just a few
days ago, the interstate highways with their inner and outer
loops of cities would provide for a more speedy and orderly
exit from those cities.

Thank you. Thank you, Madam Chairman.

(Scattered applause.)

537jd20

MR. SHEAR: Edward J. MacClane, Chairman, City Planning Committee, D. C. Federation of Civic Associations, Incorporated.

STATEMENT OF:

EDWARD J. MacCLANE, CHAIRMAN, CITY PLANNING COMMITTEE, D. C. FEDERATION OF CIVIC ASSOCIATIONS, INC.

MR. EDWARD J. MacCLANE: Madam Chairman, Members of the Commission, ladies and gentlemen: As we look at this map, we see a tremendous number of lines. They are just lines there but they represent traffic coming into the downtown area of the District of Columbia.

For the past ten years, the Midway Civic Association has been fighting the freeway program. The North Leg of the Inner Loop comes directly through the middle of the Midway Civic Association.

One of the previous speakers has suggested that we remove the K Street Tunnel further north. This would put it back in the Midway area. We certainly reject this.

Furthermore --

(Scattered applause.)

Furthermore, let's take a look at the downtown Washington. How in the world can the downtown area handle the traffic that is coming into one small area? They are building the FBI Building which will house 7000 employees.

They are building the Labor Department Building.

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T38jd21

Along Independence Avenue, Southwest, we have a row of highrise office buildings.

I have had an opportunity to travel freeways in this country and in Europe and freeways are fine but they lead to the city and when they get to the city then you have the problems.

The Federation appreciates this opportunity to again express its position supporting a subway system for the District of Columbia. This needed facility should be built at once. The Federation strongly opposes the construction of freeways in the District of Columbia not only --

(Applause.)

-- not only because of the displacement of homes and businesses but the downtown area is too small to handle all of the automobiles, the automobile traffic that would be attracted by more freeways and bridges.

The great increase in highrise buildings in the downtown area will result in only massive traffic-jams in the city.

Because the Metropolitan area is growing at a rapid pace, it is urgent that the subway system be given every priority to prevent chaotic conditions in the central employment area.

The Federation has expressed its views many times concerning the transportation needs of this community and its

T38jd22

views remain solidly for a subway system and just as strongly opposed to the freeways.

Ladies and gentlemen, for ten years we have been fighting the freeway program in the District of Columbia and on May the 17th the Midway Civic Association held its annual awards dinner and on that occasion we had the pleasure of honoring the Chairman of the National Capital Planning Commission, Mrs. Elizabeth Rowe, for her courageous stand against the interests who favor the freeways in the District of Columbia.

(Applause.)

I must say that though Dr. Edwards is not as eloquent as Mr. Abbott, he certainly has done a tremendous job as Chairman of the Transportation Committee of the National Capital Planning Commission.

Dr. Edwards.

(Applause.)

One of the things that disturbs me is when speakers come from the outlying areas and tell us how we should live or what should come through our city.

(Applause.)

It is greatly disturbing to me to hear a member of the Congress of the United States tell the citizens of the District of Columbia that, if you don't have the freeways, you can't have the subways. I can't understand how any

T38jd23

American can say such a thing to the responsible citizens of the District of Columbia.

Thank you.

(Applause.)

MR. SHEAR: W. W. Ennis.

STATEMENT OF:

MRS. WILLIAM W. ENNIS

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MRS. WILLIAM W. ENNIS: Madam Chairman, distinguished members of the National Capital Planning Commission: My name is Mrs. William Ennis and I reside in Silver Spring in the subdivision known as Woodside Forest. A nearly ideal, quote, unquote, suburban region, it illustrates the creeping death of American cities by its qualification as a garden spot surrounded by thundering traffic arteries: Georgia Avenue, Colesville Road and the Capital Beltway.

On the Sligo Creek Park side or western boundary, the periodic panic raised by the promotion of at least two highspeed park throughways by road planners is acute but not effectual.

It is, in fact, the ineffectuality of citizen protest that concerns me this evening. Testimony given this evening and yesterday evening has shown that not one single citizen group in the District and most of them in the environs, have supported any part of the plans to channel highspeed vehicular traffic through Washington and its suburbs.

T38jd24

The only support, outside of official highway sources, rises from those businesses and associations which stand to profit from the construction of roads: Automobile and tire manufacturers and salesmen, automobile clubs, real estate profiteers who can expect to build apartment developments on highway margins where previous construction has been condemned, and the entire bureaucratic apparatus inadvertently created by the creation of 90/10 money legislation and the political machinery associated with the Highway Users' Conference and the gasoline lobbies.

The list of components of this coterie shows exactly why you do not hear about the rest of us in the newspapers. If you will notice how slow is the trickle of news past the advertising arising from these sources, starting on page two, you may find it very easy to infer that a policy of suppression of public protest through a policy of simply not printing it is politically prudent, if not practical, for any editor.

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Leaving alliteration aside, however, it is amusing to note that simultaneously with the commencement of detailed testimony on the horrors and dangers of the Beltway and the numerous stupidities of its design, we are being treated to Sunday supplement stories on, quote, Virginia's Ambitious Highway Network, close quote, coupled with paeans of praise on the Whitehurst Freeway and editorial comment on how really

T39jd25

safe these fine new roads are. Did you read it in the Star?

One thing we do not hear about, in that or any other local newspaper to my knowledge, is the ongoing construction of the six-lane juggernaut, I-95, on which little cowpath there has been no contemporary hearing at all. Or the condemning and purchase of land for the North Central Freeway under construction almost before approved, one might say. Nor have we heard any reporting at all on the current suit against some of the agencies represented on this Commission, placed by the citizens of the District of Columbia against the indiscriminate use of the right of eminent domain by highway builders in confiscating the homes and lands of private citizens.

I have a short statement and I am going to add to it a few things that have come up which illustrate what I mean.

In the last day, of course, we have read the reports on last night's testimony. It seems a pity that although a great deal of tribute was paid to Mr. Abbott's flamboyant presentation, no notice whatever was given to his numbers, the ratio of expenditures, the errors in statistical usage and, I might add that if we really wanted to jazz up some of those reports, we might give some esthetic credit to his presentation.

Whatever the merits of last night's testimony, while

T39jd26

I was sitting in the audience and listening to the distinguished Mr. Wirth praise tires and rubber and hold up the various editorials which attacked those people who do not want to be displaced or see the District of Columbia destroyed by large roads, he said, if you will recall, these are your newspapers, and I heard someone remark, It's his paper, not our newspaper.

This may be true. Looking over recent editorials that I have here, I note a conflict on these plans which is quite fundamental. The problem of the approval of the plan of the North Central Freeway by the Bureau of Public Roads, which apparently does not accept the present plan. How in the world are we to go along with any plan where there is not real agreement among the agencies responsible?

I must say in fairness to the sour press I have been sourly commenting about, Mr. Flor, my apologies to you, that on page two on May 9th, I think it was -- No, excuse me, 6/13/67. I don't have my documents in order -- Attendance urged at public hearings on the freeway plan. It got in. I don't know how it got in but we were very glad to see it and I want to thank the people who printed it.

Also, on page three, May 31st, a nice little article called, Culture, A Threat to Freeways. So I don't think perhaps it is just the blue-collar workers or the hot Spanish bloods who are opposing them. There is actually

039jd27 some culture, a very nice editorial under the signature of David Bratta. So I should also take off my hat to those of the journalists in the audience who have been giving us a bit of a boost. I don't think the press has been entirely negative. I would just like to ask that it would report a few more facts.

Now, I should like to comment on tonight's remarks. Mr. Solomon mentions his plan which forces people to use rapid transit. I would like to ask an alternative question. How about the immense effort of private industry to force people to use cars and automobiles or his own plan to force people to use car pools? People are going to have to channel their ways of getting to work in some fashion. Also, I think it's rather serious that we see the clear war between cars and rapid transit raised by a person like Mr. Wallace.

I am sure that we will have to devote something other than heat, perhaps a little more light, to this problem.

I wanted to conclude my statement tonight with the single point that I can speak in my capacity as a member of the League of Women Voters. It is the current policy of the League, arrived at by painstaking study of the urban needs of this entire region, that no more large highways should be constructed in the Washington area until we have a viable, completed rapid transit system, and I checked with the members --

T39jd28

(Applause.)

Thank you.

55 -- the Chairman of the Transportation Committee of the League who spoke to me for the seven regional organizations that represent the League in the Washington area. They support no present proposed routes and should, in any event, think that none should be increased beyond the present proposals. They feel that rapid transit should be constructed first.

A major problem that they have raised is the one I've mentioned between the Maryland highway planners and the Bureau of Public Roads, and this has to be ironed out. They do not have any figures, and they are very careful about their statistics -- They are quite unbiased. A lot of them like cars too -- which they can consider accurate enough on access and return on the roads downtown to justify their use in any respect.

MR. SHEAR: One minute.

MRS. ENNIS: Thank you.

(Applause.)

Finally, I would like to take my one minute to answer Mr. Saloschin very positively.

One - I do not know anyone living in the area of the Beltway in the Silver Spring area who likes it or whose land value has been increased as a result of its

E39jd29

presence.

Two - To perpetuate the use of land as it has begun in the suburbs in the past 20 years is impossible because of the growth of population. That is understood by those who control land use in the area.

(Ringing of bell.)

CHAIRMAN ROWE: 30 seconds.

MRS. ENNIS: 30 seconds.

And, as illustrated by the growth of highrise apartments, as a mechanism of handling the storing of human beings.

Three - We question the genuineness of his representation. A telephone call to the past president of the Garrett Park Citizens Association, which he purports to represent, Mr. Bormann, brings us a denial of the statements that this is the feeling of his area.

(Cheers and applause.)

And further, Mr. Applegate, thank you for your testimony. Subways could evacuate us faster than freeways; if we do have to get bombed, we're probably going to be sitting ducks anyway.

The matter of the unsafeness of the Beltway is increased by its most dangerous area between Georgia Avenue and Old Georgetown Road.

Thank you for listening to my presentation.

T39jd30

(Applause.)

MR. SHEAR: Joseph H. Hairston, Vice President,
Neighbors, Incorporated.

STATEMENT OF:

JOSEPH H. HAIRSTON, VICE PRESIDENT, NEIGHBORS,
INCORPORATED

MR. JOSEPH H. HAIRSTON: Madam Chairman, Members
of the Commission, ladies and gentlemen: We, the people,
speak. We have been speaking for two evenings. We are
speaking because we are vocal. We are emotional. We are
indignant. We are angry and also we are a little afraid.
We are afraid that you are going to destroy something that's
very dear to us, our homes, the place where we raise our
families.

My organization, Neighbors, Incorporated, and I
am the Vice President, is the area in the Northwest portion
of the District, sort of like this (indicating on map).

My comments, verbal, will be rather disjointed
because I would like to call your attention to some of the
points raised by those who would pave the city, rather than
tunnel under it.

I would like to first start with pointing out
something on the map. Note the balance of the freeways -- I
mean, of the subways. All parts of the city are covered.
Note the balance of the freeway. Note that you have missed

T39jd31

a big part of it.

Now, we don't want to foster --

(Applause.)

We don't wish to foster the freeway on the part that you missed. We think the best way to balance it is to remove it from the remainder of the city.

(Applause.)

And you have very effective balance.

Now, you know, I have a great deal of respect for the individuals who stood before us and faced our anger. They at least had the intestinal fortitude to speak to us, to put out in the open what they thought. I don't have that same respect to those pressure groups that have submitted a statement and have feared to face we the people.

(Applause.)

Commenting on some of the remarks made by the proponents of freeways particularly and hoping to draw your attention to some of the fallacies in their presentations, because I am quite sure that you being human you will never be able to read this entire record, I hope that at this point to sort of in capsule form call your attention to some minor factor with respect to each proponent.

First, I have a great deal of respect for the Director of Highway Traffic in the District. He said, and I don't quote exactly but I think this is close: Every time

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T40jd32

an American wants to go some where he wants to go by car. You know, this is true. The question is: Do we have to let him go by car through our homes? Can't we build a subway and maybe change his pattern? That's the first point.

(Applause.)

The second point, Mr. Airis has done a very good job of manning two-way streets, of preventing parking on arterials. This is very good but who does it serve? It serves the person who wants to run through our city, not those who live in it. Build the subway and we don't, we won't need so many one-way streets to favor those people who just want to go through us rather than be a part of us.

(Applause.)

I respect Mr. Wirth's advocacy for the tire industry. I wouldn't expect him to do anything else. He has to live and I think he did a good job of earning his salary last night.

(Applause.)

I point to a fallacy in his statement: Highways are free, our taxes have paid for them.

Gentlemen and Mrs. Rowe, there is nothing in this world that's free. You pay for everything you get. The price he's asking us to pay is our homes, our community. We think the price is too high.

T40jd33

(Applause.)

If I were a member of the Triple A, I wouldn't be. Mr. Lashley favors freeways and he argues as part of his logic that the traffic on Roosevelt Bridge has increased 32 per cent. Now, examine the logic of his statement.

The Bridge hasn't been opened very long. It wouldn't be surprising that it did increase. Further, how many of you have tried to find how to get on that thing?

(Laughter.)

You know, it takes a while to just find the place --

(Applause.)

-- so, naturally, after you find it, the statistics will show an increase in traffic.

(Applause.)

Mr. Lerner, Vice President of the Airport Transportation Company, or whatever it is, wants to protect the jobs of his employees and, incidentally, his job, and this is a noble cause.

(Laughter.)

I don't want to put any man out of a job. But a recent edition of the Washingtonian pointed out that there was a move to spend something like \$200 million at National Airport to improve it. The alternate suggestion was to use

141jd34 that space for people, build a rapid rail transit to Dulles, get the people to town much quicker than you can now on the surface and then, what about the jobs of those people driving the taxicabs?

Have you noticed the ads? D. C. Transit needs more bus drivers. That's the solution.

(Applause.)

Mr. Koch's claim to fame, he speaks for no organization, and, from what he said, I can well understand that.

(Laughter and applause.)

His concern is that he can rapidly get into the city and he doesn't care how he does it, as long as it's not through his home but through your home.

Mr. Chaney argues that we have been taxed for freeways and that we should get our money's worth.

You know, I think, from having tested the attitude of this audience, we would gladly give our share to Arizona, Texas, New Mexico, anyplace, build a freeway someplace else. We will willingly give up that tax benefit.

(Applause.)

Or, in the alternative, let's start thinking in terms of what is positive. Let's think in terms of using some of that tax money to build a subway and not build a cheap route but go the route that will do the most good. Some of those millions for freeways would build a subway

T41jd35

rapidly to serve the people.

(Applause.)

Mr. Waters wants the Three Sisters Bridge and scoffs at the natural beauty of the area and advocates the natural beauty of bridges. I love bridges. My wife is angry because I stop to admire bridges. I really enjoy them. But I don't enjoy them so much that I'd like to see a bridge, something that's unnatural, replace something that can never be replaced and that is the beauty of the Palisades of the Potomac.

(Applause.)

Mr. Solomon represents in part Baltimore. Do we speak in Baltimore? Think of the logic. He says there is a higher accident rate in the city. Well, this is common-sense. You have more concentration in the city. How many people do you find out there on that freeway unless they're in a car? Naturally the accident rate is going to be higher in the city.

.35 Mr. Wallace, the paving contractor, I'm happy that he's solicitous for my black brother his steward. This is a wonderful feeling. But let him pave the subway. We'll spread just as much concrete and he'll keep his people working.

(Applause.)

The attorney from Bethesda favors the freeway.

T41jd36

I'm not sure who he speaks for in light of the last statement but he talked about the fact that his communities favor the freeways but the lady that you just heard --

(Ringing of bell.)

-- did not favor them.

CHAIRMAN ROWE: 30 seconds.

MR. HAIRSTON: 30 seconds.

And notice out there the freeways go by and not through.

In summary, somebody is right and someone is wrong, freeway versus subway. If you build the freeway, you can't undo it. If you build the subway first and we prove to be wrong, you can reconsider your concrete highways later.

Thank you.

(Applause.)

MR. SHEAR: Hosea E. Taylor, Chairman of the Public Utilities and Public Works Committee of the D. C. Federation of Civic Associations.

STATEMENT OF:

HOSEA E. TAYLOR, CHAIRMAN OF THE PUBLIC UTILITIES AND PUBLIC WORKS COMMITTEE, D. C. FEDERATION OF CIVIC ASSOCIATIONS

MR. HOSEA E. TAYLOR: Mrs. Rowe and other members of the National Capital Planning Commission: My name is Hosea Taylor and I am representing the D. C. Federation of

441jd37

Civic Associations in my capacity as Chairman of the Public Utilities and Public Works Committee. My remarks will be directed to the proposed rapid transit system.

The D. C. Federation of Civic Associations is in complete support of the proposed rapid transit system, that is, the subway system is a long overdue and much-needed public transit system, but with strong reservations as to the order of priority.

The following resolution was passed by the Civic Federation:

RESOLUTION:

BE IT RESOLVED THAT the officers of the D. C. Federation of Civic Associations are directed to; inform the District Committees of both houses of Congress and the Executive Branch that it opposes giving first priority to the construction of a subway route serving a Connecticut Avenue area having a population of only about 50,000 and instead calls for first priority to be given to construction of a route serving 600,000 residents, specifically a route running from East of the Anacostia River --

(Going to map) It's not on this map as it is proposed. However the route that I am suggesting is one that runs, if I can understand this, east of the Anacostia River, which starts in this area, cuts through into the G Street and into Union Station, up the North Central Corridor

T41jd38

somewhere in the area of Georgia Avenue, following it out, going up and then following New Hampshire Avenue line.

(Continuing reading of resolution) -- specifically a route running from East of the Anacostia River.

Now, this area has a 200,000 population, through Capitol East, which has a 120,000 population, and up the North Central Corridor, all of which together have about 290,000 people.

The resolution is based on the following.

It is a well known fact that the major purpose for the rapid transit system is to provide each part of the city with the appropriate kind and amount of access, and, as quoted from your book on page 108 of the proposed 1985 Comprehensive Plan, it can help shape the pattern of development, encouraging new high density development in places with the best access and preserving lower densities elsewhere and protect residential neighborhoods and institutions from the harmful effects of heavy through traffic.

Now, I ask you city planners: Is this the most accurate description of your purpose?

There is considerable room for doubt when at the same time freeways are being proposed to bring in a higher volume of traffic into the city at the expense of residences, businesses and buildings that will have to be sacrificed for not only the freeways but also for the daily storage of

T41jd39

automobiles between the hours of 8 and 6 p.m.

Although it has been previously stated by Mr. MacClane that the Federation is totally against the harmful effects of freeways, it is only mentioned here to point out the ludicrous contention of city planners relative to freeing the streets of the District of Columbia from traffic, most of which is due to commuters.

With the realization that the commuters must have a way of entering or leaving the District of Columbia, it is highly meritorious that the rapid transit lines are proposed. We do not kid ourselves. We realize that the rapid transit system, as proposed, is geared to the commuter rather than the resident of the District of Columbia, as evidenced by the few stops within the confines of the District lines.

However, it is a fact that the residents are not naive to the true purpose of the system and are willing to bear some of the inconveniences attached thereto. But we do feel realistically that the residents must also realize some of the benefits from both a democratic point of view, an economic point of view and the point of need.

This should be done by changing the order of priorities and put to the top that of serving over 600,000 residents of the District, as well as commuters.

We propose that top priority should be placed on a

T41jd40

transit line running from the District Line east of the Anacostia River through Capitol East with a main transfer stop at Union Station up a corridor through either 7th Street and Georgia Avenue -- This is in the North Central -- and out through the New Hampshire Avenue line.

The areas being served will be Anacostia, which is in close proximity to the far Northeast-Southeast.

The advantages are numerous.

It will serve areas that have the need of public transportation seven days a week and 24 hours a day. In view of this, the revenue received will decrease the amount of subsidy required for the transit system as opposed to a Connecticut Avenue line and any other line where revenue will only be acquired during rush hours.

It will serve an area having fewer cars per family, which is a basis for the need, and whose needs for transit are just as great at all periods as opposed to being limited to rush hours.

T42 It will also serve the commuters from outside of the District, which areas are heavily populated and rapidly expanding out through the Northeast-Southeast area.

This has been proposed to NCTA and I have been told no later than today that this line was under study and, needless to say, regardless of the way it is studied, there can only be shown merit to such a line, and I have been so

T41jd41

informed by one of the engineers down there that there is merit and much merit to such a line.

There is only one other feature that I would like to address myself to and that is the planning attendant to the establishing of the few subway stops. Since it is realized that the primary purpose is to serve the public and its convenience, it is deemed highly unnecessary to destroy the contour of the city in order to promote some antiquated idea of placing highrise, high density living at or about all subway stops. The need for the system is already present and it is highly unnecessary on the basis of present needs to further disrupt the few good communities of D. C. by converting it completely into a concrete jungle of bricks, asphalt and concrete.

The residents still like grass, flowers, yards and homes just the same as those who have the freedom of migrating to suburbia.

Providing parking facilities in and around subway stops in suburbia will make unnecessary the artificial manufacturing of riders for the rapid transit system by converting the limited subway stop areas to high density areas.

Thank you.

(Applause.)

T41jd42

STATEMENT OF:

LEROY L. WERNER, CAFRITZ CONSTRUCTION COMPANY

MR. SHEAR: Number 58, LeRoy L. Werner,
Cafritz Construction Company, filed a statement for the
record.

(Mr. Werner's statement reads as follows:)

T41jd43

MR. SHEAR: Arthur Clarendon Smith, Jr., President,
Smith's Transfer & Storage Company, Incorporated.

STATEMENT OF:

ARTHUR CLARENDON SMITH, JR., PRESIDENT, SMITH'S TRANSFER &
STORAGE COMPANY, INCORPORATED

MR. ARTHUR CLARENDON SMITH, JR.: I'm sorry, I
don't have a prepared statement. I will make a few remarks.
I would like to submit one later.

I appreciate the opportunity to speak. I won't
take long and I notice that Mr. Theodore Hagans' name was
called and he came in a little late and I am in several
business associations with him and he has a statement and I
would like to give him part of my time to talk.

MR. SHEAR: Mr. Smith, the names of those who
failed to respond to the first call will be called again.
So Mr. Hagans' name will be called again.

MR. SMITH: Naturally, as a businessman I think
most businessmen, but I will speak for myself -- I operate a
moving and storage firm employing about 200 people. We have
branches around this city and have particularly moved in two
cases to the Beltway, in two branches. We still have downtown
offices and a downtown branch. We intend to continue these
branches but naturally we follow the population.

It seems to me -- I can't understand the opponents
to the freeway system but, of course, everybody is entitled

CAFRTZ REALTORS • BUILDERS

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EXECUTIVE OFFICES

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

Gentlemen:

In connection with the current controversy concerning the proposed program of freeway construction, this company has the following comment.

There has been much argument both pro and con over the continuance of the freeway system by various factions in the Metropolitan area. Those opposed seem to have more interest in halting any further expansion of the program rather than in the selection of routes for new roadways. We in this company feel that the minimum program, which should be carried out, is the work of completion of some highway systems which presently are dead ended, if for no other reason than that the status quo presents an intolerable situation.

More specifically, and in reference to the East-West Leg of the freeway shown on the NCP map as being in a tunnel under K Street, from the Potomac River Freeway to 6th Street, N. W., we wish to register our objection to such location for the following reasons. Construction of this freeway through K Street, the highest taxpaying area in the District, and one generating the greatest density of workers, per square foot, in our opinion would paralyze the movement of traffic, adversely affect business and greatly retard the high rate of growth in this area for years to come.

Our opinion is that the plan is ill-advised and made without due consideration being given to the hardship imposed on many of the merchants, professional people and employers, some of whom might be forced out of business as was the case in the construction of the DuPont Circle Underpass.

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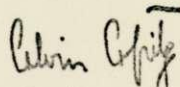
It is further felt that the proposed location requiring underground construction would be far more costly than alternate routes run at surface level.

This company is a large property owner, taxpayer and employer in the Metropolitan area and has made a major contribution to the development in the K Street area. It owns and manages buildings in the immediate area affected, among which are the following:

K Street Garage	1212 K Street, N. W.
Office Building	N.E. Corner 13th & K, N.W.
Ambassador Hotel	1412 K Street, N. W.
Continental Building	1012 - 14th St., N. W.
Office Building	1701 K Street, N.W.
RCA Building	1725 K Street, N.W.
Office Building	1825 K Street, N.W.

Very truly yours,

CAFRITZ COMPANY



Calvin Cafritz, President

T41jd44

to their rights and their privilege to speak. We have always favored highways. We think rapid transit has got to come, rapid rail, rapid transit. It's a natural situation as the town grows. I think we all want growth and we all want progress.

I think the two are compatible and they've got to come and it's just a matter of progress. I don't understand the other side but they have their right and their opinion and their ideas.

I do hope the Commission will in its wisdom favor the highway system as has been outlined, and I thought approved once, but it was postponed, as we all know, unfortunately, and I don't understand that, but that was supposed to be progress too.

Anyhow, those are my sentiments and I would just like to submit my statement later when I've had a little better time to prepare.

CHAIRMAN ROWE: We'll accept your statement later.

(Applause.)

(Mr. Smith's full statement reads as follows:)

Statement of Arthur Clarendon Smith, Jr., President of Smith's Transfer & Storage Co., Inc., Washington, D. C., before National Capital Planning Commission-State Dept. Auditorium, June 15, 1967

Mrs. Rowe and Members of the Commission:

Thank you for this opportunity to speak in behalf of our company, a moving and storage company employing approximately 200 people. We are in favor of the proposed highway system which remains to be built. We also think that it is necessary to build the proposed subway system as one compliments the other.

Our company has developed two branches outside of the district in recent years in Kensington, Maryland and Alexandria, Virginia, near the beltway as it is necessary for us to follow or stay close to our customers. We also maintain a downtown warehouse, offices and terminal and intend to stay in the city.

I am always amazed to see people opposed to new highway construction which is for the general improvement of our community yet they are entitled to their view point and their privilege to speak out their opinions or ideas as we all have this right in a democratic nation, thank goodness.

Our proposed highway system of freeways is a part of the National Interstate Highway System passed by Congress in 1956. Unfortunately, the District of Columbia is way behind on its percentage of completed highway to tie in with this National System because of an unfortunate postponements.

This just doesn't make sense to us and we can't see how anyone can call this progress. If we are to keep people and goods moving by cars, buses and truck in an orderly manner in or around the city it is only logical we must have a better highway or freeway system to avoid the other intercity traffic and traffic lights.

We believe it is absolutely necessary to continue the completion on this freeway or highway system post haste to keep our city growing rather than to become more and more tied up in bigger and bigger traffic problems.

Arthur Clarendon Smith, Jr.

M41jd45

MR. SHEAR: Andrew W. Johnson, Managing Director,
Washington, D. C. Area Trucking Association.

STATEMENT OF:

ANDREW W. JOHNSON, MANAGING DIRECTOR, WASHINGTON, D. C. AREA
TRUCKING ASSOCIATION

MR. ANDREW W. JOHNSON: Mrs. Rowe, Members of
the Commission: My name is Andrew W. Johnson and I live
at 1819 Quincy Street, Northwest, in the Crestwood Section
of Washington, D. C.

I speak for the Washington, D. C. Area Trucking
Association founded in 1933. We maintain offices at 1616 P
Street, Northwest, and are affiliated with the American
Trucking Associations at the national level and with the
other 50 state trucking associations.

Our Association is composed of the many and various
types of trucking companies and motor fleet operators of the
Washington, D. C. area. Our members include the over-the-road
intercity truck lines, the local delivery trucking companies,
the household goods movers, the private truck fleets and many
other specialized truck owners.

The Association has instructed me to -- and,
incidentally, I concur personally in the testimony that I
am giving, -- to testify in favor of the early and full
completion of the entire interstate freeway system for the
Washington Metropolitan area.

First, let me state for the record the size and

141jd46 importance of the trucking industry to the economy of Washington. In a recent year over 4000 new trucks were registered in the District, bringing a total registration of trucks needed to serve you to over 20,000 vehicles. These motor freight carrier vehicles pay a total of 6 million 428 thousand dollars in D. C. and Federal taxes. Of this amount, \$3 million 651 thousand is paid in registration fees and motor fuel taxes for the District for the support of highways and streets in the District.

Inside of D. C. there are 164 motor vehicle fleets of 25 or more vehicles, among which are over 20,000 trucks. In addition to the for-hire trucking company, these fleets include the many private fleets such as the utility companies, department stores and the like. The various truck operators employ 13,618 drivers in addition to their other employees.

An example of the importance of trucking to the welfare and to the economy of Washington is the fact that 70 per cent of all fruits and vegetables hauled to the Washington markets arrive by truck.

Around the nation as a whole, trucks constitute 16 per cent of all motor vehicles but they pay 39 per cent of the total taxes going into the highway trust fund. The heavier trucks, which are one per cent of all motor vehicles, pay 18 per cent of those taxes. In the District in 1965 the total taxes paid by trucks were \$3 million 704 thousand.

T41jd47

This is about 17 per cent of total highway user taxes paid to D. C., even though trucks constituted only 7.5 per cent of the vehicles in our city.

Ladies and gentlemen, I have taken the liberty of presenting the statistical story of the trucking industry to show you the role that we play in the economy of the Capital City and to demonstrate how important it is to this vital industry to have the modern highway and traffic facilities that trucking companies have in the other large cities of North America, the facilities to bring you the goods and services needed by you, our customers, every day.

Federal reports show us that Washington, D. C. is at the end of the list of the jurisdictions in completing the interstate freeway system which Congress approved for all states and cities back in 1956. Only the State of Utah with its 934 miles to be built and Hawaii, which came into the system in '62, fall behind us in the percentage of mileage completed.

D. C. has been allocated a mere 29.8 miles, the smallest of any area. The next smallest is Delaware with 40 miles and Hawaii with 51 miles. And yet, our share of this federal network for defense, business and pleasure transportation is only 35 per cent completed. The average of all of our surrounding states is 50 per cent completed and of the entire nation 58 per cent finished and open to traffic.

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Maryland alone has 75 per cent of her interstate freeways open and serving the public, including many miles throughout the Baltimore Metropolitan area.

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Now a question. How can the planners of the Capital City of the Nation that developed and perfected the motor vehicle and automotive transportation lag so far behind our sister cities in the Western World? D. C. should lead the procession, not trail it.

The freeways that are under review are not just local commuter roads, as sometimes has been said. They are a part of the national system of interstate and defense highways which Congress authorized and financed in 1956 following an intensive study by a blue ribbon committee headed by General Lucius Clay. This report showed the value of nonstop intercity and intracity transportation by all types of vehicles to serve the needs of defense, freight and passengers. The interstate system which the Clay Committee recommended was modeled after the Autobahn system of Germany, the Autostrade network of Italy and the Autoroutes now being built through France.

A modern type of highway was needed to improve upon the horse-and-buggy roads and streets that were in use in all nations until the end of World War II. Freeways are a new invention in the transportation world in that they provide nonstop, free-flowing traffic through all types of

T43jd49

environments, urban or rural. All nations have found them to be needed because of the tremendous growth in population, urbanization and the use of motor vehicles.

Since the Washington area is one of the fastest growing regions of our nation, it is imperative that we, today, inaugurate transportation facilities to serve at least the next 20 years. This dynamic and growing city has to be recognized as such and not treated as some sort of a nostalgic shrine such as Williamsburg or its leadership in the region will decline and all of the future growth will go to the suburbs where adequate highway transportation will prevail.

The trucking industry of the Washington area does not want to route its trucks over such residential streets as 13th, 16th, Massachusetts Avenue, New Hampshire Avenue and the like, but today we really have no alternative. There are no freeways leading out from the center of the city to enable our vehicles to get out of the way of motorists and to get out from in front of your houses and your stores.

We would like to route our through trucks over freeways and keep them away from your doorways but, as long as no freeways exist, trucks handling vital goods to the outlying regions will have to continue to travel Wisconsin Avenue, Michigan Avenue, the Brookland area and other streets not designed for freight movements.

143jd50

Freeways are designed to accommodate the vehicles of the national defense establishment, all commercial freight vehicles, passenger busses and the automobile that brought most of you here tonight.

Would not those of you who live in the inner city, as I do, prefer to have all this dense traffic on a freeway rather than passing by your property? One way to do that is to build the necessary freeways and bridges.

I very strongly emphasize the next portion of my statement.

Our plea for freeways should not be interpreted as criticism of the proposed Washington area subway system, which is already authorized and beginning to materialize. Every mile of freeways under discussion here will be needed regardless of how many miles of subways are built. The two modes of transportation do complement each other and do not compete in any sense.

(Ringing of bell.)

Neither can possibly substitute for the other. The subway will serve excellently as a mover of commuters but it will not carry freight, the goods and services you need. Since freight is our business, we need the freeways in order to move in a manner that does not burden the residential thoroughfares.

How much more time do I have, Mrs. Rowe?

3jd51
CHAIRMAN ROWE: You've run out.

MR. JOHNSON: I've run out?

CHAIRMAN ROWE: Yes.

MR. JOHNSON: I will stop at this point --

CHAIRMAN ROWE: No, finish your statement.

MR. JOHNSON: Would you like me to finish?

CHAIRMAN ROWE: Yes.

MR. JOHNSON: All right.

Specifically we heartily support the immediate planning and building of the North Central Corridor at whatever location and design is found by the planners and the experts to be the best by all concerned.

Also, Washington cannot have a freeway system without completion of the entire Inner Loop and the Potomac River Freeway with its bridge at Three Sisters Islands. These are not just local roads mainly for commuters; they are part of the national system of interstate and defense highways which have been under construction since 1956, coast to coast, border to border, to provide America the mobility that is needed in the immediate future.

CHAIRMAN ROWE: I didn't realize that you had another page as well.

MR. JOHNSON: I can stop at this point, Mrs. Rowe, if you prefer.

CHAIRMAN ROWE: All right. We will put the rest of

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it in the record.

MR. JOHNSON: Thank you very much.

(Applause.)

(Mr. Johnson's full statement reads as follows:)

STATEMENT BY
ANDREW W. JOHNSON, MANAGING DIRECTOR
WASHINGTON D. C. AREA TRUCKING ASSOCIATION
IN SUPPORT OF A COMPLETED FREEWAY SYSTEM
AT THE
TRANSPORTATION HEARING
NATIONAL CAPITAL PLANNING COMMISSION
State Department, Washington, D.C.
June 14, 1967

MRS. ROWE, MEMBERS OF THE COMMISSION:

MY NAME IS ANDREW W. JOHNSON AND I LIVE AT 1819 QUINCY STREET, N. W., IN THE CRESTWOOD SECTION OF WASHINGTON, D. C. I SPEAK FOR THE WASHINGTON D. C. AREA TRUCKING ASSOCIATION, FORMERLY KNOWN AS THE D. C. TRUCKING ASSOCIATION. OUR ASSOCIATION WAS FOUNDED IN 1933 AND ITS PREDECESSOR ORGANIZATION IN 1925. WE MAINTAIN OFFICES AT 1616 P STREET, N. W., AND ARE AFFILIATED WITH THE AMERICAN TRUCKING ASSOCIATION AT THE NATIONAL LEVEL AND WITH THE OTHER FIFTY STATE TRUCKING ASSOCIATIONS.

OUR ASSOCIATION IS COMPOSED OF THE MANY AND VARIOUS TYPES OF TRUCKING COMPANIES AND MOTOR FLEET OPERATORS OF THE WASHINGTON, D. C. AREA. OUR MEMBERS INCLUDE THE OVER-THE-ROAD INTERCITY TRUCK LINES, THE LOCAL DELIVERY TRUCKING COMPANIES, THE HOUSEHOLD GOODS MOVERS, THE PRIVATE TRUCK FLEETS, AND MANY OTHER SPECIALIZED TRUCK OWNERS.

THE ASSOCIATION HAS INSTRUCTED ME TO TESTIFY IN FAVOR OF THE EARLY AND FULL COMPLETION OF THE ENTIRE INTERSTATE FREEWAY SYSTEM FOR THE WASHINGTON METROPOLITAN AREA AS THE BARE MINIMUM THAT SUCH A DYNAMIC AND GROWING REGION AS WASHINGTON WILL NEED.

FIRST, LET ME STATE FOR THE RECORD THE SIZE AND IMPORTANCE OF THE TRUCKING INDUSTRY TO THE ECONOMY OF WASHINGTON. IN A RECENT YEAR OVER 4,000 NEW TRUCKS WERE REGISTERED IN THE DISTRICT OF COLUMBIA, BRINGING A TOTAL REGISTRATION OF TRUCKS NEEDED TO SERVE YOU TO OVER 20,000 VEHICLES. IN ADDITION, D. C. HAS 868 TRUCK TRAILERS, 562 TRUCK TRACTORS, AND 85 DIESEL TRUCKS. THESE MOTOR FREIGHT CARRIER VEHICLES PAY A TOTAL OF \$6,428,000 STATE AND FEDERAL TAXES. OF THIS AMOUNT, \$3,651,000 IS PAID IN REGISTRATION FEES AND MOTOR FUEL TAXES FOR THE SUPPORT OF HIGHWAYS AND STREETS IN THE DISTRICT OF COLUMBIA.

INSIDE OF D. C. THERE ARE 164 MOTOR VEHICLE FLEETS OF 25 OR MORE VEHICLES, AMONG WHICH ARE 20,078 TRUCKS. IN ADDITION TO THE FOR-HIRE TRUCKING COMPANIES, THESE FLEETS INCLUDE THE MANY PRIVATE FLEETS SUCH AS THE UTILITY COMPANIES, DEPARTMENT STORES AND THE LIKE. THE VARIOUS TRUCK OPERATIONS EMPLOY 13,618 DRIVERS IN ADDITION TO THEIR OTHER EMPLOYEES.

AN EXAMPLE OF THE IMPORTANCE OF TRUCKING TO THE WELFARE AND TO THE ECONOMY OF WASHINGTON, D. C. IS THE FACT THAT 70 PER CENT OF ALL FRUITS AND VEGETABLES HAULED TO THE WASHINGTON MARKETS ARRIVE BY TRUCK.

AROUND THE NATION AS A WHOLE, TRUCKS CONSTITUTE 16 PER CENT OF ALL MOTOR VEHICLES BUT THEY PAY 39 PER CENT OF THE TOTAL TAXES GOING INTO THE HIGHWAY TRUST FUND. THE HEAVIER TRUCKS, WHICH ARE ONE PER CENT OF ALL MOTOR VEHICLES, PAY 18 PER CENT OF THOSE TAXES. IN THE DISTRICT OF COLUMBIA IN 1965, THE TOTAL TAXES PAID BY TRUCKS WERE \$3,704,000. THIS IS 16.9 PER CENT OF TOTAL HIGHWAY USER TAXES PAID TO D. C. EVEN THOUGH TRUCKS CONSTITUTED ONLY 7.5 PER CENT OF THE VEHICLES IN OUR CITY.

LADIES AND GENTLEMEN, I HAVE TAKEN THE LIBERTY OF PRESENTING THE STATISTICAL STORY OF THE TRUCKING INDUSTRY TO SHOW YOU THE ROLE THAT WE PLAY IN THE ECONOMY OF THE CAPITAL CITY AND TO DEMONSTRATE HOW IMPORTANT IT IS TO THIS VITAL INDUSTRY TO HAVE THE MODERN HIGHWAY AND TRAFFIC FACILITIES THAT TRUCKING COMPANIES HAVE IN THE OTHER LARGE CITIES OF NORTH AMERICA--THE FACILITIES TO BRING YOU THE GOODS AND SERVICES NEEDED BY YOU, OUR CUSTOMERS, EVERY DAY.

FEDERAL REPORTS SHOW US THAT WASHINGTON, D. C. IS AT THE END OF THE LIST OF THE JURISDICTIONS IN COMPLETING THE INTERSTATE FREEWAY SYSTEM WHICH CONGRESS APPROVED FOR ALL STATES AND CITIES BACK IN 1956. ONLY UTAH WITH ITS 934 MILES TO BE BUILT AND HAWAII, WHICH ONLY CAME INTO THE INTERSTATE PROGRAM IN 1962, FALL BEHIND D. C. IN THE PERCENTAGE OF MILEAGE COMPLETED. D. C. HAS BEEN ALLOCATED A MERE 29.8 MILES, THE SMALLEST OF ANY AREA. THE NEXT SMALLEST IS DELAWARE WITH 40 MILES AND HAWAII WITH 51 MILES. AND YET, OUR SHARE OF THIS FEDERAL NETWORK FOR DEFENSE, BUSINESS AND PLEASURE TRANSPORTATION IS ONLY 35 PER CENT COMPLETED. THE AVERAGE OF ALL OF OUR SURROUNDING STATES IS 50 PER CENT COMPLETED AND OF THE ENTIRE NATION, 58 PER CENT FINISHED AND OPEN TO TRAFFIC.

MARYLAND ALONE HAS 75 PER CENT OF HER INTERSTATE FREEWAYS OPEN AND SERVING THE PUBLIC, INCLUDING MANY MILES THROUGHOUT THE BALTIMORE METROPOLITAN AREA.

MAY I ASK A QUESTION? HOW CAN THE PLANNERS OF THE CAPITAL CITY OF THE NATION THAT DEVELOPED AND PERFECTED THE MOTOR VEHICLE AND AUTOMOTIVE TRANSPORTATION, LAG SO FAR BEHIND OUR SISTER CITIES IN THE WESTERN WORLD? WASHINGTON, D. C. SHOULD LEAD THE PROCESSION, NOT TRAIL IT!

THE FREEWAYS THAT ARE UNDER REVIEW ARE NOT JUST LOCAL COMMUTER ROADS AS HAS SOMETIMES BEEN SAID. THEY ARE A PART OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS WHICH CONGRESS AUTHORIZED AND FINANCED IN 1956 FOLLOWING AN INTENSIVE STUDY BY A BLUE RIBBON COMMITTEE HEADED BY GENERAL LUCIUS CLAY. THIS REPORT SHOWED THE VALUE OF NONSTOP INTERCITY AND INTRACITY TRANSPORTATION BY ALL TYPES OF VEHICLES TO SERVE THE NEEDS OF DEFENSE, FREIGHT AND PASSENGERS. THE INTERSTATE SYSTEM WHICH THE CLAY COMMITTEE RECOMMENDED WAS MODELED AFTER THE AUTOBAHN SYSTEM OF GERMANY, THE AUTOSTRAD NETWORK OF ITALY AND THE AUTOROUTES NOW BEING BUILT THROUGHOUT FRANCE.

A MODERN TYPE OF HIGHWAY WAS NEEDED TO IMPROVE UPON THE HORSE-AND-BUGGY ROADS AND STREETS THAT WERE IN USE IN ALL NATIONS UNTIL THE END OF WORLD WAR II. FREEWAYS ARE A NEW INVENTION IN THE TRANSPORTATION WORLD IN THAT THEY PROVIDE NONSTOP, FREE FLOWING TRAFFIC THROUGH ALL TYPES OF ENVIRONMENTS, URBAN OR RURAL. ALL NATIONS HAVE FOUND THEM TO BE NEEDED BECAUSE OF THE TREMENDOUS GROWTH IN POPULATION, URBANIZATION AND USE OF MOTOR VEHICLES. SINCE THE WASHINGTON AREA IS ONE OF THE FASTEST GROWING REGIONS OF OUR NATION, IT IS IMPERATIVE THAT WE, TODAY, INAUGURATE TRANSPORTATION FACILITIES TO SERVE AT LEAST THE NEXT 20 YEARS. THIS DYNAMIC AND GROWING CITY HAS TO BE RECOGNIZED AS SUCH AND NOT TREATED AS SOME SORT OF A NOSTALGIC SHRINE SUCH AS WILLIAMSBURG, OR ITS LEADERSHIP IN THE REGION WILL DECLINE AND ALL OF THE FUTURE GROWTH WILL GO TO THE SUBURBS WHERE ADEQUATE HIGHWAY TRANSPORTATION WILL PREVAIL.

THE TRUCKING INDUSTRY OF THE WASHINGTON AREA DOES NOT WANT TO ROUTE ITS TRUCKS OVER SUCH RESIDENTIAL STREETS AS 13TH, 16TH, MASSACHUSETTS AVENUE, NEW HAMPSHIRE AVENUE, AND THE LIKE, BUT TODAY WE HAVE NO ALTERNATIVE. THERE ARE NO FREEWAYS LEADING OUT FROM THE CENTER OF THE CITY TO ENABLE OUR VEHICLES TO GET OUT OF THE WAY OF MOTORISTS AND TO GET OUT FROM IN FRONT OF YOUR HOUSES AND STORES. WE WOULD LIKE TO ROUTE OUR THROUGH

TRUCKS OVER FREEWAYS AND KEEP THEM AWAY FROM YOUR DOORWAYS, BUT AS LONG AS NO FREEWAYS EXIST, TRUCKS HANDLING VITAL GOODS TO THE OUTLYING REGIONS WILL HAVE TO CONTINUE TO TRAVEL WISCONSIN AVENUE, MICHIGAN AVENUE, THE BROOKLAND AREA, AND OTHER STREETS NOT DESIGNED FOR FREIGHT MOVEMENTS.

FREEWAYS ARE DESIGNED TO ACCOMMODATE THE VEHICLES OF THE NATIONAL DEFENSE ESTABLISHMENT, ALL COMMERCIAL FREIGHT VEHICLES, PASSENGER BUSES AND THE AUTOMOBILE THAT BROUGHT YOU HERE TONIGHT.

WOULD NOT THOSE OF YOU WHO LIVE IN THE INNER CITY, AS I DO, PREFER TO HAVE ALL THIS DENSE TRAFFIC ON A FREEWAY RATHER THAN PASSING BY YOUR PROPERTIES? ONE WAY TO DO THAT IS TO BUILD THE NECESSARY FREEWAYS AND BRIDGES.

OUR PLEA FOR FREEWAYS SHOULD NOT BE INTERPRETED AS CRITICISM OF THE PROPOSED WASHINGTON AREA SUBWAY SYSTEM, WHICH IS ALREADY AUTHORIZED AND BEGINNING TO MATERIALIZE. EVERY MILE OF FREEWAYS UNDER DISCUSSION HERE WILL BE NEEDED REGARDLESS OF HOW MANY MILES OF SUBWAYS ARE BUILT. THE TWO MODES OF TRANSPORTATION DO COMPLEMENT EACH OTHER AND DO NOT COMPETE IN ANY SENSE. NEITHER CAN POSSIBLY SUBSTITUTE FOR THE OTHER. THE SUBWAY WILL SERVE EXCELLENTLY AS A MOVER OF COMMUTERS, BUT IT WILL NOT CARRY FREIGHT, THE GOODS AND SERVICES YOU NEED. SINCE FREIGHT IS OUR BUSINESS, WE NEED THE FREEWAYS IN ORDER TO MOVE IT IN A MANNER THAT DOES NOT BURDEN THE RESIDENTIAL THOROUGHFARES.

SPECIFICALLY, WE HEARTILY SUPPORT THE IMMEDIATE PLANNING AND BUILDING OF THE NORTH CENTRAL CORRIDOR AT WHATEVER LOCATION AND DESIGN IS FOUND BY THE PLANNERS AND THE EXPERTS TO BE THE BEST BY ALL CONCERNED.

ALSO, WASHINGTON CANNOT HAVE A FREEWAY SYSTEM WITHOUT COMPLETION OF THE ENTIRE INNER LOOP AND THE POTOMAC RIVER FREEWAY WITH ITS BRIDGE AT THREE SISTERS ISLANDS. THESE ARE NOT JUST LOCAL ROADS MAINLY FOR COMMUTERS. THEY ARE PART OF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS WHICH HAS BEEN UNDER CONSTRUCTION SINCE 1956, COAST TO COAST AND BORDER TO BORDER, TO PROVIDE AMERICA THE MOBILITY THAT IS NEEDED IN THE IMMEDIATE FUTURE.

THE THREE SISTERS BRIDGE ROUTE IS INTERSTATE HIGHWAY 266 WHICH LEADS TO THE MAIN ROUTE 66 CONNECTING WITH ROANOKE, KNOXVILLE, CHATTANOOGA, BIRMINGHAM AND NEW ORLEANS. THE NORTH CENTRAL FREEWAY ALONG THE B & O RAILROAD NORTHWARD OUT OF THE CITY IS A PART OF BOTH INTERSTATE ROUTE 95 LEADING ALL THE WAY TO HOULTON, MAINE, AND INTERSTATE 70 THROUGH ST. LOUIS AND KANSAS CITY TO DENVER, COLORADO AND ON TO CALIFORNIA.

THIS IS A NATIONAL SYSTEM OF MODERN HIGHWAYS. LET THE DISTRICT OF COLUMBIA NOW BUILD ITS SHARE OR THE NATION'S CAPITAL WILL BE THE MISSING LINK IN THE SYSTEM.

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STATEMENT OF:

FRANK L. GRIMM, PRESIDENT, O'BOYLE
TANK LINES

MR. SHEAR: Frank L. Grimm, President, O'Boyle
Tank Lines will file a statement for the record.

(Mr. Grimm's statement reads as follows:)



O'BOYLE TANK LINES

INCORPORATED

4848 CORDELL AVE

WASHINGTON D.C. 20014

TELEPHONE 656-0-656

1967 JUN 30 PM 4 12

29 Jun 1967

NCPC

Secretary
National Capital Planning Commission
1111 Twentieth Street, N. W.
Washington, D. C.

Dear Sir:

Our company, founded in 1914, serves the District of Columbia with tank-truck operations. During the first five months of 1967, our trucks traveled 654,824 miles in the Washington Metropolitan Area. We also serve 15 states nationally, and employ over 800 in our entire company structure with 75 employees in the metropolitan area.

We recognize the need for adequate highway transportation, despite the objections of some members of the Commission, and, specifically, the need for completion of the freeway system in the District of Columbia in order to efficiently serve the area.

Please consider this letter as support of the highway plans outlined in the 1985 Comprehensive Plan and enter it in the record.

We will appreciate a reply that this has been done.

Sincerely,

O'BOYLE TANK LINES

FRANK L. GRIMM
President

FLG:af

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MR. SHEAR: Eugene I. Kane, Executive Vice President, Kane Transfer Company.

STATEMENT OF:

EUGENE I. KANE, EXECUTIVE VICE PRESIDENT, KANE TRANSFER COMPANY

MR. EUGENE I. KANE: Madam Chairman, Members of the Commission: It is an honor to make this brief statement to the Commission this evening.

I am Executive Vice President of Kane Transfer Company, a transportation firm which since 1918 has been operating and based within the District of Columbia. Our firm operates 300 pieces of motor vehicles and we employ in excess of 500 Washingtonians. I am a native Washingtonian myself.

Further, at present, I am President of the Washington, D. C. Area Trucking Association. In the above capacities I cannot too strongly represent to you the vital importance of the trucking industry to the economy of the District of Columbia. Virtually all goods consumed in the District are carried all or part of the way to their destinations by motor truck. Many of our public services rely heavily on truck transportation to carry out those functions successfully. Thousands of our citizens are employed in the trucking industry which pays nearly \$4 million to the District Government in highway user taxes alone.

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It is obvious that a proper system of highways is essential to the efficient functioning of our industry. This is particularly true of the interstate links in our road system. These freeways will allow through traffic to be taken off local streets and permit the flow of goods to move fast, economically and efficiently from point to point in our area. They will also permit goods for other destinations to flow freely around our community without creating unnecessary congestion on the existing streets.

In addition to the obvious benefits of these freeway links in creating highways that will carry large volumes of passenger traffic, these same highways will be of unquestioned value to the business and commercial life of our community.

Our Association and our individual members have long supported the highway plan of the District of Columbia Highway Department and we have repeatedly emphasized the need for speed in putting it into full effect. We trust that this plan, particularly such essential features of it as the North Central Freeway, the Inner Loop and the Three Sisters Bridge, will continue to be approved and that in the best interests of the people of our area it will be directed to a rapid conclusion.

I thank you.

(Applause.)

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MR. SHEAR: Raymond N. Morauer, President,
Washington Trailer Company, Incorporated.

(No response.)

Is Mr. Morauer here?

(No response.)

Harry L. Graham, Potomac Grange #1 of the
National Grange.

STATEMENT OF:

HARRY L. GRAHAM, POTOMAC GRANGE #1 OF THE NATIONAL GRANGE

MR. HARRY L. GRAHAM: Mrs. Rowe and Members
of the Commission: I am Harry L. Graham, a resident
of the Oxon Hill area. I am employed as a Legislative
Representative of the National Grange here in Washington.

I am speaking tonight for the Potomac Grange
Number 1, which is the Grange which founded the National
Grange movement 100 years ago and is still meeting regularly
at our national headquarters. I am also speaking in behalf
of the National Grange.

The Potomac Grange is composed of District of
Columbia and suburban families who have an interest in agri-
culture. As you know, the Grange is a fraternal order of
rural and suburban families. The National, State and
local Granges carry out many programs of economic and civic
interest to their communities.

Back in 1954 and 1955 when Congress was debating

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the launching of an enlarged Federal-State highway program, the National Grange registered strong support for the great new post-war highway program that had been recommended by a blue-ribbon committee headed by General Lucius Clay and supported by the National Governors Conference and most business, agricultural and civic organizations of the nation at that time. The Grange, representing agriculture, felt that America's highway system would have to be modernized to accommodate the great growth in both people and motor vehicles or the shipment of farm crops and products would be seriously retarded.

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Our support and that of the many other national groups resulted in the passage by Congress in 1956 of the enlarged highway act, and I will skip part of this as I go along.

The Grange has been in the good roads movement since the early days of the horseless carriage and we are still in it strongly. We want the urban interstate freeways completed along with the rural parts of the system because, as the National Master of the Grange, Herschel Newsom, has said, The farm-to-market road does not end at the city limits; it ends at the end of the truck haul, usually in the market and produce areas in the center of the cities.

The above is stated by way of background on the Grange's national support for the interstate system. Bringing

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the matter down to the District of Columbia area, our D. C. unit, the Potomac Grange, voted at its regular meeting on June 7 to support the completion of the interstate freeways through the District of Columbia and authorized me to be its spokesman.

Obviously, the Grange's long-time policy for a nationwide system of interstate freeways cannot be realized until they are completed through the Capital City. Therefore, we support the building of the Inner Loop, the North Central Freeway, the Northeast Freeway, the Three Sisters Bridge and the necessary connecting links to complete the system.

Incidentally, the part that I am most interested in as being completed, and that's the Southeast Freeway, and that's the one that I will use coming in to work. It should be obvious to anyone with Washington's future in mind that these arteries are vitally needed for two clear-cut reasons:

One - To relieve traffic on all of the present major streets and avenues, and

Second - To speed delivery of goods and services.

Also, Washington is such a great tourist center that this type of traffic relief is imperative. When our members from across the country come to the National Grange Headquarters, we get direct experience with the dilemma that tourists to Washington are subjected to because of our city's primitive traffic conditions. They are used to driving

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on freeways throughout the major part of their trip to Washington but they have to go back to stop-and-go driving soon after crossing the Capital Beltway, and we hear their complaints. Incidentally, we are expecting about 25,000 of them through here this fall as a part of our Centennial celebration.

Lest the Commission and the opponents decide that farmers are immune to the problems that building super highways in urban areas involve, we would remind you that almost all of the interstate system is built on farmland.

Due to modern designing, which seeks to reduce the monotony of the highway and highway hypnosis with its tragic results, frequent curves are planned into the system.

Also, it should be noted that the shortest distance between major cities does not follow section lines upon which most farm surveys and divisions are based.

Another problem we have faced is that the interstate system usually parallels existing roads with farm buildings clustered near the roads.

As a result of these factors, the interstate systems have cut diagonally across farms leaving the efficient use of the land heavily impaired. They have passed immediately behind the farm buildings, completely severing the land from the buildings. Small towns and their businesses have been seriously damaged by being bypassed by the highway traffic.

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Farmers have provided over 90 per cent of the land for the interstate system so that the 93 per cent of the population which is non-farm can move quickly and comfortably from place to place. We have paid our price for progress. We don't believe that progress should stop at city limits because some people unfortunately are inconvenienced.

Your witness worked for five years for a professional appraisal company which did the majority of the appraisals for condemnation proceedings for highway and public utility lines in New York State, so these observations are not theoretical but the result of hard, practical experience.

Farm people have supported these highways to improve our marketing and distribution system. However, much of the advantage hoped for is lost if there is not adequate provision for the distribution and handling of this traffic once it enters the cities.

We also believe that there are ways of reducing the adverse effects of these highways in the cities not available in the open country at a reasonable cost. Constructing a cattle pass under a four-lane road is impractical when the cost is compared to the advantages.

However, it has been demonstrated in some cities that constructing super highways beneath the surface level

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can almost eliminate the noise problem. Buildings can be constructed directly over the highways. Pedestrian and vehicle traffic bridges can permit the normal flow of traffic and social contacts. The disastrous divisions of farms and communities by interstate highways with exits every 15 or 20 miles and with crossovers every five miles can and should be avoided in cities such as Washington.

However, the general welfare should prevail. Our condemnation procedures provide adequate compensation for those who lose property. They have been recently expanded to permit payments for inconvenience and moving costs. Programs are being devised and can be devised to care for the hardships imposed on renters of low-cost housing displaced by highway construction.

However, the highways must be completed as rapidly as finances will permit. Costs rise with each year. We started out with a \$27 billion budget. It's now \$54 billion in its estimate, as an example. Downtown traffic congestion increases. Lost time in going to and from work is expensive.

Unless adequate provision is made for moving traffic and people into, through and out of our urban centers, the cost to our society in terms of the depreciation of downtown property values is going to continue. Unless this program is promptly and properly implemented, the increased efficiencies of U.S. food production are going to be offset by

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the continually increasing costs of moving that food, most of which is transported by trucks into the centers of the consuming population.

No solution by this Commission is going to please the people directly affected. Therefore, the Commission should exercise the prerogatives given it under the law and plan for the permanent good of the general welfare. We believe that the completion of the interstate system in the District of Columbia falls within this category and we urge positive action to accomplish this objective.

Thank you.

(Applause.)

MR. SHEAR: V. L. Paris, President, American Sightseeing Association, Incorporated.

STATEMENT OF:

V. L. PARIS, PRESIDENT, AMERICAN SIGHTSEEING ASSOCIATION, INC.

MR. V. L. PARIS: Madam Chairman, ladies and gentlemen of the Board here and also such an eloquent and demonstrative audience: It's an honor and a privilege to speak before this group.

I represent the White House Sightseeing Organization here in Washington locally and the American Sightseeing Association internationally and you might consider that I should be speaking about sightseeing in Washington and our immediate area because of the number of people who are

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employed in that and how much they might have hardships imposed upon them, if they didn't have these proper highways, and that would be my natural course.

But I think more important than that, the time has come for us here in Washington to stop being selfish. We represent about a million, less than a million people in the District of Columbia and we are saying that we shouldn't have these many highways here because it would inconvenience us, less than a million people. I think the time has come for us to give a little thought to the 200 million people of the United States.

(Applause.)

There are in our office, located in the downtown area at 519 6th Street, Northwest, we have from three to 500 people a day walk through our front door, after they have struggled trying to get into the Nation's Capital to visit their Capital.

Many -- And I am glad to follow the gentleman from the Grange because he also represents these urban, rural people who seldom have an opportunity or even take a chance on driving in a major city. They visit us because they know it is not only their civic duty but they are curious and know that they should visit their Nation's Capital.

I feel myself in the nature of an historian because it was in 1929 that I came to Washington and I have watched the

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growth here. Then finally I went into the sightseeing business and then we ran into the real problem because our busses had to go into the suburbs every morning. Right now we have a bus that picks up about five or six miles north of here (indicating) in the Maryland area, one that goes as far west as 17 miles out into the Fairfax County area of Virginia, one that goes way down below Alexandria, one that goes to Springfield, Virginia.

Those busses pick up these visitors that I have been speaking to you about. They get on this big bus and they start to creep their way into the downtown area so that they can see the Capital that they contribute taxes to annually.

I can remember just a few years ago when we had nothing but that little bit of a 14th Street Bridge that, **thank** fortune, they are now tearing down and we didn't have the Twin Bridges coming in and, after we got the Twin Bridges, it still took -- we had to pick the people up, for instance, at the Penn-Daw Hotel, south of Alexandria, as early as seven-thirty in the morning in order to get them to the Washington Monument for their first building, or the Smithsonian for their first building when it opened up at nine o'clock and we would get there sometimes five minutes late. If we were lucky, we would get there seven or eight minutes before nine and have an opportunity to tell them a

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little something about the inside of it before they went inside of the buildings.

Finally, they opened up the Washington Channel Bridge and it's amazing how much that alleviated our traffic situation because, on the very morning before the bridge was opened, our busses were struggling across without the use of the Washington Channel. The following morning, the very following morning when they opened up the Washington Channel we saved about 18 minutes from what is now the Marriott to getting in to the downtown area or the Smithsonian area of the traffic.

Now, if one little Washington Channel Bridge can alleviate the traffic to that extent, can we find ourselves selfish enough to prevent these people, our visitors from coming in to visit their Nation's Capital, which is their Capital the same as it is yours and mine?

VOICES: Yes.

MR. PARIS: You can? I think that is awfully narrow judgment, if you say yes to that question. I think it's terribly narrow.

I think the time has come when we'd better think of 200 million people besides our national visitors that come in from overseas and get ourselves some highways in here so that not only the busses can bring them downtown, which is not nearly as important as the fact that those 200 million

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people with their own cars can use, when it is finished, the Union Station and the large parking area that is to be provided over the tracks, not taking any housing area at all, and let those people come down and get an idea of why they're paying taxes. It might possibly prevent a few of these riots in Watts areas and others of that kind and I think we'd better let them visit their Nation's Capital and see what a fine Capital we have and how important it is to let them get downtown and see these important things.

Thank you for your time.

(Applause.)

MR. SHEAR: Lawrence Wilkinson, Chairman, Planning Committee, Brookland Area Coordinating Council.

STATEMENT OF:

LAWRENCE WILKINSON, CHAIRMAN, PLANNING COMMITTEE, BROOKLAND
AREA COORDINATING COUNCIL

MR. LAWRENCE WILKINSON: In view of the time limitation, I won't identify myself any further and will just say I am Lawrence Wilkinson, a native-born Washingtonian, resident in the District.

My topic is the mass transit aspect of the Comprehensive Plan as presented by the Planning Commission.

We have already presented at a local meeting some purely local comments regarding certain facets of this Plan and there is a dialogue presently established. I will try not

15jd3 to repeat anything which you already have.

There has been from several speakers an allusion to a situation and I will preface my remarks pertinent with a few comments.

I think we all recognize, first of all, that the population increase in the Metropolitan area is high. The family income level is relatively high, particularly in Montgomery County, Prince Georges County, Arlington, Fairfax and in certain areas of the District of Columbia. But only the District of Columbia has a quasimilitary form of government, government by Executive Order, with the finances controlled by Congressional committees, the District and the Appropriations Committees of both the House and Senate.

Unfortunately, the District of Columbia has been historically for a number of years, a great number of years, a cookie jar into which everyone dips for the payment of political debts incurred elsewhere.

There is at present a Reorganization Plan designed to make this absolute control even more effective. With approximately 43 per cent of the land within the confines of the District of Columbia already in the hands of the Federal Government and approximately six per cent in the hands of the D. C. Government and with approximately 35 per cent of the residents of the District of Columbia footing the tax bills but having no voice in either the Executive Branch, as

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far as appointments go or in the Legislative Branch, as far as representation goes.

This Reorganization Plan can only be acceptable, if -- This is the Reorganization Plan Number Three of 1967 -- can only be acceptable if both the Commissioner and the Assistant, although appointed by the President with the advice and consent of the Senate, if both of them be five-year residents of the District of Columbia. This would be under Part 3, Section 301-B.

Under Section 303, the establishment of any new offices shall be filled by appointment of the Commissioner with the advice and consent of the Council and, likewise, the transfer of property and funds under Section 304 should also be with the advice and consent of the Council.

Now, in Part 2 under Section 201-B, the Chairman and Vice Chairman should be five-year residents of the District and elected by a majority of all D. C. residents before November 1st of this current year. Seven other members, the seven other members should be five-year residents of the District and be elected one each from the Northwest, the Near North, the North Central, the Northeast, the Capitol East, the Southwest and the Anacostia areas as defined by NCPC in their Comprehensive Plan and they should be elected regardless of their political affiliation instead of as indicated in the Reorganization Plan.

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In Section 204 regarding compensation, the present plan calls for the Chairman to receive approximately \$10,000. You can't buy cheap government. You get cheap results. I suggest the Chairman receive at least \$20,000, the Vice Chairman 18 and the others \$15,000.

To Section 205 I would add the following:

D, the Chairman shall serve as a member of the Senate District Committee with full voting privileges in committee and with the prerogative of addressing the Senate on matters pertaining to the District of Columbia. The Vice Chairman shall serve as a member of the Senate Appropriations Committee with full voting privileges in committee and with the prerogative of addressing the Senate on matters pertaining to the D. C.

CHAIRMAN ROWE: Mr. Wilkinson, in view of the late hour, could you get to the part of your testimony on transportation?

MR. WILKINSON: How much time do I have?

MR. SHEAR: About four and a half minutes.

MR. WILKINSON: All right, I will complete the entire thing within that time, I promise you.

CHAIRMAN ROWE: All right.

MR. WILKINSON: I would also add that paragraph E, that two other members of the Council should be appointed by the Council to serve as members of the House District

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Committee and the Appropriations Committees respectively with full voting privileges in committee and with the prerogative of addressing the House on matters pertaining to the District of Columbia.

And under Part 5, Section 402, the Council be specifically empowered to recommend a reasonable and equitable amount to be regularly appropriated by Congress based upon the percentage of federal property so exempt from taxation and the total tax and non-tax revenues of the District of Columbia in the current fiscal year.

From 1967 through 1972 this would annually average about \$150.5 million as against the current 88 million. This figure, which they would recommend, should also guide the Commissioners and the Council under Section 403.

And to Part 5, Section 504-B-2, I would add, but no later than December 1st, 1967.

Now to the statement: We are in favor of and support a balanced and coordinated transportation system, including the railroads, the bus, the rapid rail, the trucks, the cars, water and air transportation. And apparently the biggest problem at present, from the testimony which has been presented, is that there seems to be no way of limiting and controlling vehicular traffic through the city. This can probably best be accomplished by providing attractive alternatives including luxury express scheduling of rapid rail

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to areas not served by the railway commuter service and by eliminating the five parking lots in Northeast along the rapid rail route, which are contrary to the stated policies of NCPC and can only attract more traffic from Prince Georges County through residential areas.

MR. SHEAR: One minute.

MR. WILKINSON: Free fringe parking proves that the commuter, if he drives halfway to his job, will not park and drive and take the subway the rest of the way; he will continue on all the way. So that these lots, these parking lots must be reduced to kiss-and-ride facilities only, very short-term parking.

More rapid rail must go into the suburbs immediately. Gallatin Street route toward the University of Maryland with a major parking facility north of Egger Road. A second route parallel to Bladensburg Road along the B&O route through the Fort Lincoln site and on to Greenbelt and NASA. A third route extending the Benning route into Prince Georges County at least to the Beltway.

Four spurs off the Wisconsin Avenue route along the B&O routes in Montgomery County both northeast and southwest with large parking facilities in several locations, appropriate locations.

Number five, similar spurs for Rosslyn with some parking facilities in Arlington and Fairfax Counties.

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Number six, spurs extending northeast and southeast approximately parallel to or along Southern Avenue with parking facilities in Prince Georges County.

This would make possible the elimination of all -- of downtown all-day parking lots, as the rapid rail is completed, and such land could then be converted to moderate density housing, recreational facilities, schools, libraries, as well as needed commercial enterprises, including parking buildings.

(Ring of bell.)

CHAIRMAN ROWE: 30 seconds.

MR. WILKINSON: 30 seconds.

As to the defense aspects of I-95, this should only connect to the Beltway.

If you look at the map, you will see that this area and this coincide and you have in that area right now a major rail facility. You propose to put in a major rapid rail facility and an eight-lane, primarily truck-carrying route. One stick of nonnuclear explosives could close that completely.

(Applause.)

Strategically, this dispersal of the trucks in many directions over many routes to avoid this bottleneck is a necessity. Truck parks or exchange facilities should be established where the Beltway intersects railway lines and

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ultimately rapid rail lines --

CHAIRMAN ROWE: Mr. Wilkinson.

MR. WILKINSON: May I please, -- I have sat here since seven-thirty last night. I would like to finish about 30 seconds more, if you please, Madam.

MR. SHEAR: Mr. Wilkinson, a substantial part of your testimony didn't relate to the subject matter of the hearing.

MR. WILKINSON: I'm sorry, I think it is pertinent. May I --

CHAIRMAN ROWE: Ten seconds.

MR. WILKINSON: Ten seconds, all right.

The truck parks and exchange facilities should be established where the Beltway intersects the railway lines and ultimately rapid rail lines in order to scatter distribution centers of all transported goods, --

(Applause.)

-- thereby releasing some central land for housing, schools, parks, et cetera.

The rapid rail system may also well be utilized during off-peak hours --

CHAIRMAN ROWE: (Pounding gavel) Mr. Wilkinson.

MR. WILKINSON: -- for distribution of goods along its routes by using pod container systems and convertible rapid rail cars.

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CHAIRMAN ROWE: Thank you very much.

(Applause.)

MR. SHEAR: Richard A. Lill, Chairman, Transportation Engineering Committee, National Capital Section, American Society of Civil Engineers.

STATEMENT OF:

RICHARD A. LILL, CHAIRMAN, TRANSPORTATION ENGINEERING COMMITTEE, NATIONAL CAPITAL SECTION, AMERICAN SOCIETY OF CIVIL ENGINEERS

MR. RICHARD A. LILL: Madam Chairman, Members of the Commission: I will try to hurry through this.

I am Richard A. Lill, Chairman of the Transportation Engineering Committee, National Capital Section, American Society of Civil Engineers. I am appearing on behalf of Frank A. Butrico, President of the Section.

The National Capital Section represents the civil engineering profession in the Washington Metropolitan area, including the District of Columbia, Montgomery and Prince Georges Counties, except College Park in Maryland, and Arlington and Fairfax Counties and the city of Alexandria in Virginia. Our section has over 2100 members, many of whom are practicing civil engineering in fields such as highway transportation, air transportation, rail transportation, and all aspects of urban transportation.

It is the civil engineering profession and its offshoots which has developed the technical foundation of

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the entire transportation system of this country. We are intensely proud of our accomplishments and intimately interested in its future development.

It is, of course, not possible nor our intent to offer a detailed critique of the transportation plan of the Proposed Comprehensive Plan for the National Capital.

The subject is so important, however, that we do wish to go on record with the National Capital Planning Commission as to certain tenets of transportation which must be met to accomplish a successful urban transportation system.

We **wish** to comment on broader aspects of the question of the transportation plan for the National Capital, some of which have become the center of controversy. The American Society of Civil Engineers has as background for our comments the Principles of a Sound Transportation Policy, adopted by the National Board of Direction in May, 1963, policy statements of the local Section and the transportation engineering experience of its members.

Primarily, of course, a workable urban transportation system must meet the needs of individuals and businesses which use it in the manner they choose. No successful system, at least in this country, can be based on an assumption that one mode of transportation can be arbitrarily substituted for another, if such is contrary to the wishes of the users.

The proposed transportation plan for the National

46jdl2

Capital appears to have considered this aspect of the question and to have sought a system containing freeways, arterial streets and rail transit with complementary bus service, which seeks to balance the transportation capability proposed with the demands to be placed upon it. We support such an approach, based on sound engineering and economic principles, to provide transportation consistent with community needs.

It is understood, however, that the proposed system is an interdependent one. One segment or mode is not a substitute for any other but is intended to work with all the other portions of the system. For this reason, there should be no thought that segments of the freeway system, for instance, can be arbitrarily eliminated without disruption of the entire system with undesirable results.

In fact, it is clearly established that the proposed system, particularly the freeway segments of it, is the minimum which will meet the transportation requirements of the National Capital for the foreseeable future. As the program develops and continuing engineering and planning studies trace its progress and success, it is conceivable that modifications and additions will be necessary.

It should never be overlooked that almost all the goods and services used by the citizens of the National Capital move over the highways and that expeditious and

T47

T47jd13

efficient movement of these service vehicles is essential to the well-being of the area. In particular, freeways provide a wide range of services and utilities to the community and are not simply commuter arteries. The commuter aspect is largely a bonus to the community which is obtained from the provision of the facility. It is significant that the vast majority of trips in the Washington area, more than 80 per cent, do not involve the downtown business district and are thus best served by the proposed freeway system.

No discussion of transportation is complete without some mention of highway safety. Substantial and growing highway traffic is present in this area and will not be significantly diminished by the provision of rail transit.

It is now federal intent and in the interest of each of us that traffic safety be fully considered. Any willful compromise of design standards which are known to provide the optimum in safety for the operation of motor vehicles is inexcusable. In this regard, the past experience of the civil and traffic engineering professions in designing and operating the arterials and freeways is invaluable.

Finally, the National Capital Section of the American Society of Civil Engineers wishes to endorse the concept that the coordinated transportation system in the National Capital must result from competent and continuing engineering study and analysis and that the maximum amount

T47jdl4

of cooperation and coordination between the professional disciplines responsible for the provision of our area transportation system be achieved. This organization will lend its support and cooperation to the attainment of this goal.

This statement was prepared by the Committee on Transportation Engineering of our Technical Division. It has been accepted by the Board of Directors of the National Capital Section, American Society of Civil Engineers. We ask your consideration of our comments.

Thank you.

(Applause.)

MR. SHEAR: Harry Obedin.

MR. PRAHINSKI: Mr. Obedin is working tonight. He arranged to be off last night but it didn't do him much good but he asked me if I would present a brief outline of his statement.

MR. SHEAR: You may submit his statement for the record, Mr. Prahinski, but you may not testify in his place, in accordance with the groundrules established.

MR. PRAHINSKI: Yes. Here are some copies for the members of the Commission and the outline of his statement.

MR. SHEAR: They will be distributed.

MR. PRAHINSKI: Thank you.

T47jd15

STATEMENT OF:

HARRY OBEDIN

(Mr. Obedin's statement reads as follows:)

ABSTRACT

A study is made of the socio-economic factors that affect the homeowners, educational institutions, and businesses of the District of Columbia portion of the proposed North Central Freeway. Data are gathered and analyzed and numerous inquiries made of officials of District of Columbia government, of leaders of citizens groups, of officials of businesses and educational institutions, and of homeowners. Original ideas are proposed to lessen the disruption to occupants of the freeway area, and, possibly, to avoid the disruption entirely by rerouting of the freeway. Certain of the ideas are costed and benefits determined.

C. In this study there was no need for sophisticated data analyses, using complicated mathematical algorithms. The arithmetic was simple: (1) a homeowner expected to lose a certain amount of money on his home because he would be offered less money for his home than he thought it was worth, (2) a certain percent of homeowners had as their primary objection to the freeway the loss of their homes, or (3) a certain percent of the businesses depended on the B & O Railroad for supplies. Furthermore, some of the factors were difficult to measure. Emotions were heated in many cases--as homeowners contemplated the loss of their homes, the disruption of their neighborhoods, and the forced changes in their habits of going to work, visiting friends, shopping, going to church, etc. Businessmen were being forced to move their businesses far away from their present locations - some for the second time because of earlier impactation by previous freeway construction in the District of Columbia.

D. It must be emphasized that the data collected by questionnaires and personal inquiries were based upon the expected disruption to be received by occupants of the freeway area. Most people appeared in doubt as to what would happen to them--and were angry about it. But whether their expectations of disruption and hardship were realistic or not was not the principal question. For there was a direct casual relationship between their opposition to the freeway--expressed over a period of the last few years--and the delay in freeway construction. It matters not whether the citizen's views were realistic or not if these views work a financial hardship to the District of Columbia by causing postponement of needed freeway construction until construction prices have escalated by the millions.

E. This study did not go into the question of whether or not a North Central Freeway was needed in the first place. Nor did the study go exhaustively into various types of freeway design: under the surface, on the surface, and above the surface. No queuing studies were made of the traffic movement. The focus of this study was on the disrupted



view. As the various orators held forth it was possible for the study team to form opinions concerning the realism of the arguments made by the several speakers. Also at these meetings it was possible to observe the approach made by officials of the District of Columbia to inform the citizenry of the need for the freeway. Conclusions were drawn as to the efficacy of this approach.

D. The study of the questionnaires revealed the following results.

1. Total number of families in the area	257
2. Number of families answering the questionnaire	53
3. Percent of respondents owning homes	100%
4. Percent of respondents paying a mortgage	81%
5. Average years remaining on the mortgage	12
6. Average worth of homes (in opinion of owners)	\$17,500
7. Range of expected appraisal of worth of homes	\$15-20,000
8. Average expected condemnation price	\$15,000
9. Average expected replacement cost of homes	\$23,500
10. Average expected D. C. condemnation price (Gov. View)	\$15,000
11. Percent of those homeowners whose house would provide sufficient equity for new home mortgage	92.5%
12. Average number of years lived in house by owners	11
13. Average number of bedrooms in houses	3
14. Average number of persons living in houses	6
15. Percent having one or more cars	73.5%
16. Percent using bus to get to work (one or more members of each family count 1)	52%
17. Percent that would try to live in the District of Columbia if displaced	89%
18. Percent of displaced persons who would support project if a rapid transit system were to be made a part of the freeway	43%
19. Percent now opposing the freeway project as presently planned	98%
20. Percent breakdown of primary reasons for opposition to project	49%

	a. Loss of house	49%
	b. Anticipation of lack of fair settlement	26%
	c. Separation from family and friends	7.5%
	d. The bother of moving	11%
	e. Noise and dirt from highway	6.5%
21.	Percent <u>receiving</u> official notice concerning the proposed freeway plans	0.0%
22.	Percent <u>desiring</u> official information about freeway plans	100.0%
23.	Percent willing to exchange present house for equal or better	15.0%
24.	Percent not willing to do so	21.0%
25.	Percent undecided whether to exchange	64.0%
26.	Percent willing to live on land above freeway	15.0%
27.	Percent unwilling to do so	30.0%
28.	Percent in doubt	55.0%
29.	Percent who have started looking for replacement housing	30.0%
30.	Percent losing jobs as a result of the freeway	6.0%

E. Conclusions

Several interesting conclusions can be drawn from a study of the questionnaires. Some of these conclusions are listed below.

1. The neighborhood is a settled neighborhood and a racially integrated neighborhood with a large majority of Negroes
2. There is a community spirit in the neighborhood
3. Most of the people in the disrupted neighborhood are home owners, and definitely not of the slum type
4. A majority of the homeowners might have been induced to trade their present homes for better homes if they had reason to believe that this was possible
5. The people in the area support rapid transit and are willing to make some sacrifices for it

6. The opposition to the freeway is focused on two things:
 - a. Loss of home by the owner
 - b. A belief that a fair settlement will not be made
7. Most citizens feel that the District government is acting in a high handed manner
8. Civic opposition to the freeway is growing, and all means, legal or political, will be used to fight the freeway

13. The final question, number 23, was an attempt to try to quantize the essential basis for the businessman's objection to the proposed move. In general, it was a confusing set of answers as they did not correlate well with obvious implications of previous questions. The ranking of objections by questionees did not appear to be particularly significant and the answers were, therefore, treated as yes or no. Ninety-two percent of the business community cited the inconvenience of making a move as a reason for objection. From the tone of many of the answers, it appeared that this inconvenience resulted from, or at least included, the lack of full knowledge of both their options or choices and the District's plans. Fifty-six percent cited loss of business during the move and many of these dealt with perishable and/or short notice demand items. Twenty percent cited an increase in operating costs and twenty percent cited uncertainty due to incomplete information. As more than one objection was often cited, the total exceeds 100%.

14. It should be noted that in social surveys such as this, one cannot expect that the data will point to clear conclusions with no traces of ambiguity. With this in mind, the many questions and their varied results in this survey may be summarized with several salient points. First and most obvious, there is no significant communication or understanding between the District and the impacted businessmen. This has resulted in strong feelings of alienation and hostility on the part of the business community. They feel that their needs and problems are unheeded and this feeling is a strong part of the basis for their objections to the freeway. A second and related survey result is that the business community is operating with a high degree of uncertainty. It is uninformed as to both the District's plans and to the effects of these plans on the business community. The community does not know the options or courses of action open to it. The most widespread expectation among the business community is one of inconvenience.

IV. PROPOSALS TO ALLEVIATE OR ELIMINATE THE DISRUPTION

A. In the two previous sections the study team cited some of the disruptive features of the freeway and some of the undesirable aspects. It is difficult to cite one undesirable situation as more undesirable than all the others for the reason that different groups of people are affected. To the homeowner, the loss of his home, the disruption of his neighborhood community spirit, and the possible lack of a fair settlement on his property loom as the most disruptive features of a new freeway through his neighborhood. To the bakery owner who must relocate and suffer loss of neighborhood trade as he attempts to build up a new clientele in a strange neighborhood, the disruption of his business is the worst aspect. To the District Government, loss of tax revenues may appear to be the most serious problem from the personal standpoint of the government. However, the district government must concern itself not only with its own tax revenue problems but also with the problems of the homeowner and the problems of the business community. Also the government has a responsibility to the taxpayers to build public works in the most economically feasible manner. It must give consideration to the desires, feelings, traditions, etc., to educational institutions. Therefore, out of these many responsibilities must come public policy designed to do the most good for the greatest number of people.

B. If the District could spend \$20,000 and thereby save millions of public funds, the taxpayer would applaud vehemently. If the District could, by devisal of new schemes for use of public property in the district, increase its tax revenue the public would likewise applaud. Finally, any contribution which the District might make to keep high the morale of spiritually contented neighborhoods would also be a plus factor. In the next three sections of this paper are discussed plans which decision makers of the District government should weigh carefully with the view of achieving the above objectives.

Tax Rev.

C. The research performed by the authors of this paper have identified the disruptive features of the freeway and given rise to creative thinking about certain types of urban development. The proposed plans - all of them original with the authors to the best of their knowledge - are designed to eliminate or mitigate the disruptive features of the freeway.

V. THE INFORMATION TRAILER PLAN

A. Citizens often learn of public programs having traumatic effects on their lives through various unofficial and inaccurate means. Needed projects are stymied by aroused citizen groups who are able to translate the impacted citizens fears into dramatic and costly opposition. Even though these disruptive actions cannot permanently halt necessary public works, the cost of the delay lessens the value that the taxpayer gets for his dollar spent. This section of the report will show, by using the North Central Freeway as an example, how the District of Columbia government (and other governments) can minimize the opposition to a public works project.

Reviews

B. Land resources are almost always limited. This is especially true in the District of Columbia. In the District most large public projects and many small ones require that the District Government acquire land from private sources. The most desirable method of acquisition is open market purchase. This can be done occasionally through bidding on parcels of land advertised for sale or negotiation. Some land has been acquired at favorable rates from private groups desiring public projects which enhance the value of their remaining contiguous property. Examples of this would include donation of land for public squares and for roads which serve the property. In rare cases, land is donated to the District by public spirited citizens. Land is also often acquired by seizure for nonpayment of taxes at a federal or district level.

acquisition

C. When none of the above methods work, and when the District desires to acquire certain specific property, the procedure as explained in Appendices C and D is followed. Appendix C is a detailed explanation of the normal procedures that citizens should follow. But the methods described in this appendix presently only half of the picture. The covert activity is usually what gives the District government the most trouble. These covert activities will be described briefly later in this section. In

condemnation

addition, what is evaluated to be a fair settlement by real estate estimates may not be as fair as it appears.

D. The District Government usually holds public hearings on any important project as well as budgetary matters. Public hearings are supposed to inform the impacted citizens and to provide a forum for their views. For this purpose, they can be a great failure. Here are the reasons why.

1. A large number of the people in an impacted area are not aware that their lives are affected by a particular project. While it is true that public announcement is made through newspaper advertisements, etc., the percentage of people reading the legal announcements or the entire newspaper every day to find potential threats is quite small.
2. In many cases the language of both the advertisement and the hearings is confusing to the affected citizen. It is true that engineering drawings and survey maps are shown. But it is also true that the average college graduate finds such technical presentations extremely difficult to fathom, particularly when presented in the charged atmosphere of a hearing. Furthermore, many, if not most, of the impacted citizens lack college degrees, particularly engineering degrees.
3. Many of the public officials talk in abstract terms about general welfare, etc. The impacted citizen is primarily interested in himself, his family, his house, etc. Therefore, the citizens' meeting or public hearing that does not immediately focus on the problems

Public
hearings!

Poor
Publicity

Poor
Preparation

abstract terms

of the individual citizen is apt to be an egregious failure.

4. Almost every public project is opposed by a group having certain strongly vested interests. Certain public relations officials of the Baltimore and Ohio Railroad have led opposition to the North Central Freeway. These officials, and others who oppose the freeway, seem to be peculiarly adroit at dominating a meeting of a citizen's association and swaying the populace to their point of view. The professional engineer from the District of Columbia who is there to present a carefully thought out plan appears to be at a disadvantage when arrayed against the opposition to the freeway. He is untrained in the art of manipulating public opinion. Two of the authors of this paper attended meetings in which opponents of the freeway skillfully presented the freeway in the worst possible light and made light of carefully engineered plans. Advocates of the freeway were poorly prepared to defend their cause.
5. Many interested citizens cannot attend the meetings for various reasons. Others fear to speak in public. Businessmen in the area don't have the time. Thus the meetings are held, the covert opposition is instituted, and the project is delayed, changed or cancelled. Even the citizens who appear to win, lose because of the court costs, aggravation, etc.

local vested interests!

engineers are poor P.I. O men!

demagogues!

E. The North Central Freeway has been delayed by more than two years. Present estimated costs of the 1.5 mile leg from Taylor Street to Rhode Island Avenue are 30 million dollars. Engineering News Record and the Dodge Reports both estimate that building costs have risen an average of 7.8 --- 10.0% per year. Present legal suits by the opposition will represent an additional delay of at least one year in the award of the contracts and subsequent construction. This means that the cost of the highway's construction will have risen a minimum of \$6,000,000 for just that portion of the highway from Taylor Street to Rhode Island Avenue. This does not include the costs of the various engineering studies, the legal costs, the increase in property values, etc. It represents the cement and steel phase of the highway construction. The estimate also does not include the added costs for the highway users who are forced to use an inadequate road network pending completion of this project.

*delay
1.5 mile
leg*

30 million

+ 7.8% - 10.0%

*not added
costs
no engineering
interest*

F. The District Government is now showing some awareness of the problems discussed above. The solutions adopted are a step in the right direction. Dittoed sheets are being mailed to all affected citizens. This helps, but unfortunately, the language is often written by lawyers more interested in the legal complications of the contested issues than the social problems involved. Communication media unsupported by personal contact will often prove to be self-defeating to the cause that it supports.

*no personal
contact*

G. It is recommended that the District Government purchase a van style truck similar to a bookmobile. The van, or trailer, should be equipped with a small office and various literature racks and audio visual materials. The truck should also be equipped with an outdoor public address system. The interior of the van should be so arranged that various displays could be accommodated on the various projects when necessary. This will be inexpensive in terms of the expected benefits to be derived. Purchase of the truck and related equipment would cost less than \$20,000. The annual operating costs would be

*Van
\$ 20,000*

less than \$10,000. per year if the cost of the public relations man is excluded. If his salary is added, approximately another \$15,000 would be required. The entire acquisition cost and first year's operations cost would be charged to the highway project. Other public works, the Recreation Department, etc., could also find this unit invaluable and might be willing to rent it on a part time basis. Using the lowest estimates for savings and the highest for costs, a savings/cost ratio of 144 to 1 results. If some of the higher benefit figures are acceptable, a cost ratio upwards of 200 to 1 results. No value is placed on the fact that the van probably would save the District legal expenses or engineering costs. The surplus time that the van has available would also be of great value to the city. The sound equipment would be of great potential value for civil defense operations. Teenage dances at various public playgrounds would be supported by this unit also. In any situation similar to the Watts riots in Los Angeles, this unit would be of enormous value.

+ 10 K

\$ 15 K

144 to 1
200 to 1

surplus time
teenage

H. For the North Central Freeway, the van would be used in the following manner:

1. The District would outfit the van with the charts of the proposed freeway, models as appropriate, and various literature racks. It would be manned by the public relations man.
2. Packets of literature would be prepared for each citizen including such items as:
 - a. Explanation of homeowner's rights and businessman's rights.

charts models
lit racks
PR MAN

HO rights &
businessman's
rights.

- b. Real estate information sheets.
 - c. Pamphlets describing assistance available from the District of Columbia Redevelopment Land Agency.
 - d. Survey of economic data for the selected area.
 - e. Family personal planning packet.
3. The District would attempt to contact each family in advance to arrange an appointment to present the explanation.
 4. All presentations would be in small groups of one or two families at most.
 5. Every family would be asked to sign a receipt for the packet of information. This would provide check that every family was contacted.
 6. Local real estate firms would be invited to participate in providing home buyer/home renter information.
 7. The van personnel would try to determine which people wished to sell. Those indicating this desire would arrange times convenient for themselves that a representative of the district real estate division could visit. No transactions are to take place in the truck.
 8. At all times, emphasis should be placed on the concern on the part of the District government for the impacted citizens and for the assistance available from all sources.

help to
locals!

appointments
small groups

receipt.

local
real estate

no deals
in Van.

Concern
of district
Gov.

9. The van personnel must have a presentation prepared that will convince the owner that he will not suffer as a result of the public project and that he might benefit. All stress should be on the individual. Regional concepts, grand design, engineering efficiency, etc., should be avoided. The presentation must also be accurate.

stress individual.

10. All promises made to the individual citizen or businessman should be in writing. The District must honor these written promises or the entire van concept is useless. Verbal promises, unkept promises, or misunderstood promises can rapidly cause people to distrust the use of the van. Both the District and the citizen should get a copy of the promised agreement. The public relations man should be warned to avoid making promises that cannot be met.

All promises in writing

I. As far as publicity through mass media is concerned, any information about the proposed freeway should contain announcements about the information trailer and its intended service to the impacted citizen of the freeway area. Of course, the word "impacted" or the word "disrupted" should never be used in any mass media communication. For it is the purpose of this public relations campaign to make the citizen feel that he is in no way impacted or disrupted.

words impacted or disrupted forbidden

J. Use of the information trailer can be easily justified from a cost effectiveness standpoint. But even if it could not be, it would be a worthwhile expenditure as a means to make the individual citizen feel that his government is concerned about his welfare and desires to treat him fairly. The following computations reveal that a minimum benefit-cost ratio of 144:1 results from use of the information trailer plan, assuming that use of this plan prevents delay of freeway construction

cost effective 144:1 or better

until prices are higher. These computations assume a freeway cost increase of 7.8% from 1964 through 1967. This is the minimum of the figures cited above in the Dodge Reports. The benefits are applied only to one section of the freeway - from Taylor Street to Rhode Island Avenue. Obviously, if the entire length of the freeway were considered, the benefits would be higher.

1. Cost of truck and related equipment \$20,000
 Cost of driver, for one year 6,600
 Cost of public relations man, one year 15,000
 Annual operating costs 3,400
 Total Cost, one year \$45,000
2. Cost of freeway (Taylor Street to Rhode Island Avenue) at present costs \$30,000,000
3. Cost one year ago

$$\frac{30,000,000}{1.078}$$
\$27,800,000 approx.
4. Cost two years ago

$$\frac{27,800,000}{1.078}$$
\$25,800,000
5. Cost in 1967

$$30,000,000 \times 1.078$$
\$32,300,000
6. Cost increase, 1964 to 1967

$$32,300,000 \text{ minus } 25,800,000$$
\$6,500,000
7. Benefit: cost ratio,

$$\$6,500,000 : \$45,000 \text{ or about } 144 : 1$$

VI. NEIGHBORHOOD RELOCATION PLAN

A. Highways and other public projects often disrupt viable social communities. These communities provide desirable environmental conditions for humans who are able to lead comfortable lives therein. This is true in slums as well as many middle class neighborhoods. People displaced from these communities often find adjustment to new neighborhoods difficult. The children must change schools and they lose their circle of friends. Housewives find that new shopping patterns must be established. Churches lose members. Husbands may have to shift work arrangements, etc. This experience is seldom welcome.

*Disrupt
neighborhood!*

B. In our surveyed neighborhood, in the opinion of the homeowners, the average house will be condemned by the district government for \$15,000 to \$20,000. Those people who have looked for replacement housing feel that they can duplicate their present homes for approximately \$23,000. If we assume that the average figure of \$17,500 will be paid to each homeowner and if we assume that the \$23,000 figure is accurate, the average homeowner stands to lose \$5,500 plus the additional interest necessary to carry this investment. Relocation costs are an additional expense.

*\$17,500
Av
Condema
loss of
\$5,500.*

C. The authors of this paper have devised a plan by which the district could avoid harming the displaced homeowners without spending additional tax revenues. In addition, the community could be retained as a unit. To do this the district would have to adopt the following arrangement:

*for something
to do nothing
Plan!*

1. A suitable stretch of land should be selected in the Fort Totten Park area. This land would then be given to a corporation set up by the district government. This corporation would then be responsible for carrying out portions of the plan.

*Fort
Totten
Park
city owned
corporation*

2. Sufficient houses in a variety should be erected on this site. Care should be taken to insure that the project was competitive with new developments in the suburbs in the same price range. Comparison with similar projects in the Dodge Reports¹ indicates that projects of 250 one family houses can be built for approximately \$10 per square foot. This allows for the landscaping and other popular recreation features such as a swimming pool. It does not include the cost of land, the costs of selling and the promotional profits. It does allow a profit for the contractor.

3. The houses should be started prior to the attempted acquisition of the private homes of the potential disrupted community. At least one sample house should be completed and opened for display.

4. The information Van described in a previous section should attempt to provide all impacted homeowners with information on these homes. The people should be informed that they have first choice on exchanging their present homes for the new homes. Since the new homes would cost \$16,600, the district would be gaining the use of the homeowner's property for an amount less than straight condemnation costs.

houses erected

same price range.
10 per sq ft
pool - landscaping

Profit for contractor

One before Van.

\$16,600 & 17,500

¹The F.W. Dodge reports are a McGraw-Hill publication which provide the building trades with contract costs and with blueprints of pending construction. They print up books on such items as school dormitory plans, etc.

- 5. Those people desiring the present cash compensation method would be reimbursed as per the normal method. Any homes not traded in this manner would be offered to other displaced families in the city. Any remaining homes would be sold on the open market.
- 6. When the highway is completed, enough land could be created in the form of an air rights park to compensate for the land lost to the relocation home construction. Recent studies have indicated that small neighborhood parks are of more value to a community than one massive park that people fear to use.
- 7. The mortgage support for this project would be provided by the district government. In addition, the district could expect revenues from renting to such businesses as small neighborhood grocers and from property tax revenues. The beauty of this plan is its simplicity and its satisfaction provided to all parties concerned.
- 8. Following is a cost study of housing in the disrupted neighborhood.

Average house in surveyed neighborhood had:

4 Bedrooms	14 x 14 =	780 ft ²
1 Kitchen	20 x 14 =	280 ft ²
1 Bath	10 x 10 =	100 ft ²
1 Living Room	20 x 15 =	300 ft ²
Other Space		200 ft ²

at \$10/ft², this could be duplicated for \$16, 600.

cash if desired

new parks to replace Old. Jane Jacobs. etc.

Mistake

The \$16,600 is less than the \$7,500 that the District could expect to pay in condemnation costs. The homeowner loses nothing on the deal. Losing nothing is better than losing \$5,000.

- 9. The section on homeowner disruption mentioned several questions in the homeowner's questionnaire. Seventy-nine percent of those responding either are willing to participate in the relocation proposal or are undecided. Those undecided feel they must actually see that the relocation project is at least equal. It is felt that an attractive project could be sold to the majority of those undecided. Those who oppose the relocation project may support it if their neighbors do.

79% willing or ?

21 opposed

VII. AIR RIGHTS CONSTRUCTION PLAN

A. The movement of vehicular traffic through metropolitan areas requires an ever increasing proportion of land area. This expansion has progressed so far that in certain large cities over 50% of the surface area of the city is devoted to highways, parking lots, and other areas reserved for storage of and movement of vehicular traffic. This situation has several undesirable aspects:

1. Almost all land used for the movement of vehicles is lost to the tax rolls.
2. The pedestrian and vehicular use of the cities is in conflict: dangerous and competing for the same areas.
3. Adequate road nets often disrupt valuable aspects of city life.
4. In many cases construction of adequate roads results in the elimination of the area for which the roads were built in the first place.

50%
tax loss
competing
use.

B. A modern six lane highway uses more than 12 acres of land per linear mile of highway. This impressive figure is computed as follows: Each of the six lanes is 12 feet wide, making seventy-two feet of width for the six lanes. Then 4 feet are added for a median and 12 feet each for two shoulders. All of this totals to 100 feet, and this excludes scenic barriers, approaches, and complicated interchanges. Some of these interchanges require as much as 35 acres of land.

12
acres
per
mile

C. Washington, D. C., has additional problems not experienced by many other communities. It is limited in its area growth potential to the area of the District. This area is essentially a ten mile by ten mile square - with a section on the Virginia side of the Potomac River removed. Many Washingtonians are not able to find adequate housing

city
limits

at a reasonable price inside the city limits, and because of several factors such as race, economic status, location of employment, and lack of public transportation, are virtually limited to domicile in the District.

D. The land in the District is steadily being driven up in price by the competing uses for the land. Public buildings remove land from private use -- and from the tax rolls. Commercial buildings are being erected to house the ever increasing number of federal agencies and private firms who deal with these agencies. Institutions, and professional groups, unions, etc., like to be near the source of power.

E. With different groups, both public and private, competing for the use of land it therefore becomes necessary to consider joint use of land for both public and private groups. This is the air rights construction idea wherein commercial and residential buildings are constructed over a public highway. In order to illustrate the economics of this scheme, this paper will discuss that section of the North Central Freeway covering the route from Taylor Street to Rhode Island Avenue. This is a stretch 1.5 miles long running along the B & O Railroad. The impaction to homes and businesses resulting from this stretch is discussed in previous sections of this paper. This mile and a half stretch of six lane highway will cover at least twenty-four acres of land. This figure is arrived at as follows:

1 linear mile of highway covers $5,280 \times 100 = 528,000$ sq. ft.

1 acre is 43,560 sq. ft.

Hence 1 linear mile of highway covers $\frac{528,000}{43,560} = 12.1$ acres

Hence 1.5 linear miles of highway covers $12.1 \times 1.5 = 18.5$ acres

Add 5.5 acres for approaches, loops, etc.,

$18.5 + 5.5 = 24$ acres

Negro
confinement

price
increase
of
land.

joint
use

24 acres

F. How should the 24 acres be used? Should the Highway Department build a depressed freeway at a cost of about \$30,000,000 for the mile and a half stretch or a surface freeway at a cost of only nine million dollars? This section of the paper argues that a depressed freeway should be built. However, before argumentation is made concerning alternate types of freeway construction, it is well to enter into discussion of land values in the District of Columbia.

*depressed
30 million
surface
9 million*

G. Land at the center of Washington sells for a minimum of \$25 per square foot. Certain choice locations have, in fact, been sold for more than \$100 per square foot. In general, the larger the size of the lot in a downtown area the more desirable it becomes. For instance, the slum area of Rosslyn across the river in Virginia became the location of a number of large office buildings. Other factors such as availability of public transportation greatly influence market values. In Washington, D. C., any land along the site of the proposed North Central Freeway will sell for \$25 per square foot.

25/sq ft

H. The "tunnel-in-the-sky" idea for a freeway must be ruled out at the start. This scheme is opposed by the Fine Arts Commission, local citizen groups, Catholic University, and virtually any thinking person who can visualize the beautiful city of Washington, D. C., being bisected by a "Berlin Wall". Therefore, the competition lies between the surface freeway and the submerged freeway. If a surface freeway is built it would be difficult to build over the freeway because of limitations on the height of buildings in the District of Columbia. And the land would be removed from the tax rolls. However, if a depressed freeway is built, the air rights can be sold for at least \$25 per square foot. Thus the 24 acres of land in the mile and a half stretch from Taylor Street to Rhode Island Avenue would sell for more than \$26,000,000 (\$25/sq. ft. X 43,560 sq. ft./acre X 24 acres). The District would thus come out \$5,000,000 ahead if it spent the

*Veto
Tunnel in
Sky
Fine Arts
Commission*

*at
\$
26 million
gained
expense
5,000,000*

\$30,000,000 for the depressed freeway rather than the \$9,000,000 for the surface freeway. In addition to the \$5,000,000 advantage, there are other benefits to the air rights idea: tax revenue to the District from businesses along the freeway and an economic buildup in the area adjacent to the freeway, which would return more tax money to the District government. There is the further consideration that a covered highway is essentially weather proof; thus, snow removal is not a problem in that area.

*Tax
revenues
weather proof.*

I. Displaced homeowners in the freeway area will be able to return to air rights apartment houses constructed over the freeway. Thus they can continue living in their original neighborhood if they so desire, although, admittedly there will be a "camping out period" while the freeway and the apartment houses are being constructed. With a surface highway, no air rights apartment houses are likely.

*apartments
over highway*

J. Catholic University, whose land lies near the proposed freeway route, would find the air rights proposal attractive. At present, the freeway has been routed east of the B & O tracks to bypass Catholic University property on the west side of the tracks. But suppose the freeway were rerouted slightly to pass through some undeveloped land owned by Catholic University west of the B & O tracks. The University could grant an easement for the highway and then lease the air rights to a builder for office buildings and high rise apartments on a twenty-year lease. The annual rental of the land would return perhaps 10% per year. At the end of the lease period the buildings would revert to school use. George Washington University has arranged a similar business deal on a site near 20th Street and Pennsylvania Avenue.

*Catholic U.
west →
east.*

*10%
rental
G.W. has*

K. Because of the presence of the B & O Railroad, Catholic University cannot negotiate as good a deal for its land as it could negotiate if a freeway were built through this land. For, under present plans, the freeway will run on the east side of the tracks. This means that it would be much more difficult for people to get to work on Catholic University property, for they would have to find an overpass to cross the B & O tracks, whether they arrived in the

*tracks
isolate C.U.*

area by automobile or by a rapid transit system running down the center of the freeway. With the freeway and rapid transit system running through Catholic University property, access to this property is much easier.

+ Rapid transit.
+ Interchanges

etc!

747jd16

STATEMENT OF:

DR. JOHN P. GALLAGHER, PRESIDENT, NORTH FOXHALL ROAD
ASSOCIATION

MR. SHEAR: Dr. John P. Gallagher, President,
North Foxhall Road Association has filed a statement for
the record.

(Dr. Gallagher's statement reads as follows:)

NORTH FOXHALL ROAD ASSOCIATION

WASHINGTON 7, D. C.

June 14, 1967

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

Dear Members of the Committee:

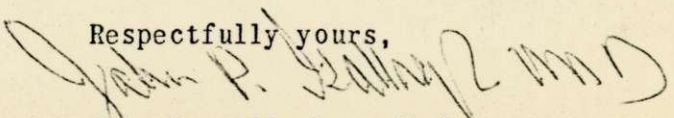
I come before you as a representative of the North Foxhall Road Association to register an objection to the proposal to build a cross-river bridge in the region of the Three Sisters Island. Without a doubt, the traffic coming over such a bridge would further aggravate the severe auto traffic problem which already exists in all of the Northwest residential areas of Washington. In this matter, we join hands with the numerous other civic organizations in Northwest Washington who object to this bridge. Also, we support the position taken by the many citizen's committees on the Virginia side of the Potomac River who view the presence of such a bridge as a special problem of their own.

We recognize that the National Capital Planning Commission is bending every effort to the solution of creating an orderly flow of traffic through the Washington Metropolitan Region. In this connection it is sad to note that the best solution to the relief of the traffic congestion through all of Northwest Washington was lost when the dedicated traffic freeway known as the Glover-Archbold Parkway was transferred from the ownership of the District of Columbia over to the U. S. Parks Authority of the Department of Interior. As you recall, the Glover-Archbold Parkway was a strip of land one hundred feet wide running through the middle of what is now designated the Glover-Archbold Park. This strip of ground was given to the District of Columbia in 1893 by Charles Glover with the stipulation that it be forever reserved as a right-of-way for any projected traffic requirements in the years to come. In 1946, 1952, 1957 and 1959, all of the traffic plans proposed by the various planning authorities advocated the use of this dedicated roadway through this park for the prime purpose of relieving the traffic congestion through the Northwest part of Washington.

In 1962, principally through the efforts of one prominent U. S. Senator, a bill was introduced in the Senate which proposed the transfer of this freeway out of the ownership of the District and over to the Department of the Interior. After numerous hearings before the U. S. Senate and House District Committees, the bill finally was passed in 1963, and the roadway then came into the hands of the Department of the Interior. This Act served to close the curtain on the matter and to render impossible any solution to the auto traffic congestion in the Northwest Washington region.

It is for this reason, then, that this organization objects to the construction of any bridge in the Three Sisters Area since the bridge would only compound the serious traffic problem in Northwest Washington, a problem recognized as far back as 1946.

Respectfully yours,


John P. Gallagher, M. D.
President, North Foxhall Road Association

T47jd17

MR. SHEAR: Madam Chairman, that concludes the first call of the list of witnesses.

We will call at this point those witnesses on the list who failed to respond to their first call.

Stanley W. Dziuban.

(No response.)

Is Mr. Dziuban here?

(No response.)

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

(No response.)

Is Miss or Mrs. Goodwin here?

(No response.)

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

STATEMENT OF:

CHARLES J. PILZER, GENERAL COUNSEL, YELLOW CAB COMPANY OF
D. C., INCORPORATED

MR. CHARLES J. PILZER: Madam Chairman, gentlemen:
I have prepared copies of my statement and, especially in view of the hour and the limited time, I would depart from the statement, frankly, and make some comments that I did not intend to make when I came in.

Let me say I now live just over the line in Maryland. However, I was born in Garfield Hospital. I attended public

school in the District of Columbia. My mother was born here. My wife was born here. I have lived here all my life. I think I am a Washington resident.

(Applause.)

I represent the Yellow Cab Company and other cab companies.

VOICE: What other cab companies?

MR. PILZER: The Checker Cab and Blacktop Cab.

I have on occasion represented almost all the major cab companies at various times before the Public Service Commission here. I think I understand the cab industry. I am not a highway engineer.

I do know that taxicabs need streets to operate on. I do know that in all the plans and in all the hearings in all the fervor about highways and subways somehow nobody talks about taxicabs.

We have between 8 and 13,000 of them, it varies from time to time, in the District of Columbia. They are almost, so far as I know, all operated by independent businessmen, the actual operator of the cab. These cabs can provide transportation that can't be provided in any other way. They are a natural supplement to the subway system.

The subway system is also a natural supplement to the cab system. They are not in any way in conflict nor in competition. They need each other.

T47jd19

The highways on which they must run must be available to them. Some of you gentlemen at the table are familiar with the complaints that we have had in the cab industry and that is why I am taking the time of you people here and of the Commission to appear this late because it would not be fair for me to have gone to the Public Service Commission, as I have time and time again, and said, We can't do anything about lack of service because we don't have the roads, if I didn't come here and express the problems that we have.

We, in January -- January 28th, 1966, a public hearing not unlike this one was held by the Public Service Commission and numerous complaints were made about lack of cab service and inability to get it. Ultimately every one of them resolved down to the fact that we couldn't get the cabs through the streets.

Now, the only thing that I could do, because I wanted to do something helpful, was to prepare for you, and I have there, an analysis as best I could find out of what would happen if these roads and the interstate links as proposed here were built. I have provided you with charts and examples and with some citations from newspaper articles.

I have a few other copies of my statement and I would be glad to give them to anybody who wants them.

Yes, Sam, you can have one.

T47jd20

And, if there is an error in it, then someone else should point it out to you, because I don't want to lead you astray. I want to be fair. I want to present this picture.

I think that the -- our companies operate cabs in the District of Columbia, we are licensed here, we are not licensed in Maryland. We serve the residents. They are our customers and it is their wants that matter. It's their city and, to that extent, it has to be made plain that we can only do so much without streets. We can only do so much if the streets are clogged with interstate traffic.

How you get it out of there, I don't know. I know that it's there now and if you -- it would seem to me and it appears from the evidence that I have presented to you in this statement that if you build interstate loops around and through the city it will move it off the streets.

The lady who was sitting behind me tonight said, Yes, but everyone of them has a price, the price of my house. And, in all honesty, if it was my house, I wouldn't want to pay that price, and I think you've got to be fair and say this.

But I also think that you have the very difficult problem of balancing the interests of the entire city against a person's house. One of the best examples of the balancing of interest, I think, was in this East Leg or something.

It may not be good. It may not be right now, I don't

W7jd21

know. I'm not an expert on that. But I do know that at one time it was going to take a whole lot of homes. Then it was going to take less and less and finally it takes considerably less. Maybe it's still too many but it has been improved upon. That's what comes out of dialogues like this. That's why I came.

I wanted to make sure that people who I think are very fairminded are--for instance, I think Mr. Peer was one of the gentlemen I felt was very honest in his approach.

I think Mr. Carter, who spoke about the problems he had trying to educate people in the Transportation System was honest in trying to give you their side.

I know one side. I know that cabs must have these clear streets. That's what my statement was about. I am not going to take any more of your time. I do think, though, that we do have to weigh that and I do think that the people who oppose highways must consider that there are such problems and that they have to be met.

Thank you.

(Applause.)

(Mr. Pilzer's full statement reads as follows:)

Statement of Charles Jay Pilzer, General Counsel for
Yellow Cab Company of D. C. , Inc. , and Other Cab Companies in Support
Of Full Implementation of Major Thoroughfare and Highway Development
In Relation to the Proposed Comprehensive Plan for the National Capital

The Transportation Section of the Proposed Comprehensive Plan for the National Capital , "Highways and Transit" (Page 108), indicates that the 1950 Comprehensive Plan projected a 1980 regional population of two million, which was reached in 1960, twenty years sooner than predicted, and the Second Transportation Plan (the Mass Transportation Survey), published in 1959, proposed a transportation system for a 1980 population of three million, while the background information in the current proposed plan indicates that ". . .the transportation system will have to accomodate a greater volume of travel, as the population of the region grows from 2.2 million today to 3.7 million in 1985".

The proposed plan does not take into consideration one of the only major facilities available to accomplish the purposes set forth in the "Basic Plan Policies" (Page 109). This one facility is the local taxicabs. I have in the past represented most of the major taxicab companies in connection with appearances before the Public Service Commission and elsewhere, as well as represented Yellow Cab Company of D. C. , Inc. , Checker Cab Company and Blacktop Cab Company, as general counsel for better than ten years. During this period of time there has been an increasing number of complaints of poor service or inadequate service, although the District of Columbia has by far the highest ratio of cabs per user. On January 28, 1966, a major hearing was held by the Public Service Commission to determine in what manner service could be improved. Ultimately, it appeared that the primary cause for poor service was the inability of the driver of a cab to move his cab through the city streets. This inability has increased the cost of cab service to the user and at the same time caused the drivers of taxicabs to remove the cabs from the streets at the times when they are most needed. Even if the drivers, (all of whom, so far as I know, are independent contractors) tried to remain on the streets, local congestion would prevent effective service.

It would seem obvious that this local congestion is resulting in large part from a failure to provide adequate highway facilities promptly, and especially failure to provide properly designed connections to highway interstate legs which terminate at the edge of the District. As a result of these failures, the local streets have become those connections. This has resulted not only in preventing the use of these streets for the purposes normally assigned to the local streets, but has also been a major factor in destroying the pattern of land uses most valuable to be preserved within the District.

I am particularly concerned with what I believe to be a unique footnote appearing at Page 111, which indicates that certain members of the Commission, including the Chairman, do not support several of the projects proposed in the plan. I assume

Page Two

that this failure to support these projects by the named members of the Commission and the failure to complete the highway system as proposed numerous times before has resulted from the failure of those citizens who understand the need for these projects making clear such need to the proper governmental authorities, including this Commission. It is absolutely essential that these highway facilities be promptly completed. Numerous emotional statements notwithstanding, the city stands to be destroyed more rapidly by a failure to complete the proper highway system than by the completion of the highways themselves. The major industry of this city, other than perhaps the Federal Government, is the tourist and convention business. Tourist and convention business brings 10,000 people to D.C. each year, spending \$413,000,000 per year. Taxicabs transport most of these people, and traffic conditions must be improved to accommodate these tourists and delegates. There is much competition among the large cities for the convention business, and the cities with good bridge and freeway facilities are the ones who will get the business. In addition to this, local residents must have freedom of movement from the city. The companies I represent are concerned almost solely with the local residents and their transportation needs. Our operations are limited to the District of Columbia for all practical purposes. I believe that this Commission has been led astray and misled by highly active groups who do not have an overall view of the problem.

The hard-core polarized antagonism to highway development in the past has been exacerbated by the failure of the Highway Department, the Department of Housing and Urban Development, and the Relocation Assistance Office of the District of Columbia, in providing a satisfactory solution to the crying need for decent housing among many of the local residents. It appears that there is no reason why programs designed to achieve these highway facilities could not be equally valuable in helping in upgrading communities and relocating individuals or families as well as providing additional decent living facilities for the local expanding population. It is the primary concern of the companies I represent to see that these programs are carried out, because we serve the same people. I am informed that a new and imaginative type of program has been developed, and that the Highway Department, along with the others I have mentioned earlier, has come up with designs which take all of these matters into account, such as leapfrog development and erection of housing in air rights over highways. The possibility of providing employment and decent housing as well as schools, hospitals and other public buildings through these techniques, is most encouraging. In New York City, for example, fine luxury high rises have been constructed in the air rights over the highways near the George Washington Bridge and near Beekman Place on the East River Drive. As a matter of fact, much of the United Nations Complex is of this same type of construction.

As one element of a mass transportation system, taxicab companies are absolutely essential to a successful operation of any mass transportation system. The taxicab facilities serve two purposes; first, in providing flexible and comprehensive extensions of the termination of the subway system or busline, and second, in providing expeditious surface transportation facilities to complement any other mass

transit system. It does not make sense to tear up the streets for the construction of subways without providing for the use of local streets by such services as taxicabs and trucks.

Unless the heavy through traffic is removed from local streets by providing this traffic with other routes not now existing, the use of streets by delivery vehicles and taxicabs is foreclosed. Some examples of redirection of traffic congestion on local streets after construction of alternate routes, are provided in Appendix "A" attached hereto.

An example of how this can be achieved can be observed from the experience in Downtown Boston. And further, an example of how this Commission, along with others, has been misled can be ascertained by comparing the actual facts with the implications of a report entitled, "Balanced Transportation--Downtown Boston," issued on December 18, 1965, by the North West Committee for Transportation Planning. The report states that "Downtown Boston today has more vehicular traffic than ever." While that statement on the face is true, it seems to indicate that there is more congestion in spite of highway construction. This is not true insofar as local streets are concerned. (See Appendix B for bar graphs based upon Boston Traffic and Parking Commission 1964 Cordon Count, 1964, pp. 5, 12, and 18) The conditions there are similar to those forecast for the District of Columbia insofar as increase of people are concerned.

The report states that, "During the peak hours of vehicular traffic, there was no diversion of traffic from pre-existing highways. Instead, traffic on such arterials increased by three percent. Traffic on all pre-existing highways during peak hours, did increase by three percent, but traffic crossing the cordon line during the peak hours in peak direction on city streets remained the same over the ten year period. All of the 52 percent increase was on expressways, both pre-existing and new. The expressways have thus accomplished a major feat in absorbing the entire Downtown traffic growth of a ten year period." (Boston Traffic and Parking Commission 1964 Cordon Count, 1964, Tables 13 and 14, and Table 18) If the expressways are not constructed, as they have not been in Washington, the Downtown area will stagnate. I am informed that if all freeways were completed in the District, including the North Central Freeway and the Inner Loop, we could expect a reduction in traffic using the arterial street system of 35 to 40 percent.

An analysis of travel times from Downtown Washington lends further support in that corridors for which major improvements have been implemented now show decreased travel time in peak hour when compared to travel times in 1959 prior to opening the new facility.

In 1959, for example, a Virginia commuter could consider himself lucky to get across Memorial Bridge or 14th Street Bridge in less than 25 minutes from Downtown. Test drivers last October, however, took only 15 to 20 minutes to cross the Potomac and reach Arlington Boulevard, Shirley Highway, or the Mt. Vernon Highway. And after 25 minutes of driving - the point at which 1959 commuters were just entering Virginia - 1966 test cars had reached Glebe Road on Shirley Highway or were almost to the Woodrow Wilson Bridge on the Mt. Vernon Highway.

Traffic officials have said growing Virginia traffic volumes in the past seven years have been more than offset by the addition of the Theodore Roosevelt Bridge and a second 14th Street Bridge to existing bridge capacity and opening of Cabin John and Woodrow Wilson Bridges to provide a thru traffic by pass on the Beltway. The proposed Three Sisters Bridge is expected to meet the problem of increasing Virginia traffic volumes - at least for a few years.

The major objections to highways have been that "they pave over too much of the living area of the city" and "that the money used for highways should be used for other purposes". In connection with the first allegation, I have seen numerous references to the fact that something like 30% of the area would be required by streets, or is currently used as highway ground. This charge appeared, among other places, in a Northwest Committee for Transportation and Planning Report. This figure does not appear to be accurate if the Summary of the District land use submitted to the Congress in April of 1965 is correct. That report indicated as follows:

Taxable land (14,082 acres)	36.0 %
Tax-Exempt land (16,675 acres)	42.5 %
Public Space land (streets, alleys & sidewalks)(8,437 acres)	21.5 %

Public space land is the land between property lines used for a multitude of purposes. It serves as sidewalks, front yards and access to private property from the street without which private property would be valueless. The composition of this land is as follows:

Street (Paved Area)	12.0 %
Alleys, Mews & Courts (Paved Area)	2.0 %
Sidewalks, Tree Space, Front Yards, etc.	7.5 %

In addition to this 12%, there is one percent of major paved park roads for a total of 13 percent of the District land in highways, not 30 percent as reported by the Committee. This error is over 130%, a gross misinterpretation for such an astute "committee" to make. (See Appendix A3)

In regard to the second allegation, the money for the highways has already been paid by taxpayer users of the highways and is not presently available for any other purposes. At least if the highways we so badly need were built, the major portion of this money would be paid for local labor used in the construction of these highways, in the studies of relocation and of housing in connection therewith. The benefit would be to the whole metropolitan area but most especially to the local residents, who are our customers.

The New York-av eastbound traffic flow is vastly better than in 1959. After 15 minutes, 1959 test cars were at North Capitol Street, while 1966 drivers had nearly reached Bladensburg Road. And after 25 minutes, the drivers seven years ago were only at the Montana and West Virginia Avenues intersection, but 1966 cars were speeding along the Baltimore Washington Parkway. Reason for the faster 1966 pace: the widening of Rhode Island-av which drained off some New York-av traffic and improvements on New York-av. The reduced travel times reflected above are indicative of the improved mobility which has resulted from highway improvements in these corridors.

In conclusion, I would stress that open and excessible local streets for use by the taxi cab industry, along with delivery services and other local traffic, is the only possible solution to prevent disintegration of the District of Columbia. In your proposed comprehensive plan, provisions are needed for parking of numerous vehicles. If the traffic can be removed from the local streets by providing alternative acceptable routes, the balanced mass transit subway system and bus system, along with a healthy taxi cab industry, can provide such superior and economical services that there should be less motivation for individuals to bring automobiles into the District. A highway system which provides for expeditious movement of traffic is not only desirable but is absolutely essential. A portion has already been built outside the District. If the connecting links are not supplied the encroachment on the Downtown area of these vast amounts of traffic will so clog the local streets that your entire comprehensive plan will fail.

EXAMPLES OF REDUCTION IN TRAFFIC CONGESTION ON
LOCAL STREETS AFTER FREEWAYS WERE OPEN

LITTLE ROCK, ARKANSAS, "Arkansas Democrat," September 25, 1965

Because of the Greater Little Rock Freeway, vehicle movement across the Main Street and Broadway bridges has dwindled from an annual average of 68,100 vehicles per day in 1960 to approximately 34,350 per day. The third freeway bridge showed an average of 56,000 vehicles crossing every 24 hours.

"American Motorist," April, 1960, page 8

"Opening of Detroit's freeways relieved daily volumes on adjacent streets by as much as 34 per cent and some peak hour volumes as much as 40 per cent."

"In San Francisco the Bayshore Freeway had a dramatic effect in the relief of adjacent overcrowded arterials. A report by the San Francisco Division of Traffic Engineering shows that traffic volumes on arterials parallel to the freeway have decreased. Potrero Avenue adjoining the freeway showed a 62.5 per cent reduction while Third Street, which is about one mile away was reduced 35 per cent."

".....Providence, R. I., found that construction of a

- 2 -

short freeway reduced traffic volumes over the old route from 50,000 to 25,000 vehicles a day with a resultant relief of congestion."

"Urban Transportation Issues and Trends," Automobile Manufacturers Association, June, 1963, page 34

Streets parallel to Congress Street Expressway in Oak Park, a suburb of Chicago:

	<u>Distance from Expressway</u>	<u>Decline in Traffic</u>
Jackson Blvd.	¼ mile	63%
Madison Street	½ mile	45%
Roosevelt Blvd.	½ mile	48%
Washington Blvd.	5/8 mile	44%
Chicago Avenue	1½ miles	14%
Division Street	2 miles	22%

Major Streets parallel to four freeways in the Los Angeles Metropolitan Region:

	<u>Daily Street Traffic Before Freeway</u>	<u>After</u>
South Figueroa Street (Near Harbor Freeway)	45,710	13,542
Sunset Boulevard (Near Hollywood Freeway)	35,016	20,850
Valley Boulevard (Near San Bernardino Freeway)	23,540	20,346
Telegraph Road (Near Santa Ana Freeway)	38,125	19,720

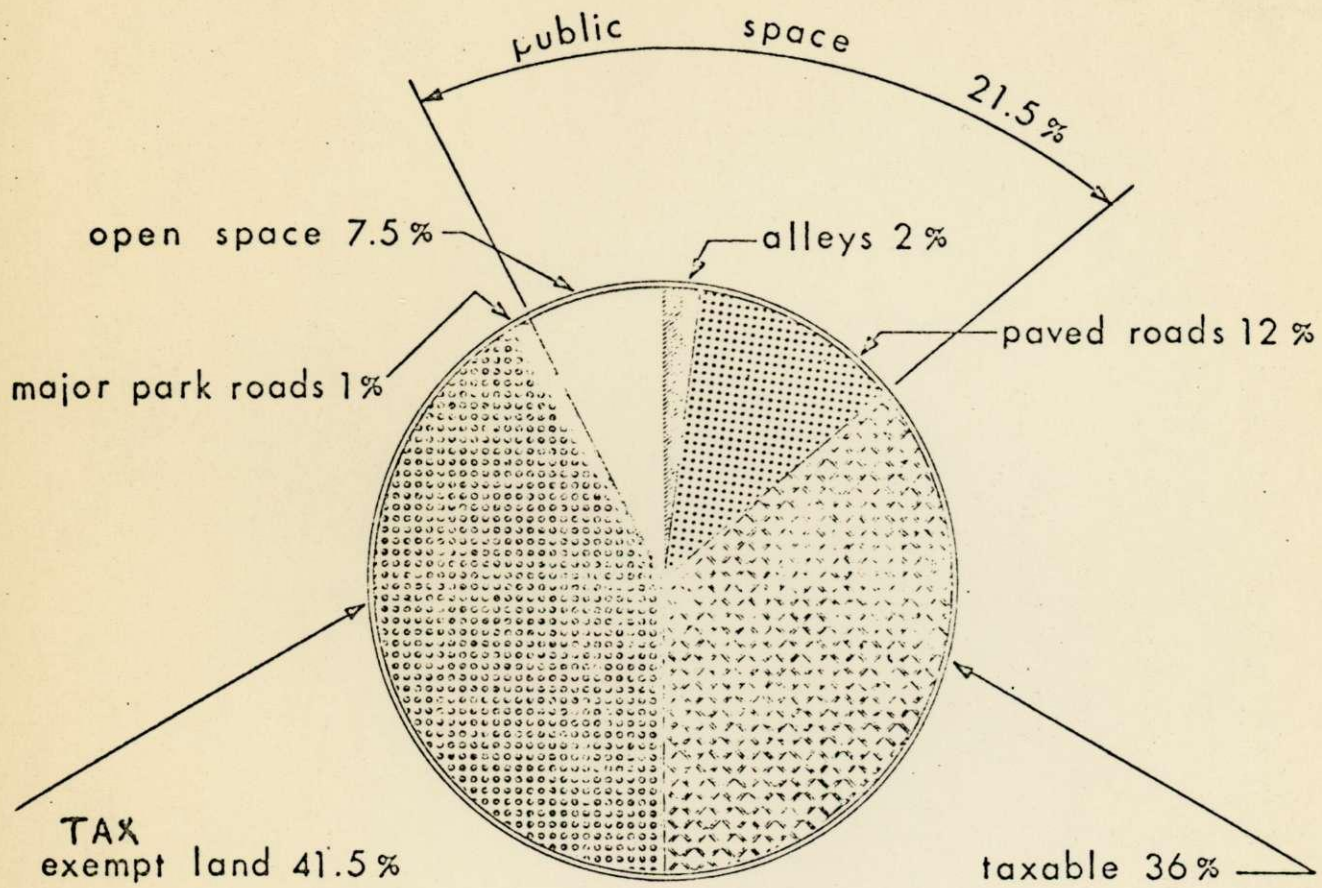
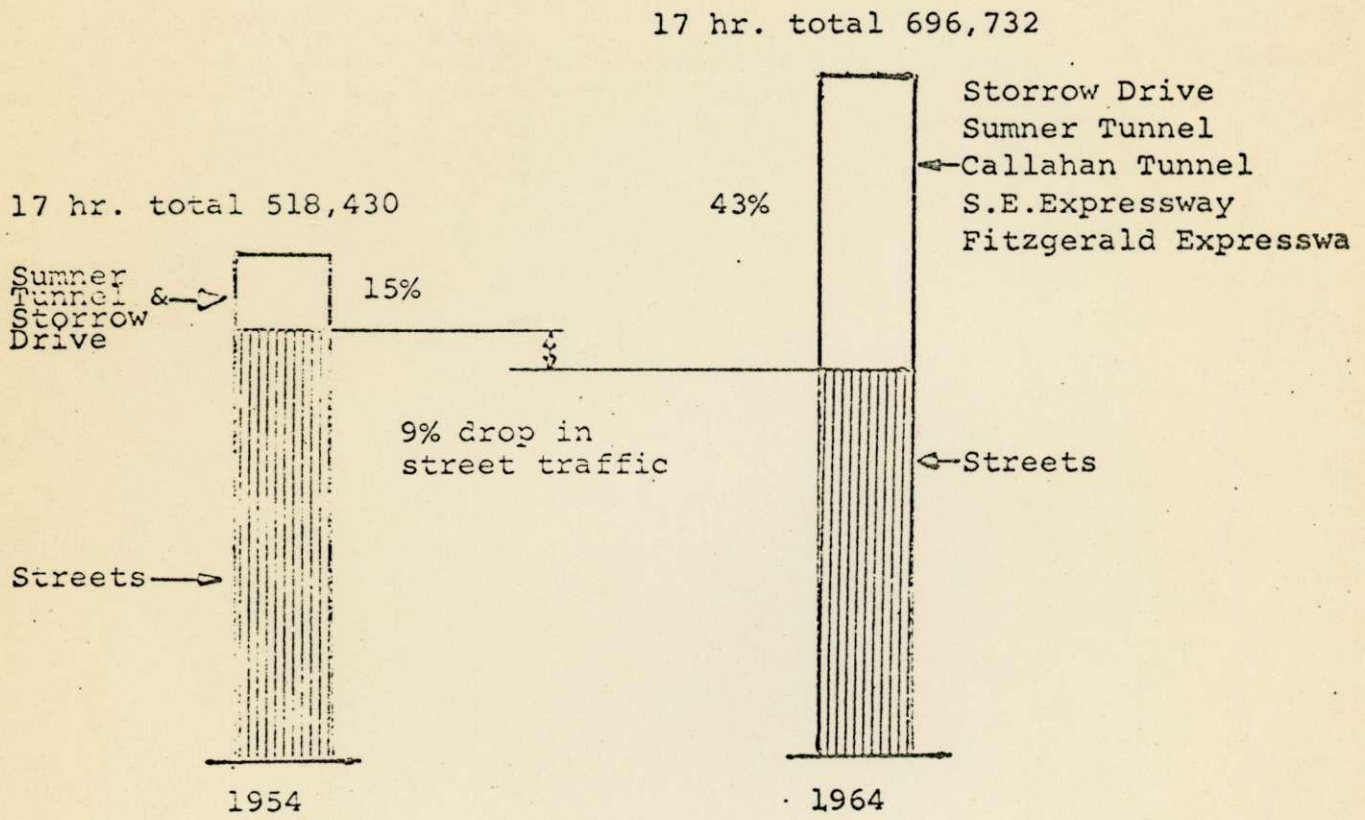


EXHIBIT A-3

All Vehicles Crossing Downtown Boston Cordon Line
7:00 AM to 12:00 Midnight



r48jd22
MR. SHEAR: Duncan Wall, Metropolitan Citizens
Council for Rapid Transit.

(No response.)

Is Mr. Wall here?

(No response.)

Mr. J. C. Turner, President, Greater Washington
Central Labor Council, AFL-CIO.

STATEMENT OF:

J. C. TURNER, PRESIDENT, GREATER WASHINGTON CENTRAL LABOR
COUNCIL, AFL-CIO

MR. J. C. TURNER: Madam Chairman, Members of the
National Capital Planning Commission: Thank you very much
for the opportunity to appear before you and I must comment
on the marvelous sense of public dedication the Commission
has to keep going at this late hour to try to allow the
citizens an opportunity to testify on these important matters.

We wish to compliment the National Capital Planning
Commission on the preparation of a fine basic plan for the
physical aspects of the growth and development of the Nation's
Capital. We are disappointed, however, that social planning
for the people of the City was not included. The Nation's
Capital is the sum total of the people who live in it.

In general, we are in accord with the recommendations
as they pertain to the Federal establishment and to the down-
town area. Plans for certain specific areas, as an Anacostia

T48jd23

Uptown Center, an International Center, Mt. Vernon Square and Judiciary Square, Union Station and others are outstanding. But planning for the people of Washington, for the neighborhoods where they live, must be more specific and more complete.

Some of the kinds of housing proposed for low- and middle-income groups are excellent but housing alone is not enough for these neighborhoods. There should be schools, churches, shops, public facilities such as health centers, fire and police precincts, recreational areas, including playing fields and swimming pools and some kind of multi-purpose auditorium to enable the people of the neighborhood to have the fullest expression of their talents, as well as a public meeting place.

This is an area of activity which, of necessity, would have to be coupled with social planning.

With all the programs that we have today for the eradication of poverty and the rehabilitation of families and individuals and which should continue to be expanded throughout the next 20 years, it would seem to us that our efforts should be in the direction of uplifting rather than as the tone of the presentation suggests, a perpetuation of the status quo in ghetto-type environment, even though it be a somewhat improved one. We must eliminate poverty. We must not accept it.

T48jd24

We will skip down here so far as the social aspect is concerned to say that we favor a comprehensive program for improving the skills, opportunities and abilities of the impoverished, the discriminated-against and the uneducated.

The quality of education and training must be improved at every level, dealing especially with problems of motivation and including vocational rehabilitation to compensate for the economic need resulting from cultural deprivation, segregation and isolation.

Moving on down, we must have the comprehensive, balanced transportation program as is outlined in the Plan. We support the Commission in its action last year generally in approving the various highway routes and completion of the Inner Loop.

Rail transit and freeways are equally necessary. Esthetics and relocation of residents must be our first consideration in transportation planning. Air space above freeways and rail systems must be utilized for housing, recreation and public health facilities.

(Laughter.)

Insofar as it is possible, freeways and rail systems must be built below normal street levels.

Thank you, Madam Chairman.

(Applause.)

MR. SHEAR: Laura Lee Spencer.

(No response.)

Jesse Devore, President, Ivy City Trinidad
Citizens Association, Incorporated.

(No response.)

Joseph Kogok.

(No response.)

Theodore R. Hagans, Jr., District of Columbia
Chamber of Commerce.

STATEMENT OF:

THEODORE R. HAGANS, JR., THE DISTRICT OF COLUMBIA CHAMBER
OF COMMERCE UPTOWN PROGRESS, INCORPORATED

MR. THEODORE R. HAGANS, JR.: I am Theodore R.
Hagans, Junior, a native Washingtonian.

To Mrs. Rowe and Members of the Commission I
apologize for missing the first call, but, as I said in my
letter requesting permission to speak last night, we had
our quarterly meeting tonight.

I would like to say that the D. C. Chamber of
Commerce, the Washington Business League and Uptown Progress
thought very seriously on this and I thought even more
seriously again tonight after hearing the testimony of the
citizens groups of last night.

We didn't change our testimony because we felt that
Washington, it is unfortunate, does not have the opportunity

T48jd26

to vote on what it's supposed to do with its freeway system. Apparently it has been planned and, like automobiles and population growth, freeway systems are a necessity and, like night and day, they are going to come.

I think the better procedure would be to make the best of the freeway system, see that it serves the community adequately, see that it is proper in its location and make the best of it.

Certainly in a municipality such as Washington where we cannot vote out the system, we must tolerate it. Therefore, we must make sure that it's properly planned.

With this in mind, I would like to read my statement.

It is my privilege to make this statement in behalf of the District of Columbia Chamber of Commerce and Uptown Progress, Incorporated.

The D. C. Chamber of Commerce, organized more than 30 years ago, is composed of business and professional people throughout the city of Washington, D. C. Both the D. C. Chamber of Commerce and Uptown Progress represent businessmen throughout the near north side of Washington. Some of our members are concentrated along the Florida Avenue and U Street areas, upper 7th Street and upper 14th Street.

We wish to testify in favor of the modest freeway program that is proposed in the Comprehensive Plan under

T48jd27

discussion tonight. As businessmen, our members know the value of accessibility to an increase in trade. We notice that the other large cities have their freeway programs much farther advanced than does Washington and we also notice, regrettably, that much of the growth of business in the Washington area is out along the Beltway where the freeways are now finished and in use.

We believe that business will be benefited tremendously both in downtown Washington and uptown Washington by a system of modern freeways. Particularly, we are interested in the Inner Loop freeway system and the North Central Freeway. These proposed roads, passing under and over all existing streets, will get rid of much of the through traffic that now congests 16th Street, 14th Street, 13th Street, Sherman, Georgia and New Hampshire Avenues and will channel that type of traffic over onto the Freeway. The type of traffic we want is shopping traffic and we want our local streets relieved of the through traffic so that shoppers will have easier access. The North Central Freeway and Inner Loop will also enable more shoppers to come to our part of the city providing there are on-and off-ramps from the freeway to the major uptown streets.

Regarding the North Leg of the Inner Loop, we object to the suggested location of it in a tunnel under downtown K Street. By routing it through the very heart of town, K Street,

T48jd28

you will be defeating the purpose of an Inner Loop, which is to provide a bypass for the central area, rather than to funnel all of the through traffic through the middle of downtown.

We recommend that the North Leg of the Inner Loop be built alongside Florida Avenue, Northwest --

A VOICE: People live there.

MR. HAGANS: -- where there is a small hill providing excellent grades for notching the freeway into the hillside and allowing it to pass under most of the major streets. By following the hill just north of Florida Avenue, the North Leg could pass under the lawns and playgrounds of Cardozo High School in such a way that the neighborhood would not know it is there.

We believe the Florida Avenue location would cause less displacement of residents and businesses than the originally proposed location parallel to S and T Streets. The Florida Avenue hillside provides wonderful opportunities for attractive structures and designs due to the changes in elevations along the slopes.

T49

Another reason we recommend the Florida Avenue location for the North Leg is that we do not want the freeway to separate our business district from downtown Washington. We want complete and easy access between the two regions. A freeway south of U Street would separate the community much more than at Florida Avenue. Florida Avenue is the

T49jd29

original city boundary and today is the boundary for many of the civic, redevelopment, census and welfare regions. The location cannot be surpassed, in our opinion.

Please do not interpret these remarks to mean that we are not sympathetic to the hardships of people who live in the path of the proposed freeways, no matter where they will be built. We believe that the current locations, if the Florida Avenue route is included, have been carefully selected so as to displace the least number of people. Having reduced the total displacement in this matter, there are other measures which will soften that impact.

For the first time in the history of public works, people that have to be removed for highway-building are now entitled to be paid removal costs up to \$200 per family and greater amounts for the removal of businesses. This is in addition to paying the owner for full value of the land taken.

Also, new designs proposed by the highway officials would enable the building of modern highrise apartment houses alongside or over the freeways, which will house more people than have been replaced who formerly lived in the old row houses.

Also pending is legislation to legalize the building of structures in the air rights over the top of freeways which will enable the building of housing, schools, parks and playgrounds, or any type of structure needed straddling the freeway.

T49jd30

This has been done in other cities and should be done here.

Ladies and gentlemen, please record us as being for progress. Let the record show that we favor the building of the essential freeways listed in your plan along with provisions that the subway system be built first, that

displaced people through air rights legislation or housing

programs
/ be made so that the highway may progress.

..21

Thank you.

(Applause.)

MR. SHEAR: Raymond N. Morauer, President,
Washington Trailer Company, Incorporated.

(No response.)

Madam Chairman, that concludes the second call of the list of witness in accordance with your statement at the beginning of this evening's session.

I will now call the names of those whose requests to testify were received after the close of business on June 12th.

Mr. William Smith, President of the Palisades
Citizens Association.

STATEMENT OF:

WILLIAM SMITH, PRESIDENT, PALISADES CITIZENS ASSOCIATION

MR. WILLIAM G. SMITH: Good evening, Chairman
Rowe, Honorable Commissioners, ladies and gentlemen: I am
William G. Smith, President of the Palisades Citizens

T49jd31

Association. Our Association of over 2000 members serves the western section of the District along the Potomac River.

I have lived here for 27 years and I speak from knowledge about our municipal affairs. In this hearing I have heard everything. You have been called: commissars, homewreckers, omnipotent, omniscient, powerless, inconsiderate, unsympathetic.

I went home last night to study the dictionary to find out what they had left out. I deny all these charges. You are the first Commission to hold public hearings. You are trying to improve our city. You are working hard and long-suffering.

(Applause.)

Speaking for my Association, I acknowledge our debt of gratitude to you and express my personal sympathy and thanks. Now that I got that off my chest, let me tell you our position.

One - We appreciate the opportunity to review the transportation section as part of the proposed total picture for the District. This plan is an attempt to relate and reconcile the various competing and conflicting interests such as the highway lobby, federal agencies, residents, mass transit enthusiasts and others.

We recognize that such an attempt challenges the ingenuity of the staff because they have to reflect the views

T49jd32

of their Commission, which has scarcely spoken with a single voice on these questions. The fact that all of the federal agency representatives frequently vote as a bloc following the lead of transportation officials has not been lost on the citizens, any less than it must be perceived by the Commission staff.

Turning now to the Plan on page 22, several principles are set forth. Number one preserves residential areas. We would agree but not at the cost of isolation as the transportation plan may provide. On principle number eight the requirement that the transportation system be specifically functionalized may conflict with our belief that the system should be thoroughly integrated to make maximum use of mass transit facilities and to minimize the expenditure of funds for commuter convenience.

Finally, we must emphasize that the jurisdiction of this Commission is the District of Columbia and that we residents are conscious of the costs to us of cooperating with commuting suburbs in creating an integrated metropolitan plan. I use the word integrated because racial integration is a hostile concept to the neighboring commuters in Maryland and Virginia. We believe that these commuters should board public transportation facilities near their homes to get to work downtown.

Now, to speak specifically about our immediate area:

T49jd33

We support the parkway at Canal Road with continued use by commercial traffic as of present. If this commercial traffic cannot use a dual roadway at Canal Road level, it would have to be diverted up the hill to MacArthur Boulevard which has weight and design limitations because it also carries the principal water main system for the District.

Four - We support completion of Route 66 as soon as possible. Opening Roosevelt Bridge to commercial traffic will permit completion of this road several years earlier than waiting for a Three Sisters Bridge.

Five - We support a low-level bridge at the Three Sisters site when its need has been proved. We have earlier mentioned the need for its justification because the new 14th Street Bridge may reduce the traffic demand and opening Roosevelt Bridge to commercial traffic should further reduce the traffic justification for a Three Sisters Bridge.

Six - We support changes in the Plan's proposed interchanges for Whitehurst Freeway and Three Sisters Bridge so that our residents can have access in both directions to these proposed facilities. As the Plan is presently drawn, these are 100 per cent commuter facilities. These two systems would be exclusively available to commuters because no District residents could get onto them after the Washington Circle interchange. Virginia commuters could use Three Sisters Bridge and Maryland commuters could use the Palisades

T49jd34

Parkway. You know Distric taxpayers will be reluctant to spend many tens of millions of dollars for these two facilities if they cannot use them.

Seven - We support continuing Key Bridge as an essential part of our highway system. The Plan as drawn appears to make Key Bridge obsolete because it would be accessible only to local traffic.

Eight - We support immediate improvement of our bus service and arrangements for it to connect as close to our area as possible to the subway system. Our present bus routes give us poorer service than we had 30 years ago with the Cabin John Streetcar.

Nine - The Plan supports on page 117 improved surface and helicopter transportation to the airports. Right now this service must be provided between several points in the Metropolitan area and Dulles and Friendship airports. This transportation problem is critically important to resolving the problem of jets at National. We regret that the Plan has not recognized the incompatibility of a program to improve our city with the existence of a jet airport in its center. This anachronism can no longer be tolerated.

Thank you.

(Applause.)

MR. SHEAR: Reverend John Dillon and Reverend James Scanlon, St. Anthony's Parish, Brookland.

T49jd35

(No response.)

Is either Father Dillon or Father Scanlon here?

(No response.)

Mrs. Jessie West, Chairman, Consumer Commission
of Change, Incorporated.

(No response.)

Is Mrs. West here?

(No response.)

Mr. Kenneth Kennedy, Northeast Neighborhood Council,
Incorporated.

STATEMENT OF:

KENNETH C. KENNEDY, CHAIRMAN, NORTHEAST NEIGHBORHOOD COUNCIL,
INCORPORATED

MR. KENNETH C. KENNEDY: Madam Chairman, Members
of the Commission: My name is Kenneth C. Kennedy. I am
Chairman of the Northeast Neighborhood Council. I am again
pleased to offer testimony on the 1985 Proposed Plan on
behalf of the many residents, associations, businesses and
churches of Upper Northeast Washington.

The concluding sentence of the first introductory
paragraph of the transportation section reads as follows
and I quote:

"Finally, the transportation system is a major
physical element in the city, for it occupies a significant
amount of land and has a strong impact on the eye and the ear."

t50jd36

Unquote, page 108.

I wish to emphasize the concluding words of this quotation, a strong impact on the eye and the ear, and note a grevous omission. This omission is the failure to include the sense of smell and indeed also the sense of taste. I pertinently address myself to the problem of pollution, both air and soil.

I would earnestly hope that Rachel Carson's landmark book Silent Spring would become a mandatory guide for all transportation planning in Metropolitan Washington. While Silent Spring primarily addresses itself to the use of insecticides, the exhaust of internal combustion engines, with their products of nitrogen and oxygen carbons, are not without possible severe effects.

We are now witnessing a very severe tree blight in Northeast Washington which appears proportional in severity to the increase in traffic that has occurred in Northeast Washington. I cannot link tree blight and traffic increase as causal, as this is beyond my competency. I plead, rather, that very critical studies first be done to study the effects of the substantial increase of exhaust that will occur because of the freeway development on plant and soil ecology. As freeways channel automobiles into narrow paths, freeways, likewise, channel exhaust into narrow paths.

With the large amount of attention devoted to air

T50jd37

pollution, I am amazed that the transportation portion of the proposed Plan fails to devote one sentence to air or soil pollution. It is not in the least sufficient to say that air and soil pollution are the responsibility of another agency or that federal controls will be operative.

Silent Spring warns us of irremedial destruction to plant, soil and microbe ecology. We would like to receive from the Commission a report on how much time and effort was spent on soil and air pollution. It may very well be that the Commission's failure to investigate the impact on smell and taste may very well guarantee the impact of ugliness on the eye and the nose and the ear.

The proposed transportation plan in its 1967/1985 Major Thoroughfare Plan constitutes for us our greatest disappointment. If North and South Capitol Streets are defined to be the boundary between East and West Washington, then the following observations can be made:

One - With the single exception of the Center Leg Freeway, all major freeway construction within Washington in the residential areas occurs in East Washington. The Center Leg is the low-income area where prior residents had no real opportunity to voice their concern.

Two - By no stretch of imagination can the limited-access freeways being built in East Washington be of great utility to the residents living in East Washington.

T50jd38

Three - Housing in East Washington is already crucially scarce. We simply are opposed to any removal of housing for freeways.

(Applause.)

Four - Housing in East Washington, and I specifically refer to Upper Northeast Washington, is basically in sound condition and located in excellent residential areas. The secondary arterial plans in the street development as a system linked with major arterial street development, Rhode Island, North Capitol, Michigan Avenue, will utterly depress residential neighborhoods. The compactness of the secondary arterial development in East Washington simply guarantees that our entire Northeast area will be surrendered to the automobiles. These autos, by the very nature, location and design of the secondary arterial and major arterial streets, are serving those vehicles entering and leaving the District to and from downtown Washington. Housing is intrinsically linked with children and schools. Our inspection of your transportation diagram shows that the major increase of street traffic will occur in front of or near elementary schools and playgrounds. This does not enhance residential areas.

Five - We resent that sound freeway planning in Washington, D. C. is based on the fact that because of Congressional action no freeway is to be built west of 12th

T50jd39

Street, Northwest. We hope a good Senator will introduce a resolution forbidding freeway construction east of 12th Street, N. W.

(Applause.)

Six - Lastly, we are shocked and disappointed that despite the overwhelming protest by the citizens of the District of Columbia at the Highway Department hearings on the Northeast Freeway that we again must fight this battle. In our opinion, exceedingly bad judgment and decision is now causing the construction of the Center Leg Freeway. We plead for courage. Do not allow the fact that the Center Leg is being constructed to dictate the completion of the entire freeway program.

(Applause.)

To do so, we believe, would be irrational planning.

We recommend that the mass rail transportation plan be increased with a spur out Rhode Island Avenue, Northeast, with a turn-around at the District Line; a spur out Michigan Avenue with a turn-around at the District Line. Likewise, a spur should extend out Florida Avenue and Benning Road with a District Line turn-around.

After an initial period of use, these lines could extend into Maryland. We suggest in each case a District Line turn-around for a specific reason. We believe the District is already grossly over-saturated with automobiles. At each

T50jd40

turn-around, we would recommend free **fringe** parking. We must now stop the increase of autos entering the District. Indeed, we must set as an objective a ten per cent decrease by 1975, with an additional 15 per cent decrease by 1985.

The decrease is to be a decrease of the 1965 figure. If this decrease was a goal of transportation planning, then I believe we citizens and residents of Washington, D. C. would begin to see rational transportation planning. We would also begin to see a more beautiful city. Unfortunately, the transportation plan has the wrong goals.

Madam Chairman and Members of the Board, kindly indulge me while I mention one final matter regarding Upper Northeast Washington, excluded from the prepared testimony.

In each of my prior appearances before the Commission I have raised the question of the site of the National Training School which will become available shortly to the District of Columbia. This is the largest single acreage of land available for use by the citizens.

Your Plan calls for the development of housing thereon, some 16000 additional residents in our community. While we don't agree with your Plan, we believe this is vital and important. There are others of us who believe that its use could best be had by being used for higher education purposes, in accordance with the recent passage of legislation to that effect.

T50jd41

In any event, whether for housing, education or otherwise, not one single consideration has been given to a rapid transit line to this site, while surrounding us are the freeways.

My final comment before you cut me off, Madam Chairman, relates to you.

We have caused to be sent to the President of the United States a request asking that he speedily rename you as Chairman of this Commission for your outstanding service.

We thank you.

(Applause.)

CHAIRMAN ROWE: Thank you.

MR. SHEAR: Madam Chairman, in the recall, the second call of the witness list, I neglected to call the name of Arthur E. Morrissette, Chairman, Communications, Committee of Concern, Business and Professional People in the Number Eleven Precinct.

Is Mr. Morrissette here?

(No response.)

Madam Chairman, the last name that I have on the supplemental list is Paula Echeverria, Housing Advisor of the Urban League.

CHAIRMAN ROWE: I think that you will be the last witness. I did say when we started that if there was time we would hear from members of the audience but I think that

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T51jd42

the time has run out.

So my apologies to any of you who have waited hoping to go on but I think it's too late to call from the audience.

STATEMENT OF:

PAULA ECHEVERRIA, HOUSING ADVISOR, URBAN LEAGUE NEIGHBORHOOD DEVELOPMENT CENTER

MRS. PAULA ECHEVERRIA: Madam Chairman, Members of the Commission: I am grateful for this opportunity tonight to at least end this very long and attentive session that you have permitted us to have the last two nights.

I am representing, actually, Mr. John Howard, who is the Chairman of the Spur Committee, the Committee of Shaw People for Urban Renewal. He represents -- He would have been representing here the Mid-City Housing Alliance of the Urban League Neighborhood Development Center this evening. This is a committee that is composed of our Northwest One Urban Renewal Committee, our Dunbar High School Expansion Site Committee and two Freeway Committees, in addition to the Spur Committee that I mentioned earlier.

The Urban League Neighborhood Development Center is one of ten community organizations funded by the United Planning Organization. Our neighborhood is largely in Northwest Washington and it's bounded by the B&O tracks on the west and Mt. Vernon Square on the east. It is part of the

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T51jd43

Near North Planning District delineated in the 1985 Plan. Our area contains four urban renewal areas and two sections of the Inner Loop and Center Leg of the Inner Loop Freeway.

The principal problems we face are the acute shortage of standard housing in our area, the difficulty of matching jobs to the large number of unemployed and underemployed people in our area and needed improvements in our schools.

The transportation plan affects each of these problems, either through its negative impact on our housing and schools or by its omissions that deprive our people of the benefits of a well designed balanced transport plan. A plan that would help us would clear our streets of unnecessary through traffic and make it easy for us to travel to work within the city and out into the suburbs.

And I will depart from my text for a minute to comment that both Mr. Hagans of the D. C. Chamber of Commerce and Uptown Progress and we have very much the same attitudes, really. While we address ourself to the problem of the Center Leg because this is something already under construction, we address ourselves to the problem of the Inner Loop, which is something that could really help relieve the traffic problems in the inner-city residential areas and we find this plan is faulty in providing just the kind of relief to residents of the inner-city that it might well have done.

T51jd44

There are four specific plan changes that we, therefore, recommend either to be followed immediately or that you consider extended study on in the future:

The first is on the eastern side of the North Leg from the K Street Tunnel up to New York Avenue route.

Secondly would be the termination of the Center Leg of the Inner Loop on New York Avenue, a merging together of both at that point.

Thirdly, after the completion of the subway system and an analysis of what is happening and a study of the Florida Avenue route for the North Leg, because we feel that the K Street route will do absolutely nothing to solve the problems of the inner-city in bringing the traffic through the streets of the Shaw Urban Renewal Area and we doubt whether -- we don't know, really, how much the North Central Freeway is going to help in that regard.

Lastly, the most obvious gap in this plan is the omission of a subway line through the Cardozo area and our very strong support for such a line.

I will go into rapid detail on the reasons for the changes that we are asking for.

The present plan calls for an intersection of the K Street Tunnel with the Center Leg at this point. As you know, we and the Traffic Department have been working for over a year on the possibility of air rights housing on that site.

T51jd45

However, the junction or the intersection of those two lines at that point obviously requires a major interchange and would, therefore, eliminate any possibility of air rights housing.

We're a dedicated -- We know that there are many problems related to the air rights housing and we are not at all satisfied with the solutions that the consultants have come up with to date. We are planning to work on them further but we feel that there are solutions to these problems and we are dedicated to getting that housing in.

I remind you that this will give us a net increase of about 125 units of housing, low-cost housing for families who are very badly in need of housing in our neighborhood.

Furthermore, the K Street Tunnel will cause further disruption in the construction of housing in our area by passing through Northwest One Urban Renewal Area. I am, frankly, amazed that the Redevelopment Land Agency is not here publicly. I don't know how much they have done privately in protesting the K Street route going through Northwest One.

Northwest One has been in execution for close to three years now. We don't have a single unit of housing built yet and I am hard put to understand how it would be possible to excavate the tunnel through K Street without further delaying construction of more than 500 units of housing that would be flanking either side of K Street. The same

T51jd46

kind of objection applies to Northeast One which has its own problems in development which I cannot fathom but I am sure that any of the factors that are now inhibiting the rapid advance of the execution of Northeast One would be further inhibited by the construction of the tunnel under K Street there.

Therefore, we urge the Planning Commission to seriously examine the desirability of a route that follows New York Avenue east of Mt. Vernon Square. We have already had lengthy consultations with the Highway Department. We have examined many alternatives and the best route that is available seems to be the New York Avenue.

Now, on the Center Leg itself, your own 1985 Plan makes a very strong case against the continuation of the Center Leg up New Jersey Avenue where it passes Dunbar High School, right up here (indicating), and then crooks to the east. It goes under McKinley High School lot and then goes out until it finally joins up with the North Central Freeway.

Your planners point out that this route unnecessarily separates the Dunbar High School from its feeder population. It further unnecessarily disrupts the residential area and, if one examines this plan, the only explanation for this hook that I can think of is that it is a historical leftover from an earlier concept of design which would have been a

T51jd47

real Inner Loop and therefore a need to bring the Center Leg right up to join the North and South Legs of the Inner Loop.

But, since we don't have the Inner Loop at the moment, it seems rather foolish to give us two sides of a triangle when a hypotenuse would bring us there in shorter distance with obviously much less construction expense and would not then disrupt a neighborhood but, on the contrary, would go through a rather natural divider line between two areas.

Again, we would urge that it be tunneled so that, even though I say it's a natural divider, we don't want to isolate or enforce division between two areas that really are very similar and homogeneous in character.

Therefore, we urge you to stand by the position so very neatly stated in the 1985 Plan. We think the Center Leg should logically stop at 3rd Street and interchange here with our proposed rerouting of the North Leg to permit traffic to reach out into the North Central Freeway, if it is built, on the shortest route.

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Another corollary argument to eliminate that crook in the Center Leg is the desire of most of the community in the Shaw area for an educational park. We had been working very hard for an educational park that would link Dunbar High School and Shaw Junior High School and, despite Mr. Hansen's

T52jd48

statement of the other day, we are going to continue to work for it very hard.

Dunbar High School expansion plans have already been severely damaged by the threat of the Center Leg passing by the edge of its lot. A better expansion plan for Dunbar could be achieved if this threat were removed. The design of the Educational Park linking Dunbar to Shaw and its feeder area on the west side of New Jersey Avenue would be both simpler and more economical, again.

MR. SHEAR: Two minutes.

MRS. ESCHEVERRIA: We say this while recognizing that Mr. Airis and the Highway and Traffic Departments have been consistently outcoming and honest in their demonstrations of good faith in trying to work out air rights solutions. We feel that one could get an even better solution without having to go to air rights.

I will then not go into any more detail. Mr. Hagans really covered for us the reasons that we think that Florida Avenue should be very seriously studied as an alternative to K Street as the real development of the function of an Inner Loop highway. In our development of plans for setting the plans for the Shaw Junior High School, we discovered we couldn't close any street there in order to develop Shaw in a proper way.

Your plan again points out that we need 55 acres of

T52jd49

additional park land in Shaw. One way to get it is to close the enormous amount of acreage that's occupied by streets but, if you look at your plan, almost every street through the Shaw area is either a major arterial or a secondary arterial, because of the expected continual heavy traffic flow because of the inadequacy of the Inner Loop, as it is today.

Therefore, we urge you very seriously to consider this program.

Lastly, again I will repeat our amazement that the subway line was not brought down through the Cardozo area or through now what is called the Shaw Urban Renewal Area. We understand that the Columbia Road spur has been expunged from the plan, which we don't like at all, but, then, if that were done --

(Ringing of bell.)

-- why wasn't there a replacement thought of in the Shaw area?

I don't have to go into the arguments in favor of this position which I know you will consider seriously.

Thank you very much.

(Applause.)

(Mrs. Escheverria's full statement reads as follows:)

TESTIMONY OF URBAN LEAGUE NEIGHBORHOOD DEVELOPMENT CENTER ON THE
TRANSPORTATION PLAN OF
THE NATIONAL CAPITAL PLANNING COMMISSION

June 14, 1967

I am John Howard, Chairman of SPUR--the committee of Shaw People for Urban Renewal. I am representing the Mid-City Housing Alliance of the Urban League Neighborhood Development Center composed of representatives from Northwest One Urban Renewal area, Dunbar High School Expansion Site, and our two Freeway Committees--in addition to my own SPUR committee.

The ULNDC is one of ten community organizations funded by the United Planning Organization. Our neighborhood is largely in Northwest Washington bounded by the B & O tracks on the west and Mt. Vernon Square on the east. It is part of the Near North Planning District delineated by the National Capital Planning Commission. The area contains four (4) urban renewal areas and two (2) sections of the freeway.

Principle problems we face are the acute shortage of standard housing, the difficulty of matching jobs to the large number of unemployed and under-employed in our area, and needed improvements in our schools.

The transportation plan affects each of these problems--either thru its negative impact on our housing and schools, or by its omissions that deprive our people of the benefits of a well designed balanced transport plan. A plan that helps us will clear our streets of unnecessary thru traffic and make it easy for us to travel to work within the city and out into the suburbs.

There are four specific plan changes we recommend:

1. New York Avenue route east of Mt. Vernon Square
2. Termination of the Center Leg of the Inner Loop at New York Avenue
3. Florida Avenue route for the North Leg of the Inner Loop

west of Mt. Vernon Square.

4. A subway line in the Cardozo Area in the First Stage of Construction.

1. New York Avenue Route East of Mt. Vernon Square

The present plan calls for an intersection of a K Street Tunnel with the Center Leg at Third Street. The interchange required here will eliminate the 327 units of air rights housing proposal that we originated with the Department of Highways and Traffic. We have been working over a year with the Highway Department and their consultants on this project.

This proposal was presented to you for informal discussion a few weeks ago. There are still several problems that have to be resolved, but we know there are solutions to those problems and we are dedicated to getting this housing built.

Therefore, the interchange on K and Third Streets must be eliminated.

The K Street Tunnel will cause further disruption by delaying construction of housing in the Northwest One Urban Renewal Area.

Northwest One has been in execution for close to three years and not a single unit of new housing has been completed yet. Over 500 units of new middle and low income housing flank K Street between North Capitol and New Jersey Avenue. Architectural plans are now being developed and delay here would be unconscionable.

The same problem of delays and disruption of Urban Renewal progress applies to the Northeast One Urban Renewal area--an area in execution for an even longer period of time. Therefore, we urge the Planning Commission to seriously examine the desirability of a route that follows New York Avenue east of Mt. Vernon Square. We have already had lengthy consultation with the Highway Department, have examined many alternatives and consider New York Avenue

the best route available! A New York Avenue Route would leave the two Urban Renewal Areas and the air rights housing untouched by highway construction and furthermore would reduce unnecessary disruption caused by the present plans for the Center Leg.

2. The Termination of the Center Leg of the Inner Loop at N. Y. Avenue

The proposed 1985 Comprehensive Plan makes a strong case against the continuation of the Center Leg up New Jersey Avenue where it passes Dunbar High School, going to R Street where it crooks to the east. It then passes thru a residential area, past McKinley High School grounds until it reaches the B & O Railroad Tracks.

In the 1985 Plan, you point out that this route unnecessarily cuts off Dunbar High School from its feeder area and, unnecessarily, disrupts and in part destroys residential areas on R Street both East and West of North Capitol Street.

This is absolutely true and we urge you to stand by this position. Examination of past plans shows that this crook in the road is an historical left-over from a former proposal for the Inner Loop on T Street.

We think the Center Leg should logically stop at Third Street and New York Avenue. An interchange here with our proposed re-routing of the North Leg would permit traffic to reach the North Central Freeway on the shortest route, with minimum disruption to neighboring areas.

We are working hard for the establishment of an Educational Park that would link Dunbar High School and Shaw Junior High School. Dunbar High School expansion plans have already been severely

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damaged by the threat of the Center Leg's passing on the edge of its lot. A better expansion plan for Dunbar could be achieved if this threat is removed. The design of the Educational Park linking Dunbar to Shaw and its feeder area on the west side of New Jersey Avenue would be both simpler and more economical. We say this, while at the same time appreciating the willingness and past demonstrations of good faith on the part of the Highway Department to work for air rights solution to this problem.

We especially wish to point out that the 1985 Plan shows a solution to the problem of the Center Leg in the Urban Design for Judiciary Square that will not solve the problems we mention. The interchange of K Street and the Center Leg is still part of that design--effectively eliminating our 327 units of air rights housing. Therefore, we urge again that both the Center Leg and K Street North Leg of the Inner Loop be rerouted on to New York Avenue, to provide a clear platform for 327 new units of air rights housing, a net gain of 150 for the area; to speed construction of new housing in Northwest One; to stop needless destruction of existing housing in Northwest and Northeast along R Street; and to improve design prospects for schools that serve the local population.

3. The North Leg of Inner Loop West of Mt. Vernon Square

Though the construction of the North Leg of the Inner Loop on K Street in the downtown area does not directly affect this community, it leaves unsolved the traffic problem of north-south streets in the Shaw Urban Renewal Area.

We understand that the North Central Freeway may drain 50 per cent of thru traffic from city streets. This traffic will be coming from suburbs. However, we know that much thru traffic originates within the city. The present plans do nothing to drain this traffic flow from Shaw area streets. In the study of alternate sites for the Shaw Junior High School, we learned that it was the impossible to consider street closings because of the anticipated heavy flow of traffic on the north-south streets. Almost every one of these is indicated as a major or secondary arterial through the Shaw Urban Renewal Area. It seems that very little benefit will derive from the K Street North Leg for those living and working in the Cardozo Area.

Therefore, we urge the reconsideration of the North Leg along Florida Avenue. This route would permit the Inner Loop to perform a true function of draining through traffic from the central city. And its location has excellent support from the point of view of civic design and natural topography.

4. The Subway

Lastly, we raise our voices in amazement over the omission of a subway line in Cardozo. We understand now that plan changes are afoot to replace the Columbia Road Spur with a line through the Shaw area. We urge that this be done in the first stage of construction, 1967-72. The rapid transit system as it now stands will help suburbanites enter the city and will reduce the enormous flow of daily commuter traffic. But this is supposed to be a balanced transport plan!

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This plan ignores the second potential economic benefit for the subway which is the easing of travel to work by those who live in the inner city and cannot get to jobs in the suburbs. We will not take time here to discuss the severe problems caused by unemployment and limited earnings of those who live in the inner city. We will remind you though that it is the Negro population of Washington that we are talking about. Jobs exist in the suburbs but housing is closed to the overwhelming majority of us there. Housing exists and is being built in the inner city and open occupancy in the region is still a long way off. It is essential that those who work now, those who need jobs and those children not yet in the labor force will need the high earnings that suburban employment permits in industries along the Beltway or the Route 70S corridor and construction for the new towns planned in the region.

A subway route, perhaps on 7th Street, will strengthen the economic base of that area and will contribute as much if not more to the economic ^{and} /social health of this city as the removal of commuter cars thru the construction of the Connecticut Avenue subway line.

Therefore we urge inclusion in the first stage of subway construction of a subway route through the Cardoza Area.

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CHAIRMAN ROWE: I think -- I know, I don't only think, I know we have come to the end of a very long evening and the end of two long evenings.

I am not going to use ten minutes but I just think it might be helpful if I repeat one or two of the things I said yesterday at seven-thirty.

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

Copies of the record may also be obtained from the Jo Ann Withers Reporting Service at 1906 M Street.

Following this hearing, the Commission and its staff will review the comments received at the hearing and submitted for the record, as well as those received in the series of public meetings previously held by the Commission on various parts of the Proposed Comprehensive Plan. Together with the views of official agencies submitted to the Commission, the comments will be used in preparing the Comprehensive Plan for the National Capital for adoption by the Commission in accordance with the National Capital Planning Act of 1952. The Major Thoroughfare part of the Comprehensive Plan is required by law to be approved by the Commissioners

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of the District of Columbia, as well as by the Commission, and the Mass Transportation Plan is required by law to be approved by a joint board consisting of the District Commissioners and the members of the Public Service Commission.

Thank you all very much, my colleagues here (indicating dais), my friends there (indicating audience). I have learned a lot. I hope everybody else has.

Thank you.

(Applause.)

(The hearing adjourned at 12:23 o'clock p.m.)

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