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GOVERNMENT OF THE DISTRICT OF COLUMBIA

EXECUTIVE OFFICE

Public Hearing, In Re:)

DESIGN - INTERSTATE ROUTE 266)

OFFICE COPY

RETURN TO

PLANNING RESEARCH SECTION
OFFICE OF PLANNING AND PROGRAMMING
DEPT. OF HIGHWAYS AND TRAFFIC

FILE NO: 31.37a

Washington, D. C.

December 14, 1970

WARD & PAUL

410 FIRST STREET, S. E.
WASHINGTON, D. C. 20003

(202) 544-6000

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DC Exe Office,
1/14/70

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GOVERNMENT OF THE DISTRICT OF COLUMBIA

EXECUTIVE OFFICE

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 Public Hearing, In Re: :
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 DESIGN - INTERSTATE ROUTE 266 :
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Auditorium
 Department of Commerce
 14th Street
 Washington, D. C.

Monday, December 14, 1970

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

BEFORE:

JULIAN R. DUGAS

P R O C E E D I N G S

1
2 MR. DUGAS: Good morning, Ladies and gentlemen.

3 This hearing is called to order. I am Julian R.
4 Dugas, Director of the District of Columbia Department of
5 Economic Development. I have been designated by the District
6 of Columbia and the Commonwealth of Virginia to preside at
7 this Design Public Hearing.

8 The purpose of this hearing is to consider alter-
9 native designs for proposed Interstate Route 266 between a
10 point near the intersection of Canal Road and MacArthur
11 Boulevard in Washington, D. C., and a connection with the
12 proposed Interstate Route 66 near Lorcom Lane in Arlington
13 County, Virginia, including a proposed bridge across the
14 Potomac River in the vicinity of Three Sisters Islands.

15 Since the proposed project involves two jurisdic-
16 tions, the hearing is being held jointly by the District of
17 Columbia Department of Highways and Traffic and State Highway
18 Commission of the Commonwealth of Virginia. Authorization
19 for my serving as Hearing Officer is contained in two separate
20 orders, copies of which will now be made a part of this
21 record or will be furnished at the earliest possible moment
22 for inclusion therein.

23 This design hearing is being held as a result of the
24 decision of United States District Court Judge John J. Sirica
25 in the case of D. C. Federation of Civil Associations, Inc.

1 vs. Volpe, Civil Action No. 2821-69. Judge Sirica has ruled
2 that this hearing be conducted in accordance with the
3 requirements of Title 23, U. S. Code, Section 128, and Policy
4 and procedure Memorandum 20-8 issued by the United States
5 Department of Transportation on January 14, 1969.

6 Notification of this hearing was published in local
7 and regional newspapers -- The Washington Daily News, The
8 Washington Post, The Evening and Sunday Star, the Georgetown
9 Spectator, and the Northern Virginia Sun. A copy of the legal
10 notice, a certified list of the newspapers that carried the
11 notice, and specific publication dates will be entered into
12 the record at this point or will be furnished for such in-
13 clusion at the earliest possible moment. Notification of this
14 hearing was accomplished also through direct mailings of the
15 notice to other local news media; to professional and civic
16 associations, to government agencies, and to individuals
17 thought to have an interest in the project.

18 An understanding of the purpose of this design hearing
19 is important to its effectiveness. Policy and Procedure
20 Memorandum 20-8, referred to previously, states that a Highway
21 Design Public Hearing is a public hearing that:

22 1. Is held after the route location has been ap-
23 proved, but before the State Highway Department is committed
24 to a specific design proposal;

25 2. Is held to ensure that an opportunity is

1 afforded for effective participation by interested persons
2 in the process of determining the specific location and major
3 design features of a Federal-Aid highway; and

4 3. Provides a public forum that affords a full
5 opportunity for presenting views on major highway design
6 features, including the social, economic, environmental, and
7 other effects of alternate designs.

8 A booklet entitled, "I-266 Design Hearing Information"
9 has been prepared describing the alternative designs being
10 proposed by the Highway Department. This booklet, which has
11 been made available to the public, is also being made a part
12 of this record. The designs set forth in this booklet, as
13 well as any additional designs that may be proposed by any of
14 you, are appropriate for consideration at this hearing.

15 After I complete my statement setting forth the
16 manner in which I expect this hearing to proceed, representa-
17 tives of the District of Columbia Department of Highways and
18 Traffic and the Virginia Department of Highways will elaborate
19 on their proposed designs. After they complete their presen-
20 tations, the individuals responding to the notice of this
21 joint design public hearing will be given an opportunity to
22 present their views, followed by others who wish to be heard.

23 As provided for in the hearing notice, a witness
24 list has been prepared from names submitted to both the
25 Executive Secretary, Office of the Commissioner, D. C., and

1 the Virginia Department of Highways District Engineer. The
2 names of persons and organizations were placed on the list in
3 the order that they were received by these officials. I will
4 call for witnesses from the District of Columbia and Virginia
5 alternately.

6 Written statements may be submitted for inclusion
7 in the record on or before Monday, December 28, 1970, at 5:00
8 p.m. Such statements will be received by either the Executive
9 Secretary to the Commissioner of the District of Columbia, in
10 Room 528 of the District Building or the Virginia Department
11 of Highways District Engineer in Culpeper, Virginia.

12 A stenographic record is being made of this proceed-
13 ing. Copies of the transcript may be purchased from the
14 reporter, whose name and address will be furnished to you
15 upon demand.

16 We will recess for lunch at 12:30 p.m., and resume
17 the hearing at 1:30 p.m., and recess for dinner at 5:00 p.m.,
18 and resume the hearing at 7:00 p.m. Adjournment for the day
19 will be approximately 12:00 o'clock midnight unless the hearing
20 is completed prior to that time. If the hearing is not
21 completed today, we will resume the hearing tomorrow morning
22 at 10:00 a.m., not in this building, but in the Departmental
23 Auditorium in the Department of Labor Building at 14th and
24 Constitution Avenue, Northwest. The room will not be avail-
25 able to us tomorrow.

1 Your views are earnestly solicited in this public
2 hearing, and they will be considered prior to reaching any
3 final determination in the matter. Additionally, all infor-
4 mation developed in support of any proposed design will, upon
5 request, be made available to interested persons for public
6 inspection and copying prior to the approval of a design
7 for the bridge to be submitted to the office of the Department
8 of Transportation.

9 All of us are aware of the fact that this project
10 has been the subject of much controversy for a considerable
11 period of time. There are many who have very strong feelings
12 on the matter. However, as I stated at the beginning, this
13 hearing is being conducted pursuant to Judge Sirica's decision.
14 Although it is not my responsibility to make a decision as to
15 the type of structure that is to be built, it is my responsi-
16 bility to see to it that this hearing is conducted in a fair,
17 orderly, and efficient manner. Only in this way will the
18 responsible officials have a complete and accurate record upon
19 which to base their decision.

20 The first witness is Mr. Thomas F. Airis, Director,
21 District of Columbia Department of Highways and Traffic. Mr.
22 Airis will introduce any assistants who may be accompanying
23 him.
24
25

1 STATEMENT OF THOMAS F. AIRIS, DIRECTOR OF
2 THE DISTRICT OF COLUMBIA DEPARTMENT OF
3 HIGHWAYS AND TRAFFIC

4 MR. AIRIS: Thank you, Mr. Dugas.

5 Ladies and Gentlemen, I am Thomas F. Airis, Director
6 of the District of Columbia Department of Highways and Traffic.
7 I hope that I can be as informative as possible in describing
8 to you two major items of interest: 1) Design features of
9 proposed Interstate Route 266 and 2) the role that witnesses
10 at this hearing have in the decision process before us.

11 Because 2,860 feet of the proposed project are in
12 Virginia and 1,552 feet are in the District of Columbia, the
13 D. C. Department of Highways and Traffic and the Virginia
14 Department of Highways have shared the responsibility to pro-
15 mote public understanding and to conduct this design public
16 hearing. We believe the dissemination of information through
17 our several information centers during the past four weeks has
18 been well reviewed and we sincerely hope that it has provided
19 citizens with a better base for developing comments. My
20 description of the project will be brief in view of the
21 availability of detailed information in advance.

22 At the conclusion of my remarks, I will introduce
23 three officials of the Virginia Department of Highways who
24 will present additional information.

25 Now, Mr. Dugas, at this point I have a note here

1 that we are going to have four slides. If these are available,
2 we will use them. If not, we will use the displays.

3 Interstate Route 266 -- Slide 1, please. Can
4 everyone see that? This will be very brief on this slide up
5 here.

6 Interstate Route 266 is a link in the National
7 System of Interstate and Defense Highways extending from I-66
8 in Arlington County, Virginia, near Lorcum Lane to the I-66
9 Interchange in Washington, D. C., near the mouth of Rock
10 Creek. The major design features and specific alignment of
11 the portion of I-266 between I-66 in Virginia and a point near
12 the intersection of Canal Road and MacArthur Boulevard in
13 Washington, D. C., are the subjects for discussion at this
14 design hearing. This part of I-266 includes the Three Sisters
15 Bridge on the Potomac River. The U. S. Government approved
16 the location of this route in Virginia and the District of
17 Columbia on August 29, 1968, and September 21, 1966, respec-
18 tively.

19 The complete facility will, of course, allow vehicles
20 entering and leaving the District of Columbia to remain on a
21 continuous Interstate freeway.

22 Slide 2, please.

23 In Virginia, Eastbound drivers would have the choice of
24 existing onto the George Washington Memorial Parkway heading
25 down river or continuing into Washington, D. C. Eastbound

1 Spout Run traffic merges with I-266 traffic, and westbound
2 I-266 traffic can, in turn, exit and continue westbound on
3 the Spout Run Parkway.

4 Slide 3, please.

5 As presently proposed, no connections between I-266
6 and Washington, D. C., streets are contemplated. Connections
7 with the proposed Palisades Parkway are envisioned. Your
8 views on these aspects of I-266 are welcome, but no final de-
9 cision will be made regarding the Potomac River Freeway until
10 a design public hearing for this portion of I-266 is held.

11 In other words, any approval of the approach to the Three
12 Sisters Bridge will be subject to revision subsequent to the
13 Potomac River Freeway Hearing.

14 One of the more conservative traffic forecasts for
15 I-266 was the basis for the six lanes proposed today notwith-
16 standing any other possible design options. We propose
17 continuous shoulders, acceleration and deceleration lanes,
18 grades, clearances and design speeds to meet or exceed all
19 applicable standards of the Interstate System, that is, for
20 urban areas. These design features, as well as design options,
21 and the economic, sociological and environmental considerations
22 relating to the project are presented in detail in the I-266
23 Design Hearing Information Booklet published by the D. C.
24 and Virginia Highway Departments.

25 From among various alternatives studied, we are

1 presenting two design configurations for consideration.
2 The alternates involve differences in appearance, shape, piers,
3 material, and cost of the 1,630-foot long major structure that
4 would bridge the Goerge Washington Parkway, Potomac River,
5 C & O Canal and Canal Road. These differences are spelled
6 out in detail in the information booklet.

7 Now, may I have the next slide.

8 Briefly, the three-span structure would rest on two
9 river piers, consist of prestressed concrete arches and cost
10 \$32.3 million to construct, together with approaches.

11 Next slide, please.

12 The six-span structure that is contained as an
13 alternative would be supported by three river piers, consist
14 of steel box girders, and cost, together with the approaches,
15 an estimated 25.1 million. The artist's renderings indicate
16 the difference in size and shape of the two designs.

17 Next slide, please.

18 I will point out that the arch bridge design was
19 evaluated by the Fine Arts Commission in 1967 and enthusias-
20 tically endorsed. Roadway dimensions -- width and number of
21 lanes -- and the pavement height above water are the same for
22 both bridges.

23 The structural soundness of long prestressed con-
24 crete spans has been questioned. Whereas, engineering analyses
25 indicate a span of the magnitude under consideration can be

1 built with an adequate margin of safety, we will confirm the
2 structural soundness through model testing before approval of
3 such a structure will be sought.

4 The house lights, please.

5 The social, economic and environmental effects of
6 I-266 deserve the utmost consideration. Our goal is to shape
7 the design of this facility by whatever manner is needed to
8 assure the preservation of the locale. We believe the project
9 is in tune with conservation efforts. Every square foot of
10 land under the jurisdiction of the National Park Service
11 utilized for this facility will be replaced with land that,
12 in our judgment, will either benefit existing parks or
13 establish new park areas -- not inaccessible slivers -- whole
14 areas that can truly perform as animal habitats and human
15 recreation sites.

16 Glover-Archbold Park is untouched by I-266. More-
17 over, as explained in the information booklet, natural and
18 historic sites in proximity to the proposed project will be
19 purposely avoided physically and protected functionally, this
20 particular section of I-266 will not displace a single person,
21 family or business. We can find no evidence of any govern-
22 mental or private institution being jeopardized by the project.

23 The safety and economic benefits to be afforded
24 users of this facility are by virtue of highway design that
25 permits uninterrupted, relatively fast traffic flows and avoids

1 the hazards associated with driveways, intersections,
2 pedestrians, undivided lanes and the other characteristics
3 of typical street design.

4 Both bridge alternatives are engineered to permit
5 simultaneous construction of the much-needed sewer inter-
6 ceptor line in Washington, D. C. That is the Dulles
7 Interceptor. This improvement will markedly improve the
8 region's capability to reduce pollution of the Potomac River.

9 We are as aware of the air pollution dangers of
10 motor vehicles as is the most vehement supporter of "Ban the
11 Automobile" movement. Both Departments believe in strategies
12 which will eliminate all potential threats to humans, animals
13 and flora posed by air contamination from motor vehicles.
14 We, therefore, can only support plans that will attack the
15 problem in total -- anything less is unfair to the public.
16 Our policy as evolved so far includes several facets.

17 1. Emission controls at the Federal level.

18 Vehicles operating in the District of Columbia and
19 Virginia are from every State of the Nation. The 1971 Air
20 Quality Control Bill will require engine exhausts that are
21 virtually pollution-free by 1975. We strongly urge passage
22 and enforcement of this highly necessary legislation.

23 2. Commuters on public transit.

24 Turning the tide to public transit will have positive
25 beneficial effects -- fewer automobiles in motion, less

1 emissions whatever the purity, and more efficient use of
2 fixed facilities. The District of Columbia and Virginia both
3 have taken leadership roles in this effort as evidenced
4 recently by the developing Shirley Highway Busway service.

5 I might also add that I personally have testified
6 before WMATA in their subway solution.

7 3. Highway design that will minimize exposure to
8 pollution concentration. Because some time will elapse before
9 vehicle pollution is non-existent, facilities like I-266
10 certainly must incorporate short-range safeguards to human
11 health.

12 Diffusion of tail-pipe pollutants emitted on this
13 facility will be facilitated by natural ventilation. Recent
14 examination of air quality on similar routes in the Washington
15 area indicates rush hour counts of 5 PPM -- that is, parts per
16 million -- of carbon monoxide and .4 of a part per million of
17 hydrocarbons at 50 feet from the edge of pavement. The count
18 at rush hour would be 1.7 of hydrocarbons and 20 PPM of
19 carbon monoxide.

20 Moreover, our examination points up the pollution
21 abatement benefits of higher, more uniform speeds of vehicles
22 on wide rights of way as opposed to stop-and-go operations on
23 built-up streets.

24 I might add that in these surveys we have made
25 which are still continuing, the PPM gets up as high as 35 parts

1 per million when vehicles are stalled and such as on the
2 street operation and the stop-and-go type of movement is in
3 defect.

4 Two features of the proposed facility will attenuate
5 noises produced by motor vehicles. The depressed profile of
6 the Virginia approach and the elevated character of the
7 bridge, according to Highway Reserach Board findings, will
8 reduce noise levels at nearby points. The highest theoretical
9 noise levels produced on the facility will be dissipated to
10 acceptable levels at the residence nearests the facility based on
11 criteria published by the Highway Research Board.

12 As stated in the information booklet, the negligible
13 amounts of vehicle drippings contained in roadway run-offs
14 will not threaten the depollution of the Potomac River.
15 Drainage from the project, nevertheless, will not per permitted
16 to enter the C & O Canal.

17 Our purpose for conducting this Design Hearing bears
18 repeating. This hearing is being held to insure you an oppor-
19 tunity to participate in the process of determining the specific
20 alignment and major design features of one of two sections of
21 I-266. Your comments, citizen comments, will be studied
22 along with information gained through other sources in judg-
23 ing what design should be pursued from this point ont

24 The Departments will publish newspaper announcements
25 of the design finally selected for submittal to the Federal

1 Government for its review and approval. Your testimony will
2 be especially useful if your reasons are cited why either of
3 the designs we have presented are favored or rejected. Please
4 feel free to offer your own design alternatives and explain,
5 if possible, how the economic, social and environmental impacts
6 of the facility will be altered.

7 In closing, I will touch on several matters indi-
8 cated in the legal notice for this hearing. The Federal-Aid
9 Relocation Program is not applicable to this project in the
10 District of Columbia because family or business relocation is
11 unnecessary on this particular project. Details of the pro-
12 gram, however, are contained in the publications, "Relocation
13 Information for Residents Located on Highway Projects in the
14 District of Columbia" and "Relocation Guide for Businesses
15 and Nonprofit Organizations Located on Highway Projects in the
16 District of Columbia." These publications were made available
17 at our information centers.

18 Construction of I-266 will be financed with Federal-
19 Aid funds approximating 90 percent of the project cost. The
20 source for the remainder is fuel tax and registration fees
21 raised by the two jurisdictions. Fuel taxes, incidentally, are
22 levied on purchasers without regard to residence so that the
23 local share actually consists of multi-jurisdiction aid. In
24 other words, no local general funds will be used on this
25 structure, only money raised from user taxes, as is the case

1 with all other street improvements in the District.

2 Because private properties are not involved,
3 construction of I-266 could commence once transfer agreements
4 are negotiated with the National Park Service. Our latest
5 estimate of a construction timetable indicates that a bridge
6 and the Virginia and D. C. approaches could be under construc-
7 tion in time to complete the project in 1975, which, of course,
8 is well ahead of the -- is a year ahead of the 1976
9 Centennial.

10 The Federal Highway Administration participates in
11 the cost of highway construction in the District of Columbia
12 and Virginia if the route is on the officially designated
13 Interstate System or on the Federal-Aid Primary or Secondary
14 system. The planning, design and construction of such
15 routes is initiated by Virginia and the District -- The
16 Federal Government must review and approve actions proposed
17 before grant-in-aid may be extended. The grant-in-aid will
18 be 90 percent Federal on I-266. No further action may occur
19 on this route until Virginia and the District submit a recom-
20 mended design to the Federal Highway Administration and the
21 Administration accepts the recommendation:

22 Now, at this point, Mr. Dugas, Mr. Chairman, I will
23 call on Mr. H. M. Snead, District Right-of-way Engineer, of
24 the Virginia Department of Highways, to explain the relocation
25 program for highway displacees in Virginia. Following Mr.

1 Snead will be two more gentlemen from the Virginia Highway
2 Department. I will introduce them right now so as to save
3 time.

4 Mr. D. D. Harris will be the second speaker, a
5 Road Design Engineer for the Virginia Department of Highways,
6 and he will relate now a short statement -- will relate
7 secondly a short statement regarding the design features of
8 the Virginia portion of I-266.

9 Lastly, for Virginia, will be Mr. A. K. Hunsberger,
10 Director of Engineering for the Virginia Department of
11 Highways.

12 Thank you very much.

13 MR. DUGAS: Mr. Snead.

14 STATEMENT OF H. M. SNEAD, DISTRICT RIGHT-
15 OF-WAY ENGINEER, VIRGINIA DEPARTMENT OF HIGHWAYS

16 MR. SNEAD: Thank you, Mr. Dugas.

17 Mr. Chairman, my name is Henry M. Snead, Jr. I am
18 District Right-of-Way Engineer for the Culpeper District
19 Right-of-Way Division of the Virginia Department of Highways.

20 Displacement of families or businesses is not
21 anticipated because of this project. However, for your infor-
22 mation, the following is a brief statement as to the relocation
23 of systems program of the Virginia Department of Highways.

24 The Virginia Department of Highways furnishes re-
25 location advisory service and makes payments to all displaced

1 families, individuals, business concerns, non-profit organ-
2 izations, and farm operators being displaced due to the
3 acquisition or clearance of rights of way by construction of
4 a project.

5 All persons affected by construction are advised by
6 letter of the services and payments to which they may be
7 entitled. The services include the following.

8 1. Relocation Assistance.

9 In providing relocation assistance our office main-
10 tains current lists of homes for rent or for sale, indicating
11 the location, sale price or monthly rental, et cetera.

12 Information is also maintained concerning substitute facil-
13 ities available through realty boards, Federal Housing
14 agencies, chambers of commerce, welfare agencies, and so on.

15 2. Relocation Payments.

16 Moving costs. When the State obtains possession of
17 properties, those being displaced are eligible for a moving
18 cost allowance. This allowance may be based on a fixed per-
19 room schedule, or actual expenses incurred.

20 Replacement Housing Payments.

21 A displaced owner-occupant may be eligible for a
22 supplementary payment provided he has actually owned and
23 occupied the existing facility for not less than one year
24 immediately prior to the initiation of the negotiations if
25 the amount for which the State applies the dwelling is less

1 than the average price of the dwelling which is, (a) other-
2 wise comparable to the dwelling taken; (b) adequate to
3 accommodate the dispersed owner and is decent, safe and
4 sanitary; (c) available on the private market and reasonably
5 accessible to public services and places of employment.

6 In no instance will this payment exceed \$5,000.

7 A dispersed owner-occupant who is not eligible for payment
8 because he has not actually owned and occupied his dwelling
9 for at least one year may be entitled to payment of a rent
10 supplement or for a down payment on the purchase of a replace-
11 ment facility.

12 This payment in no instance will exceed \$1500.

13 A tenant may be eligible for the supplemental
14 payment to enable him to rent or purchase substitute housing.
15 For one to be eligible for this payment, he must have
16 occupied the existing facility for at least 90 days prior to
17 the initiation of negotiations. This payment in no instance
18 will exceed \$1500.

19 Incidental payments. Any affected owner may be
20 eligible to receive payment for the reasonable and necessary
21 incidental expenses incurred in transferring the property to
22 the Commonwealth of Virginia such as penalties for prepayment
23 of mortgages, transfer fees, et cetera. In the event the
24 Department and the displaced person are unable to agree upon
25 the amount of the supplementary payment, the displaced person

1 may request review by the Department or he may petition the
2 Court to determine the amount due.

3 In addition to the above, small businesses being
4 displaced by highway construction have assistance available
5 to them under the Small Business Administration. If there
6 are any questions in connection with the acquisition of
7 rights of way or the relocation advisory program, please
8 contact the District Right-of-Way Engineer of the Virginia
9 Department of Highways whose office for this District is
10 located in Culpeper, Virginia.

11 I might add at this time that I have available here
12 today our right-of-way pamphlets by the Virginia Department
13 of Highways which gives additional information in connection
14 with our acquisition program and our relocation assistance
15 program.

16 Thank you very much.

17 Mr. Dugas. Thank you, Mr. Snead.

18 Mr. Harris.

19 STATEMENT OF D. D. HARRIS, ROAD DESIGN

20 ENGINEER, VIRGINIA DEPARTMENT OF HIGHWAYS

21 MR. HARRIS: Thank you, Mr. Airis and Mr. Chairman.

22 Ladies and Gentlemen, I am D. D. Harris, Road Design
23 Engineer, Virginia Department of Highways, located in the
24 Central Office, Richmond, Virginia.

25 An agreement was entered on May 25, 1966, between the

1 National Park Service, District of Columbia, and the
2 Commissioner of the Virginia Department of Highways for a
3 new Potomac River crossing just westward of the Three Sisters
4 Islands, utilizing an approach through the Spout Run corridor.

5 In March 1968, the Virginia General Assembly formally
6 adopted a resolution expressing its desire for a prompt
7 authorization for the Three Sisters Bridge. Subsequent
8 action by our Highway Commission on August 15, 1968, approved
9 the Three Sisters location and was followed with the then
10 Bureau of Public Roads approving the location on August 29,
11 1968.

12 As Mr. Airis previously stated, this is a joint
13 hearing covering the approaches and the structure on the
14 Virginia side of the Potomac River.

15 I refer you to the Mosaic, which is on a scale of
16 approximately one inch equaling 100 feet. You will note that
17 the Virginia approach begins near the point where proposed
18 Interstate Route 66 passes over Spout Run Parkway in the
19 vicinity of Lorcom Lane.

20 Eastbound Interstate Route 266 swings beneath I-66
21 and merges with relocated eastbound Spout Run Parkway west
22 of Uhle Street, then continues to the Three Sisters Bridge
23 while affording access to the George Washington Memorial
24 Parkway. Westbound Interstate 266, after crossing the Three
25 Sisters structure, merges with the westbound lanes of I-66

1 and provides access to westbound Spout Run Parkway just west
2 of Uhle Street.

3 The Department has provided for hiking and biking
4 trails in the proje-t which will constitute network of trails
5 from Sycamore Street in the Western Part of Arlington County
6 to the George Washington Memorial Parkway. The project will
7 include replacement of the old Uhle Street structure with a
8 modern structure that includes a sidewalk of the west side.
9 The pavement design will be continuously reinforced concrete
10 pavement without transverse joints. Also, lighting will be
11 included as part of the project.

12 In keeping with the agreements withArlington County,
13 the design of the approaches was closely knitted into the
14 valley setting so as to retain the natural beauty and existing
15 landscaping. All necessary right-of-way is presently in the
16 jurisdiction of the National Park Service. Replacement park
17 lands will be acquired by the Federal Government at project
18 expense.

19 Upgrading of the Uhle Street connection to meet
20 Arlington County's Master Plan will involve a small amount of
21 right of way acquisition.

22 Alternative designs have been discussed in the I-266
23 design hearing information brochure. This brochure was
24 available to the public at the following locations in Virginia:
25 HHighway District Office in Culpeper, Virginia; the Highway

1 Residency Office, Fairfax, Virginia; Arlington County
2 Transportation Office, Arlington County Court House,
3 Arlington County Central Library, 1015 N. Quincy Street.

4 The estimated cost of the Virginia portion of the
5 project is estimated at \$7,400,000.

6 Replacement park lands are estimated at \$2 million.

7 Engineering, \$400,000 for the Virginia approaches.

8 Because the Virginia-D.C. political boundary is at
9 the west shore of the Potomac, a cost of the Three Sisters
10 structure will be shared by the two jurisdictions.

11 I might add that detail design plans are available
12 in this auditorium for public inspection.

13 Thank, ladies and gentlemen.

14 MR. DUGAS: Mr. Hunsberger.

15 STATEMENT OF A. K. HUNSBERGER, DIRECTOR OF
16 ENGINEERING, VIRGINIA DEPARTMENT OF HIGHWAYS

17 MR. HUNSBERGER: Mr. Chairman, Ladies and Gentlemen,
18 Mr. Airis, my name is Austin K. Hunsberger, Director of
19 Engineering in the Virginia Department of Highways.

20 I would first like to say that the District of
21 Columbia Department of Highways and the Department of Highways
22 of Virginia have worked very closely in the correlation of
23 this very large engineering project for this proposed
24 Interstate Highway facility.

25 Mr. Chairman, I have today a communication that I

1 would like to read into the record of this Interstate Route
2 266 Design Public Hearing which is being held jointly with
3 the District of Columbia today. This communication is dated
4 December 1, 1970, and addressed to the Honorable Douglas B.
5 Fugate, Department of Highways, Richmond, Virginia, and I
6 quote:

7 "We, the undersigned members of the Congress from
8 the Commonwealth of Virginia, believe that construction of the
9 Three Sisters Bridge and the connecting Interstate 266 spur
10 in Virginia is essential if the Washington metropolitan area
11 is to have an adequate, balanced transportation system, and
12 it should proceed without additional delay.

13 "The Highway Department of Virginia and the District
14 of Columbia, the former United States Bureau of Public Roads,
15 and the present United States Department of Transportation
16 have clearly indicated that traffic forecasts point to an
17 overwhelming need for a bridge over the Potomac River in the
18 Three Sisters area.

19 "Such a clearly demonstrated need led to the in-
20 clusion of the bridge and Interstate 266 as parts of the
21 interstate highway system in 1960. In subsequent years it has
22 become increasingly evident that this bridge-and-highway
23 facility is a must, if the needs of all the citizens of the
24 Commonwealth of Virginia -- and especially those living in
25 the areas adjacent to the District of Columbia -- are to be

1 adequately served. The well-known present traffic congestion
2 in this area is expensive to Virginia motorists, and it adds
3 substantially to the costs in the delivery of goods within
4 this area.

5 "In March of 1968, the General Assembly of Virginia
6 adopted the attached resolution, expressing its desire for
7 a prompt authorization of the Three Sisters Bridge and point-
8 ing out that the additional Potomac River crossing in the

9 "Three Sisters area as a part of the interstate
10 system was a basic factor in the decision that Interstate 66
11 would provide a satisfactory connection between Washington and
12 the Dulles International Airport. If the bridge is not con-
13 structed, Dulles traffic will find the Potomac crossing a
14 bottleneck so severe as to substantially nullify the high-
15 speed, limited-access connection between Washington and the
16 airport.

17 "It should also be borne in mind that in 1968 the
18 Congress of the United States specifically expressed its
19 desire that the Three Sisters Bridge be constructed promptly.

20 "It is, of course, imperative that environmental
21 values receive careful consideration in the design and con-
22 struction of the bridge and the connecting spur route. We
23 feel that there is sufficient concern and competence in the
24 Virginia and District of Columbia Highway Departments and the
25 United States Department of Transportation to assure full

1 consideration of these values, and we reiterate our desire
2 that these projects move forward without further delay."

3 This communication is signed by Harry F. Byrd,
4 William Spong, United States Senators from Virginia; Watkins
5 M. Abbitt, Joel T. Broyhill, Richard H. Poff, Thomas N.
6 Downing, John O. Marsh, Jr., David E. Satterfield, the 3d,
7 William C. Wampler, William L. Scott, G. William Whitehurst,
8 and W. C. (Dan) Daniel, Congressmen from the State of Virginia.

9 Mr. Chairman, I have three copies of this communi-
10 cation I would like to make a part of the official record
11 of the hearing, along with the copies of the resolution
12 passed by the General Assembly of Virginia as referred to in
13 this communication.

14 MR. DUGAS: They will be received. May we have
15 those copies.

16 Please mark them as -- I ask the Reporter to enter
17 them into the record at this time.

18 (House Joint Resolution No. 168, above-referred to,
19 follows:)

20 Memorializing the members of the delegation to the
21 Congress of the United States from Virginia to assure the
22 prompt authorization of the proposed Three Sisters Bridge
23 across the Potomac River.

24 - - -

25 Offered March 6, 1968
- - -

1 Patron -- Mr. Daniel, W. C.

2 - - -

3 Referred to the Committee on Federal Relations

4 - - -

5 Whereas, the United States Department of
6 Transportation is considering disapproval of the proposed
7 Three Sisters Bridge across the Potomac River connecting
8 Arlington County and the District of Columbia area; and

9 Whereas, this bridge is an essential part of
10 Interstate Route 266; and

11 Whereas, planning for this crossing has been under-
12 way since June thirty, nineteen hundred sixty, when Interstate
13 266 with a bridge across the Potomac was first approved by
14 the United States Bureau of Public Roads; and

15 Whereas, all traffic forecasts made by responsible
16 highway authorities indicate an overwhelming need for a bridge
17 over the Potomac in the Three Sisters area; and

18 Whereas, the interstate plan for Northern Virginia
19 is entirely compatible with proposed mass transit facilities
20 in that area, and is vital to assure an adequate, balanced
21 transportation system; and

22 Whereas, designation of an additional Potomac River
23 crossing in the Three Sisters area as a part of the inter-
24 state system was a basic factor in the decision that
25 Interstate 66 would provide a satisfactory connection between

1 Washington and the Dulles International Airport access road;
2 and

3 Whereas, the Virginia Department of Highways has wor
4 worked closely with Federal, regional and local agencies in
5 developing plans for the proposed river crossing and inter-
6 state connection; now, therefore, be it

7 Resolved by the House of Delegates, the Senate
8 concurring, That the General Assembly of Virginia urges that
9 Virginia members of the Congress of the United States exert
10 all possible efforts to assure the prompt authorization for
11 carrying out plans originally approved by federal authorities
12 in nineteen hundred sixty to construct these integral segments
13 of the interstate highway system. The clerk of the House of
14 Delegates is directed to send to each member of the Virginia
15 delegation to the Congress of the United States a copy of this
16 resolution.

17 - - -

18 MR. DUGAS: Now, the first of the public witnesses
19 will be Mr. Andrew W. Johnson, representing the Washington,
20 D. C., Area Trucking Association.

21 STATEMENT OF ANDREW W. JOHNSON, REPRESENTING
22 THE WASHINGTON, D.C., AREA TRUCKING
23 ASSOCIATION

24 MR. JOHNSON: Thank you, Mr. Chairman.

25 My name is Andrew W. Johnson, Managing Director of

1 of the Washington, D. C., Area Trucking Association, with
2 offices at 1616 P Street, Northwest, in the District of
3 Columbia.

4 I appear today on behalf of this Association to
5 express our interest and concern on the matter before you,
6 specifically the design public hearing on that portion of
7 Interstate Route 266 which includes the Potomac River crossing
8 near the Three Sisters Islands, and to contribute what infor-
9 mation I can to help the duly authorized officials reach
10 justifiable decisions on the design of this important inter-
11 state highway segment.

12 Although the term "Design Hearings" may have numerous
13 meanings, it is our understanding that this procedure is
14 interpreted rather broadly so as to include all such effects
15 that are relevant and applicable to the particular location or
16 design under consideration. Accordingly, although we do not
17 intend to discuss all the relevant aspects of the project,
18 there are several items which need to be re-emphasized in
19 this regard.

20 Contrary to what may be a general belief, a highway
21 transportation facility such as the one under discussion is
22 not designed or built for a single purpose or use. It is,
23 instead, planned, designed, and built so as to efficiently
24 satisfy a multitude of different uses, all of which relate
25 to the business, recreational, and social activities of the

1 area being served.

2 Since the project under discussinn is a designated
3 part of the National System of Interstate and Defense Highways,
4 and I emphasize and re-emphasize that word "Defense", it does,
5 of course, have a function other than its local utility. This
6 factors has played a part in bringing this project into being,
7 and is not ignored in the design considerations. In fact,
8 Defense considerations are a part of the criteria which estab-
9 lished the route and which influenced the technical design
10 features.

11 In a similar vein, modern highway facilities have other
12 unique benefits for a community. In many instances, modern
13 highways can speed fire-fighting equipment to the scene of a
14 blaze. In particular, in instnaces of major fire emergencies,
15 where fire companies may need to travel longer distances to
16 come to the aid of other local fire-fighters, the ability to
17 move on a limited access facility such as that incorporating
18 this project can save many valuable minutes. In this parti-
19 cular instance, at least one of the fire stations located in
20 the vicinity in the District of Columbia would be able to
21 utilize the facility if an emergency call came from nearby
22 portions of Northern Virginia.

23 Emergency services of all sorts, of course, can become
24 more responsive to needs along such a highway facility, and
25 thus provide quicker service. Ambulances, police vehicles,

1 public service vehicles, and others utilize the superior
2 transportation made possible by modern highways.

3 In our view, there are a number of misunderstandings
4 about the role of a freeway in an urban area, particularly
5 with respect to the frequency emphasis placed on its use as a
6 commuter facility. It is true that the morning and evening
7 traffic loads are often the periods of heaviest travel, but
8 they are certainly not the only important use. In fact,
9 during the 24-hour cycle, commuter peak hour travel may
10 range about 35 percent of the total on facilities in this area.

11 It is our understanding that this facility has been
12 planned with the expectation that the proposed rail rapid
13 transit system will be making its maximum potential contribu-
14 tion to the reduction of peak traffic loads. Thus, the
15 facility represents the minimum which can be constructed to
16 handle the present and growing traffic and must be considered
17 in this regard as a complement to the rail transit system.

18 Generally ignored is the subject on goods movement
19 in an urban area, and the dependence of the entire urban area
20 upon this necessary transportation. No city or urban area
21 can survive without the many truck services which are pro-
22 vided to its citizens, business, and institutions. These
23 embrace the widest range of services and the movement of
24 materials -- from waste paper to the most sophisticated of
25 electronic computers. As a small example of the diverse

1 highway transportation service, APOLLO 11 capsule will arrive
2 here in Washington later this week as part of a nationwide
3 tour of this historic vehicle which is being transported as
4 a public service by the trucking industry over much of the
5 national system of Interstate and Defense Highways.

6 Nor are these urban trucking movements simply the
7 end point of long-haul trucking activities which can logically
8 be diverted to some other mode. The reverse is the case. No
9 matter how goods which come into or leave an urban area may
10 eventually travel, they will almost always reach the final
11 destination by some form of highway vehicle.

12 Modern highway facilities are extremely important
13 in this context for the simple reason that they help in
14 achieving efficient equipment and labor utilization for all
15 who need truck transportation. If a delivery vehicle can
16 make ten deliveries a day, instead of, say, six or seven, very
17 real efficiencies have been accomplished and the community
18 benefits.

19 The point is that there is a broad utilization of
20 modern highway facilities and it is inaccurate to single out
21 the commuting aspect as being the sole justifying factor, as
22 some have done. This project is evidence of this fact as it
23 represents a highway facility which must be built to handle
24 the broad range of transportation demand that the commuter
25 oriented rail transit facility cannot accommodate.

1 There are many additional comments which might be
2 offered in this design hearing, but we believe that the
3 comprehensive planning process which has advanced this project
4 has delved into them adequately.

5 We note, however, that what are termed "social
6 considerations" are sometimes advanced for the purpose of
7 stopping or altering proposed highway projects. We are in
8 agreement that proper highway design, particularly in an urban
9 area, needs to consider these many factors although some are
10 presently hard to quantify.

11 There are others, however, which have been quantified
12 and which speak strongly for the provision of modern highway
13 facilities. Highway safety is an extremely important social
14 consideration, and the superiority of properly designed free-
15 ways over highway designs of 20 years ago is marked. Nation-
16 wide, the death rate on the interstate system is only one-half
17 that on the older type highways, and as the standards are con-
18 tinuously developed the rate may be depressed even further.

19 The provision of jobs is also an important social
20 consideration, and there are few businesses or institutions in
21 this city which do not benefit from highway transportation
22 services. Business means jobs. Highway transportation means
23 jobs and in 1969 the trucking industry in the District of
24 Columbia provided jobs for over 15,000 people, with an
25 estimated payroll of \$120,882,000 and a tax payment of

1 \$6,609,000.

2 Now, in addition, I would like, if I may for a
3 monent, to depart from my written testimony and point out
4 these similar statistics in the nearby jurisdictions of
5 Maryland and Virginia. Employment in the transportation field
6 in Maryland totaled 121,600 and in our State of Virginia,
7 179,100. In Maryland, the wages were \$820 million, and in
8 Virginia, \$1,114,000. And tax payments in the State of
9 Maryland, \$78 million, and in the State of Virginia, \$130
10 million.

11 No viable economic community should be unjustly
12 penalized by choking off its lifeblood of highway transporta-
13 tion. In fact, with the present mobile society, good highway
14 access is more important to established urban areas than ever
15 before.

16 As an observer of the highway scene in the community
17 for many years, we recognize the wide range of interests and
18 concerns which have been expressed regarding this highway
19 project. We believe that the comprehensive planning process,
20 and the subsequent engineering decisions have led to a pro-
21 jected transportation facility of which the area will be proud.

22 The architectural bridge design favored by the
23 Fine Arts Commission, that of the three-span alternative,
24 appears to fit into the landscape and is the one we believe
25 should be adopted, even at the estimated additional cost of

1 over \$7 million. This is not viewed as an exorbitant figure
2 for a bridge which will serve for many decades and which these
3 experts have praised as worthy of our monumental city.

4 Our industry supports the construction of this
5 needed facility and recommends its early completion.

6 Mr. Dugas, thank you very much for this opportunity
7 to present our views.

8 MR. DUGAS: Thank you very much, Mr. Johnson, for
9 your very helpful testimony.

10 Now, Mr. Robert T. Lerner, representing the Yellow
11 Cab Company of D. C., Inc., will be our next speaker.

12 STATEMENT OF ROBERT T. LERNER, REPRESENTING
13 THE YELLOW CAB COMPANY OF D. C., INC.

14 MR. LERNER: Good morning.

15 Mr. Hearing Examiner, my name is Robert Lerner. I
16 am the President of the Yellow Cab Company of Washington,
17 D. C. I thank you for this opportunity to appear before you.

18 What is a Design Hearing? At first I thought I
19 knew. A hearing, the purpose of which is to ensure the design
20 of an approved facility, and eye-pleasing to the citizens.

21 After reading the booklet published by the District
22 of Columbia and Virginia Highway Departments, I find that
23 perhaps there is a little more than just the eye to please.
24 However, it is quite important to me that the testimony of
25 those people who can show real and legitimate economic or

1 social interest in a project should be given serious con-
2 sideration.

3 Our concern at Yellow Cab is to ensure both the smooth,
4 safe and expeditious flow of our cabs and passengers, but not
5 at the expense of legitimate social or ecological consider-
6 ations. Because the design criteria calls for a speed of 50
7 miles per hour, our concern for expeditious movement will be
8 served.

9 With respect to our concern for safety, it is quite
10 obvious that the proposed facility will offer many important
11 features, including concrete median barriers, wide shoulders,
12 and innovative lighting.

13 It is also significant to note that DOT will be
14 announcing very soon that 1970 produced a downturn in the
15 national traffic safety deaths. This improved safety on the
16 interstate highway program was a major contributing factor
17 I wish to give my praise both to the Federal and State
18 highway officials who have played an important and construc-
19 tive role in constructing State highways.

20 Because the bridge will traverse a particularly
21 scenic area, it is good to know that historic landmarks and
22 public recreational facilities have been given a high priority
23 of consideration. Keeping the rights of way in a natural
24 state is a feature I strongly support.

25 Being somewhat familiar with the workings of the

1 internal combustion engine, I can assure you of one simple
2 engineering principle, that the faster a vehicle moves and
3 the more consistent its speed, the lower the pollution level.

3 4 In my opinion, with the opening of the Three
5 Sisters Bridge, air pollution in the Potomac Valley will
6 actually be reduced? Why? Plain and simple. The bridge
7 should take some of the load from Key Bridge which moves at
8 a slow stop-and-start pace and therefore accordingly causes
9 a relatively high degree of air pollution.

10 In closing, and addressing myself to the bridge
11 as it will present itself to the community, I must yield at
12 least in part to the Chairman of the Fine Arts Commission who
13 strongly endorsed the three-span concrete bridge. I find the
14 long span over the water attractive and also consideration of
15 those who use the river for recreational activities.

16 Thank you.

17 MR. DUGAS: Thank you.

18 Our next witness will be Louis W. Prentiss, of the
19 Advisory Board of D. C. Division of AAA.

20 General Prentiss.

21 STATEMENT OF LOUIS W. PRENTISS, CHAIRMAN,
22 ADVISORY BOARD, D. C. DIVISION OF AAA

23 MR. PRENTISS: Mr. Chairman, My name is Louis
24 Prentiss. I am a native of the District of Columbia and still
25 reside in Northwest Washington. I was privileged to serve as

1 the Engineer Commissioner of the District of Columbia in
2 1953-1954. My appearance at these hearings is in the capacit
3 of Chairman of the Advisory Board to the District of Columbia
4 in 1953-1954. My appearance at these hearings is in the
5 capacity of Chairman of the Advisory Board to the District of
6 Columbia Division of the American Automobile Association.

7 This Board has previously testified in support of a
8 balanced transportation system for the National Capital
9 Region embracing:

- 10 1. A network of freeways and bridges with adequate
11 parking facilities.
- 12 2. A system of express bus routes utilizing free-
13 ways.
- 14 3. A system of rapid rail transit lines.

15 The project being discussed today is a most im-
16 portant link in the National System of Interstate and Defense
17 Highways. Interstate 266 will greatly enhance the safety and
18 efficiency with which motorists have the right to move to and
19 from the Nation's Capital to suburban Virginia and points
20 west, particularly Dulles Airport which was planned and con-
21 structed on the assumption that this bridge would be built.

22 This direct route into and out of the District of
23 Columbia will certainly enhance tourism and commerce in the
24 city, while at the same time relieving residential streets and
25 other local thoroughfares of much congestion which exists

1 today, particularly during morning and evening peak hours.

2 The cries of "air pollution" are, in fact, well
3 answered with the construction of such a freeway. Automobiles
4 will be able to move between the District and Virginia on
5 I-266 more quickly and smoothly, thereby emitting less auto-
6 mobile pollutants, as opposed to the huge amount of pollution
7 caused by stalled and slow-moving traffic along present
8 corridors.

9 Pollution reduction and neighborhood change are im-
10 portant considerations. But, however important they may be,
11 such considerations are not the intended purposes of these
12 hearings.

13 It was our understanding that the purpose of this
14 hearing is to conform to a judge's decision requiring that a
15 public hearing be held for the purpose of discussing the de-
16 sign of the Three Sisters Bridge and as a result of that
17 decision the District of Columbia was required to stop con-
18 struction on the bridge that was underway. Therefore, we feel
19 that the important subject to be discussed is that of design
20 and that there is no need for further discussion as to location
21 or the desirability of the Three Sisters Bridge.

22 We believe that the matter of design should be left
23 to the truly qualified expert consultants on design and to the
24 Fine Arts Commission. The record indicates that the Fine Arts
25 Commission has already taken a position on the design of this

1 facility.

2 We hope the hearing officer will entertain only
3 testimony that pertains to bridge design.

4 In closing, Mr. Chairman, if testimony concerning
5 other than bridge design is admitted, I respectfully request
6 the opportunity to file additional comments after the hearings
7 are terminated and ask that such comments be recorded as part
8 of our official statement.

9 Thank you very much.

10 MR. DUGAS: Thank you, General.

11 Our next witness will be William Buchanan, repre-
12 senting the Foggy Bottom Association.

13 MR. KENNEDY: I would appreciate the opportunity to
14 make a statement in ---

15 MR. DUGAS: Mr. Kennedy, you are appearing instead
16 of Mr. Buchanan?

17 Is Mr. Buchanan in the house? Is Mr. Buchanan in
18 the house?

19 Mr. William Buchanan. (No response.)

20 Mr. George Frain is the next witness.

21 VOICE: I ask permission for Mr. Kennedy to speak.

22 MR. DUGAS: Mr. Frain. The Chair recognizes you,
23 sir.

24

25

1 STATEMENT OF GEORGE FRAIN, BUSINESSMEN
2 AFFECTED SEVERELY BY THE YEARLY ACTION
3 PLANS, INC.; ACCOMPANIED BY DAVID
4 SUTHERLAND, DELEGATE, VIRGINIA STATE
5 LEGISLATURE

6 MR. FRAIN: With me this morning is David
7 Sutherland, a Delegate of the SVirginia State Legislature and
8 the attorney for our organization.

9 MR. DUGAS: Who will speak on behalf of your organ-
10 ization?

11 MR. FRAIN: I will. Mr. Sutherland -- we have a
12 prepared statement and Mr. Sutherland will make a -- will
13 answer any questions and add a comment or so at the end.

14 MR. DUGAS: You may ---

15 MR. SUTHERLAND: I may say my co-counsel for the
16 Businessmen is Mr. Nicholas Adams. I am appearing as attorney.
17 Mr. Adams will be addressing the Hearing Officer later on
18 behalf of the Citizens Association.

19 MR. DUGAS: You may proceed.

20 MR. FRAIN: Mr. Chairman, we protest the absence of
21 the City Council and Mayor Washington, from these hearings.

22 (Applause.)

23 MR. FRAIN: This design hearing should be postponed
24 (1) until a final judicial determination is made in the pending
25 Three Sisters Bridge lawsuit, D. C. Federation of Civic

1 Associations versus Volpe, and (2) until the corridor public
2 hearing required by the U. S. Department of Transportation
3 Policy and Procedure Memorandum 20-8, dated January 14, 1969,
4 has been held for the entire Interstate Highway project in
5 Virginia designated Interstate 66, between Interstate 495 --
6 the Capital Beltway -- and the Theodore Roosevelt Bridge.

7 Our organization, called BASYAP for short, is
8 composed of local businessmen and citizens, it is city-wide,
9 it includes Black businessmen and managers, Chinese, and
10 other racial, religious, and ethnic members. The New York
11 Times and the Washington Daily News have recently given
12 national attention to our fight to avoid displacement by the
13 Federally funded bulldozers, the Times on November 29, the
14 News on December 3rd.

15 We don't have a token Negro like the Board of Trade
16 did when they brought George Hayes into the membership.

17 We are trying to fill a void left when the Board of
18 Trade, Downtown Progress, and the Federal City Council began
19 developing, promoting, and/or supporting programs designed to
20 displace small businessmen to aid speculators and promoters,
21 and billionaires.

22 The Downtown Urban Renewal Plan is freeway-and-
23 parking oriented; it was designed and promoted by Downtown
24 Progress, the Federal City Council, the RLA, the NCPC, and it
25 is supported by the Board of Trade, though it will displace

1 hundreds of its members, if not thousands. Chairman John L.
2 McMillan said in April of this year, after the Downtown
3 Second Year Action Plan was approved by the NCPC, that down-
4 town urban renewal will "displace about twenty-five hundred
5 businesses." We care, even if the City Government doesn't.

6 On December 11, 1970, the Washington Post, on its
7 front page, reported that:

8 "The U. S. Court of Appeals ordered the U. S.
9 District Court yesterday to rehear a suit brought by owners
10 of small businesses trying to block urban renewal plans in the
11 downtown area . . . Yesterday's order was a victory for the
12 126 small business owners and office renters who have been
13 trying to prevent the redevelopment agency from buying up the
14 land around subway stops where their stores are located."

15 MR. DUGAS: Mr. Frain, I don't want to interrupt ---

16 MR. FRAIN: You are taking my time.

17 So, from the day we began to organize back on April
18 21, this year, we recognized that we were fighting a freeway-
19 and-parking oriented plan, and that the same groups which were
20 responsible for the Second Year Action Plan and the Downtown
21 Urban Renewal Plan were the principal backers of freeways,
22 the Three Sisters Bridge, the North Central Freeway, and the
23 so-called "Blackmail Amendment" to cut off Federal funds to
24 the District of Columbia until the highways were built. The
25 Washington Magazine, May, 1968, had a major article on the

1 efforts of the Federal City Council and Downtown Progress to
2 tie the freeways and Metro together so that the city would
3 have to take both. We submit this article herewith.

4 (The article above-referred to, follows:)

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MAY 1968

Washington Magazine, Inc.,

1218 Connecticut Avenue, N.W., Washington, D.C. 20036.

Mayor Washington is pressured by the highway lobby

On top of this, the Mayor knows that if Congress legislates to force the freeway program through, at least part of the veneer of District government will be stripped away.

Federal City Council

Redeveloping the Southwest was a pet project of Philip Graham, the late publisher of the *Post* and the original guiding spirit of the Federal City Council. A blue-ribbon, tax-free lobbying group, the council is composed of important people like bank presidents, realtors, and Cabinet members who have most of the money and power in the city. Stephen Ailes, a former Secretary of the Army and a highly respected lawyer, is its president.

The council is a positive-thinking organization. It is almost never against anything constructive, but back in 1960 it did oppose the planned Northwest Freeway in the Wisconsin Avenue Corridor. Savagely attacked by everyone throughout the length and breadth of Wisconsin Avenue for the havoc it would wreak—it would have meant, for instance, lopping off part of the Chevy Chase Club's golf course—the Northwest Freeway vanished in the language of the National Capital Transportation Act of 1960 which said that no freeway more than two lanes wide could be built west of 12th Street, N.W., for five years. (Judge Howard Smith, then chairman of the District Committee, said he had never received so much mail in his life since the antivivisectionist law.) The Federal City Council said of the Northwest Freeway, as the Emergency Committee and all freeway opponents say today, that it was senseless to build it until after the subway was built, in order to give mass transit a fair trial. Of the members (called trustees) of the council, less than half live in the District, all of them west of Rock Creek Park. The rest live in the suburbs.

General Louis W. Prentiss, a former Engineer Commissioner of D.C., is

vice president of project planning, and dominates the council's transportation policy. He also has interests in the AAA, which belongs to the Highway Users Conference, is assistant treasurer of the Board of Trade, and just recently retired from another job as executive vice president of the American Roadbuilders Association. The General's sister is married to Ben McKelway, chairman of the editorial board of the *Star*, which, like the *Post*, believes freeways are irresistible. All in all, the Federal City Council is vitally concerned with proper planning principles as they apply to transportation, but urban development is its real enthusiasm, and G. Yates Cook, executive director, its most active political ingredient. Tearing down and rebuilding the city to turn it into a showplace is an expensive and fortune-making undertaking, and Cook promotes construction money for whatever new projects the planners and architects can envision to set beside the freeway.

He and the council, who generally manage to avoid newspaper publicity, good or bad, surfaced briefly like a spouting whale in April 1966, when the pro-freeway forces were confronted with one of their worst crises, the A. D. Little Report.

The sole dissenting survey, the Little Report, was a big blast at the entire highway program. It noted that "large segments of the community oppose freeways," questioned the underlying assumptions, statistical data, and forecasting techniques of freeway planning, and strongly recommended an agonizing reappraisal of the entire program before "massive irrevocable commitments" were made. Engineer Commissioner Charles Duke (a trustee of the Federal City Council), who had selected the Little organization, was quoted in the papers as saying, "I am in a state of shock."

The Federal City Council was in a state of shock, too, but it pulled itself together and acted. Clearly, the entire history of freeway planning indicated that the answer to one report was another, refuting the findings of the first. The District Commissioners had already endorsed the Little Report's recommendations, and the National Capital Planning Commission (of which Duke was also a member), without whose approval of the freeway plan no construction could begin, was in favor of the Little Report, too. Time was slipping away.

Fortunately, it was budget-hearing time again on the Hill. Yates Cook hired Lloyd Rivard, then employed by the Automotive Safety Foundation, to prepare a second report, along with two former Highway Department officials, Harold Aitken and Douglas Prinkley. Duke, Cook, and Rivard took the report over to Congress, to a

closed, nighttime hearing before the subcommittee on the District of the House Committee on Appropriations, chaired by Representative William Natcher (see section on Congress). Natcher was impressed, and decided that the freeway cause could best be advanced by withholding subway appropriations from Walter J. McCarter's Transit Authority until McCarter, a member of the Planning Commission, saw the light and changed his freeway vote from no construction to yes construction. Duke managed another vote-swinging deal with George Hartzog, the head of the National Park Service, and those two, combined with alternates' votes, sitting in for absent members, caused the NPC to reverse itself 6-5 and come out in favor of the entire freeway program. Soon after, Rivard and General Prentiss' son, William Clark Prentiss, got jobs with the Highway Department, Rivard as chief planning engineer, and Prentiss as an assistant engineering commissioner to Duke.

The two local citizen members of the National Capital Planning Commission, Mrs. James H. Rowe, Jr., the chairman, and Dr. G. Franklin Edwards, both nay-voters, were outmaneuvered by Duke, Natcher, and Cook. Months later, in April 1967, after the creation of the Department of Transportation, Mrs. Rowe took her case to Secretary Boyd, pointing out that the law creating the department charges the Secretary with caring for the humanistic factors of highway development. Boyd's reaction—dumping Three Sisters for the present—was all the anti-freeway people could have hoped for.

Like Secretary Boyd, Mrs. Rowe believes in limited freeways. "They can be tamed to fit in with the city, rather than having the city fit around them," she said. "They have been stopped in San Francisco, on the Embarcadero; in New Orleans on the waterfront; New York is challenging the latest freeway proposal; so are Atlanta, Milwaukee, Nashville, Minneapolis; and the handsomer the city, the more opposition there is to it. At the hearing on the Three Sisters, all the evidence was against it, but they went ahead with it anyway. This is the way to destroy the city. It's a question of what you want the city to be in the future. There has to be variety, and you have to have good public transportation. If the whole city looked like Foggy Bottom and the Southwest, we would have lost the city's soul."

Downtown Progress

In pursuit of its higher goals of revitalizing the city and raising the tax base by reversing the flight to suburbia, the Federal City Council in 1960,

put its head together with the National Capital Planning Commission and came up with Downtown Progress, a technical planning agency privately financed by the department stores, banks, and business groups. At present, it's working on three studies and acting as general advisor to the Redevelopment Land Agency's "Downtown Feasibility Survey" for a fee of fifty thousand dollars (spread out over two to three years).

"Our job," says Knox Banner, Downtown Progress' executive director, "is to get others to do things—to get public agencies to do things we think appropriate for the community. Our technique is to do responsible studies which lead to whatever the proper conclusion is, and persuade those in authority to take the necessary steps. We initiate action."

Downtown Progress initiated the new downtown central library, developed the concept of the National Visitors Center, and did a number of air-rights studies for housing and commercial buildings along the Center Leg Freeway.

With the assurance of the technician who has all of the facts and figures at his fingertips, Downtown Progress is convinced that *most* (not all) of the opposition to freeways would disappear if the District government could provide decent housing to replace the displaced.

Downtown Progress stands for exactly that. Progress equals growth, and without freeways there can be neither. The argument goes like this: As the region grows, more suburban people drive in. The freeway (including the Inner Loop around downtown), in its function as a bypass, helps the downtown area by getting traffic off the local streets, making it easier to get around. For drivers, it's faster, more convenient, and less costly in time, which, as everyone knows, is money.

Nor will the freeway, specifically I-95, the Maine-Florida road, create truck traffic, as charged by its opponents. The trucks that have to come in are going to come in anyway. At least they won't be roaring through residential areas. If they have no destination inside the beltway, they will circle the city and continue south on the Virginia side. It's a lot faster to go around (even if it's longer) than to go slowly through a couple of interchanges.

"The trade-off," said Melvin Levine, planning director of Downtown Progress, "is a residential area with through traffic on the streets and congestion, or a freeway removing through traffic from local streets. Without growth, more things will move out to the suburbs, resulting in

higher taxes for the poor, the very people who are fighting freeways." Also, unlike the subway, it's a user-pay system, and isn't a burden on the local tax base. The whole package produces more building, more business, more visitors, more sales, and more employment, especially in construction.

Downtown Progress thinks subways are essential and we ought to get going on them immediately, but they have their own set of figures showing that the system is unbalanced now in favor of mass transit. "We would like to see the highest percentage of people using rail," said Banner, "but the facts are different. We'd be tickled if it could be ninety percent, but people make individual choices. They choose not to walk to the bus stop and then get off and walk again. In our affluent society, it is convenience rather than cost that matters."

If a majority is going to insist on driving despite the subway, then the problem is parking, and the solution to that is the Tydings Bill, another source of friction between the pro- and anti-forces. The bill would set up an autonomous Municipal Parking Authority, with the power of eminent domain to create parking places. The garages themselves would be a private enterprise effort, with regulated rates. The lineup on the Tydings Bill is roughly the same as that on freeways. The Federal City Council and Downtown Progress are all for it. The primary antagonistic response is to the eminent domain clause which could result in condemnation of more businesses, homes, and parks, to accommodate, and therefore invite, more cars.

1 MR. FRAIN: This information was updated by the
2 Washington Post, December 11, 1970, when it reported that
3 "Washington business leaders joined together yesterday to
4 give strong new public support for the entire system of pro-
5 posed freeways for Washington, including the embattled North
6 Central Freeway. The businessmen called on President Nixon,"
7 and we want to separate ourselves from this position of the
8 self-serving businessmen, we want to go to the community on
9 this and with our Arlingtonians and Mr. Mathias, and
10 Congressman Gude.

11 "The businessmen called on President Nixon to bring city
12 officials who are opposed to some freeway projects together
13 with Congressional freeway advocates to resolve long-standing
14 differences . . . The businessmen said they support both the
15 pending House version of the Highway Act of 1970, which would
16 require construction of the freeways, and a rider placed in
17 the D. C. Revenue Bill November 23 that would withhold \$15
18 million in city revenues until it complies fully with the
19 present and pending highway legislation."

20 The Post added that these Big Business leaders
21 "blamed the mayor and the city government for stalling on
22 freeway building here." We oppose such a conference, which
23 is designed to put additional pressures on Mayor Washington,
24 the City Council, and others to force them to cave in to the
25 demands of the highway big business lobbyists. The Post

1 reported that:

2 "The businessmen, representing hundreds of business
3 leaders in the District, were convened by Miles L. Colean
4 of the Federal City Council . . . Present at yesterday's
5 press conference were Yates Cook, Executive Vice President of
6 the Federal City Council; Richard E. Steen, Knox Banner and
7 Robert Gray, officers of the Downtown Progress; John W. Gill
8 of the Washington Board of Realtors; Thomas P. McLachlen and
9 Charles Coen of the Metropolitan Washington Board of Trade;
10 Theodore R. Hagans, Jr., Vice President of the D. C. Chamber
11 of Commerce; Thornton W. Owen of the D. C. Savings and Loan
12 League, and John D. Thompson of Vison Realty Company. Galean
13 said the group could not be considered a highway lobby."

14 We ask, why can't these groups be considered a
15 highway lobby? The Post report of their meeting, and their
16 self-serving claim that they are not a highway lobby, is in-
17 cluded as part of our testimony. We include other newspaper
18 and magazine items which make no bones about the fact that
19 they are a lobby; for instance, a Baltimore News-American
20 article of August 22, 1968, which is titled "Highway Lobby -
21 Raises Kitty for Fallon Campaign" and which lists the
22 Washington Board of Trade, and the Federal City Council.

23 Then there is the May 1968 article by the Washington
24 Magazine which says the Federal City Council is a "blue-ribbon
25 tax-free lobbying group . . . of the members (called trustees

1 of the Council, less than half live in the District, all of
2 them west of Rock Creek Park. The rest live in the suburbs."
3 So, most of the highway lobbyists are suburbanites, and we
4 ask, what duty does the City owe to suburban-oriented groups
5 made up of suburbanites? We invite everyone who is opposed
6 to freeways, the Three Sisters Bridge, the North Central
7 Freeway, and who are morally outraged by "Blackmail Amendments"
8 designed to destroy the District Government, to join with us
9 in demanding that the IRS and the D. C. Government terminate
10 the tax-deductible status of these big business highway and
11 parking lobbies.

12 Why, and with what justification, does the District
13 Government concur and conspire with the IRS blatant self-
14 interest-serving lobbying groups a tax-deductible status denied
15 to all others, including the opponents of the Three Sisters
16 Bridge, the North Central Freeway, and this infamous
17 "Blackmail" amendment? It isn't fair to the rest of the
18 citizens to require them to pay for such high-priced well-
19 heeled freeway lobbyists, for their expensive offices, and
20 their large expense accounts.

21 Let these big business highway lobbyists pay for
22 their own staffs, for Miles, Knox, and Yates, and their
23 secretaries, and their offices, themselves.

24 Senator Muskie is to hold hearings on tax reforms,
25 Ralph Nader is going to organize the taxpayers, the Post --

1 December 13 -- yesterday reported that the average homeowner
2 in Vi-ginia and Maryland suburban areas "subsidizes certain
3 undertaxes country clubs." We will urge Senator Muskie and
4 Ralph Nader to investigate the tax-deductible status of the
5 Federal City Council and Downtown Progress, and the Board of
6 Trade, et cetera, if, as seems likely, the District Government
7 fails to take corrective steps at this time.

8 Conclusions:

9 Small businessmen overwhelmingly oppose the Three
10 Sisters Bridge.

11 We demand an immediate termination of the tax-
12 deductible status of the Federal City Council, Downtown
13 Progress, and the Board of Trade, and other groups lobbying
14 for the Three Sisters Bridge, the full highway program, park-
15 ing authorities, and the so-called "Blackmail Amendment"
16 which would cripple and destroy the D. C. Government.

17 We are for (1) a commuter railroad program using the
18 existing 230 miles of track between Germantown, Maryland, and
19 Manassas, Virginia, and Baltimore, Maryland, and Quantico,
20 Virginia; (2) putting the railroad tracks back on the
21 Washington and Old Dominion Railroad Line; (applause) (3)
22 express buses and exclusive bus lanes; (4) fringe parking
23 way out in the suburbs like John Heckinger called for two years
24 ago, and nothing has been done about it, not one thing.

25 We want this all tied in with commuter, bus and

1 railroad -- with commuter railroad and commuter bus programs,
2 and we want to point out that DOT Secretary Volpe and GSA
3 Administrator Kunzig have shown an interest in these alter-
4 natives -- but the District Government has not. We urge
5 Mayor Washington, Reverend Jerry Moore, City Council Chairman
6 Gilbert Hahn, and others to immediately move to implement
7 these alternatives to the Three Sisters Bridge and the I-66
8 and the North Central Freeway, et cetera, et cetera, et
9 cetera, and we invite people everywhere to join in this
10 thing.

11 "Now, finally, I want to call your attention to a
12 Washington Post Editorial this morning with which we completely
13 concur, and I want to read one paragraph from it.

14 "As long as eight years ago, Section 134 of the
15 1962 Highway Act called for 'a continuous, coordinated,
16 comprehensive transportation planning process' in metropolitan
17 areas that is to consider all means of moving people and
18 goods rather than just cars and trucks. It is also to con-
19 sider local wishes and needs and orderly, overall urban
20 development. The State highway departments have all but
21 ignored this requirement. Section 134 'is largely a fiction,'
22 said Michael Cafferty, the Acting Assistant Secretary of
23 Transportation for Environment and Urban Systems, a month or
24 so ago, 'because planning is dominated by availability of
25 funds for highway programs . . . Citizen groups and

1 committees seem to have had little impact . . . [and]
2 encironmental factors play little part in the transportation
3 planning process.'

4 "Four years later, in Section 4(f) of the 1966
5 Highway Act, Congress specifically prohibited use of any
6 land from a public park, recreation area, wildlife and water-
7 fowl refuge, or historic site, 'unless there is no feasible
8 and prudent alternative to the use of such land.' This re-
9 quirement, too, appears to be widely ignored. The Supreme
10 Court has agreed to review lower court decisions in the case
11 of proposed highways through Overton Park in Memphis and
12 Brackenridge Park in San Antonio. In the end, however, we
13 cannot let lawyers and judges plan and design our environment.

14 "Yet, plan and design it we must. There is ample
15 evidence that the more imaginative architects, planners, and
16 designers in this country can make even a freeway an asset
17 rather than a disruptive eyesore. The superb design of the
18 Brooklyn-Queens Expressway at Brooklyn Heights in New York
19 City is one famous example.

20 "We therefore hope that the angry citizens of
21 Arlington and elsewhere" -- I suppose this includes the
22 District of Columbia -- "will finally force the highway build-
23 ers to obey the law, pack up their disingenuous engineering
24 schemes and come back with new plans and designs that we can
25 live with and perhaps even be proud of."

1 I think this is a great editorial from the Post.
2 I want to say we include as part of our statement the views
3 of the Honorable Fred Schwengel and the Honorable Richard D.
4 McCarthy in opposing Section 129 of the Federal Highway Act
5 of 1970.

6 We also include the statement on the District
7 of Columbia from the Senate Report No. 91-1254, 91st Congress,
8 2nd Session, on the Federal Aid-Highway Act of 1970, and in
9 addition to newspaper articles and magazines which I referred
10 to, we include the statement by Senator Charles Mathias on
11 the D. C. highway issue, and Washington area highway policy,
12 from the Congressional Record of December 9, 1970.

13 (Appendix A-1, B, and C to Mr. Frain's statement,
14 follow:)

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Criticize Mayor, Ask Nixon's Aid

By Phillip A. McCombs
Washington Post Staff Writer

Washington's business leaders joined together yesterday to give strong new public support for the entire system of proposed freeways for Washington, including the embattled North Central Freeway.

The businessmen called on President Nixon to bring city officials who are opposed to some freeway projects together with congressional freeway advocates to resolve their long-standing differences.

They blamed the mayor and the city government for stalling on freeway building here and thus threatening congressional funding of subway money and other city revenue. The mayor's office had no comment yesterday on the charge.

The businessmen, representing hundreds of business leaders in the District, were convened by Miles L. Colean of the Federal City Council. The Board of Trade, Board of Realtors, D. C. Chamber of Commerce, and Washington Savings and Loan League were also among those represented.

They acted yesterday after it had been learned that a compromise may be reached on Capitol Hill that would delay a congressional order to build the North Central Freeway at least another year.

The businessmen predicted that Washington would "die" economically within a decade unless all the freeways are built, and said inner-city residents would be the primary victims.

"We would like the President to do what he did a year ago," Colean said. "That is, call together the people downtown and on the Hill and come to an understanding so that roads can be built and subway funds released."

The businessmen said they support both the pending House version of the Highway Act of 1970, which would require construction of the freeways, and a rider placed in the D.C. revenue bill Nov. 23 that would withhold \$15 million in city revenue until it complies fully with present and pending highway legislation.

Sources on Capitol Hill reported yesterday that a possible compromise on the House bill, now in a Joint Senate-House Conference Committee, could stall the construction of North Central for another year while additional studies are made.

President Nixon's support for building the controversial Three Sisters Bridge last year forced the mayor and City Council to go ahead with the bridge despite widespread community opposition. (Construction has now been suspended by a court order.)

That action also freed money that permitted work to get underway on the city's subway system. Rep. William H. Natcher (D-Ky.), chairman of the D.C. Appropriations Subcommittee, had been holding up the funds until the roadwork began.

The House Appropriations Committee, at Natcher's request, is now refusing to grant \$34.2 million to continue building the subway system until the city complies with present highway legislation.

See FREEWAY, B8, Col. 1

Freeways Pushed by Merchants

FREWAY, From B1

The businessmen were all members of the Joint Committee on Transportation, which has been actively supporting both subways and freeways for Washington since the mid-1950s. It had not made a public plea for more freeways for some time, however, and had never criticized the mayor.

Present at yesterday's press conference were Yates Cook, executive vice president of the Federal City Council; Richard E. Steen, Knox Banner and Robert Gray, officers of Downtown Progress; John W. Gill of the Washington Board of Realtors; Thomas P. McLachlen and Charles Coon of the Metropolitan Washington Board of Trade; Theodore R. Hagans Jr., vice president of the D.C. Chamber of Commerce; Thornton W. Owen of the D.C. Savings and Loan League, and John D. Thompson of Vison Realty Company.

Colean said the group could not be considered a highway lobby. Most of the men talked of a "balanced transportation system," a phrase used by President Nixon when he brought pressure on the D.C. government to get started on freeways last year.

Thompson, a housing consultant, prepared a recent study saying that 65 families would be displaced by the proposed North Central Freeway.

He said a freeway plan for the city could only go forward in conjunction with preparation of adequate housing for displaced persons. Others present at the conference agreed.

Thompson said interviews with families who would be displaced by the freeway revealed that they don't mind moving if they can live nearby and if adequate housing is ready.

NOTE: In this news report the Washington Post calls attention to the "unseen government" which dictates the highway, parking, and urban renewal programs in D. C.

S 19774

CONGRESSIONAL RECORD — SENATE

December 9, 1970

WASHINGTON AREA HIGHWAY
POLICY

Mr. MATTHIAS. Mr. President, I would like to reiterate today my belief that Congress should not try to dictate highway policy for the Washington metropolitan area.

I strongly support the provisions of S. 4418, the Senate version of the 1970 Federal-Aid Highway Act, relating to freeway construction in the District of Columbia. S. 4418 does not require the District government to build any particular freeways. On the contrary, the bill would repeal section 23 of the 1968 Federal-Aid Highway Act, the section which directed the District government to build the Three Sisters Bridge and to study the North Central Freeway and other proposed roads.

Section 23 represented the type of congressional intervention in local highway matters which would not be tolerated by the voters of any State. We cannot ever repair the damage this section has done to sensible planning and sound transportation development. Repeal of section 23, however, would be at least symbolically a step toward congressional self-restraint.

On the same grounds I am opposed to any new legislative efforts to direct, require or compel the District government to build the North Central Freeway or any other specific highways. The entire Federal-aid highway program has been based on the principle that decisions about specific roads and routes should be made by the individual States.

The District of Columbia should not be an exception to this rule.

I am particularly concerned about continuing efforts to hold the Metro system hostage to freeway construction. Metro is urgently needed. It is the first alternative to choking automobile congestion in the Washington area, and represents an unprecedented degree of regional cooperation and a massive regional financial commitment. Congress has repeatedly approved the Federal share of this vital project. I will continue to do everything I can to secure the local funds for the Metro system, free of any strings, ties, or conditions.

Mr. President, the transportation problems of the Washington area are very complex. Concerned citizens and elected officials in the Maryland suburbs are

currently reevaluating their own transportation needs and priorities, and the future of the Maryland connector to the proposed North Central Freeway is now very much in doubt. Given this situation, the North Central Freeway—if constructed at all—could turn out to be useless to use.

Congress should not bulldoze any freeways through the Nation's Capital. Rather, we should give full support to the mass transit system which the people of the region so clearly need and want, and should encourage the kind of coordinated planning which can bring a regional resolution of the region's highway needs.

DISTRICT OF COLUMBIA

11

Opposite is page 11 from Senate Report No. 91-1254, 91st Congress, 2d Session, on the Federal-Aid Highway Act of 1970.

This position was later adopted by the Senate of the United States -- we do not believe there was any opposition to this recorded at any time. On October 2, 1970 it was unanimously adopted by the U.S. Senate.

The committee recommends the repeal of section 23 of the Federal-Aid Highway Act of 1968. Section 23 mandates the construction of certain segments of the Interstate System in the District of Columbia. That action was a departure from the traditional Federal-State relationship which has been the principal characteristic of the Federal-aid program during its more than 50 years of operation.

Basic to the Federal-aid highway program is its reliance on local decisions with regard to planning and execution of projects, including those on the Interstate System. Federal-aid highway law defines the District of Columbia as a State, and gives to the officials of the District responsibility for initiating projects. The responsibility of the Federal Government is approval of such plans, review of their implementation, and reimbursement of the Federal share of the costs of construction. Local initiative and execution are essential.

By adopting section 23 of the 1968 act, the Congress directly interceded in this process. The section effectively superseded local responsibility and initiative in the District of Columbia, and could create a precedent for similar action with respect to highway controversies in the several States.

Section 23 has resulted in confusion and conflicts in interpretation. Court action has stopped construction of two projects required by section 23, the Three Sisters Bridge and the east leg of the inner loop.

The committee emphasizes that the repeal of the section would neither initiate nor halt any specific highway project. It would not affect lawful actions taken pursuant to section 23 during the time it was in effect, nor is it intended to reverse any local decision properly made with respect to highways and bridges. It would simply remove the uncertain effects of section 23 and make clear that the District of Columbia has the same prerogatives respecting highway construction enjoyed by any State.

It is essential that Federal-aid highway law not direct the construction of specific highway segments or bridges in any State. The elimination of section 23 would remove the Congress from involvement in local decisions which rightly belong to the citizens of the District of Columbia, their responsible officials, and the Department of Transportation.

Thursday, August 22, 1968 ★ 1

Highway Lobby Raises Kitty for Fallon Campaign

By FRANK DeFILIPPO

Washington special interest groups, representing the nation's multi-billion dollar highway construction industry, has raised a sizable campaign kitty to assure the retention of Maryland Rep. George H. Fallon as chairman of the House Public Works Committee.

Calling itself the "National Committee to Re-elect George Fallon," the alliance of road-building interests includes contractors, builders, engineers, products manufacturers, suppliers and lobbyists.

Recently it raised about \$15,000 at a Washington testimonial for Fallon. Its \$50-a-ticket subscribers mainly were businessmen vitally concerned over the billions in highway projects that pass through the Congressman's committee.

A copy of the letter of solicitation by The News American told its recipients bluntly that "the suggested level of contribution is a bloc of 10 tickets." The Fallon fund-raiser was held Aug. 15 at Washington's Mayflower Hotel.

TWO WEEKS ago, Fallon was listed as one of Congress' largest recipients of campaign contributions from the American Truckers Association, which also has a vital interest in the nation's highways.

A veteran of 25 years in Congress, Fallon faces the stiffest challenge for re-election of his career from State Sen. J. Joseph Curran Jr. (D., Third). He became Public Works Committee chairman in 1964, when his predecessor, Bronx political boss William Buckley, was defeated for re-election in New York City's reformist upheaval.

The committee raising road industry dollars for Fallon's re-election is under the general direction of the American Road Builders Association, the industry's representative link with Capitol Hill.

It supervised the organization of the fund-raiser along with other industry groups—the Washington Board of Trade, D. C. Road Builders and Federal City Council. The

Council's members are individuals and companies representing all businesses connected with the highway construction industry.

Treasurer of the "National Committee to Re-elect Fallon" is retired Army Maj. Gen. Louis Prentiss, who until recently was executive vice president of the American Road Builders Association. Although he retired from the post earlier this year, Prentiss is retained under contract as the association's special consultant and regularly attends its board meetings.

CONTACTED at his Rehobeth Beach summer home, Prentiss acknowledged that he is co-signator on a special bank account holding the Fallon funds raised by the roads industry.

Chairman of the national committee for Fallon's re-election is Baltimore businessman Edward J. McNeal, former staff director of the Congressman's Public Works Committee. A former member of the Maryland House of Delegates, McNeal now is vice president of the Maryland Retail Merchants Association.

McNeal was asked why a Congressman from the Fourth District in Baltimore needed a nationwide committee to work for his re-election. He replied:

"We needed a nationwide committee because when you're in Congress as long as George Fallon you have friends throughout the country and the programs he's involved in benefit people in other areas."

Another Marylander deeply involved in raising funds for Fallon is Edward J. Donnelly, senior partner in the J. E. Greiner Co., the firm of consulting engineers that does virtually all the state's highway and bridge design and engineering work.

McNeal said he was instru-

mental in helping persuade Donnelly to help raise money for Fallon because "they are old friends," and Donnelly said he agreed because "Fallon has been good for the state and the industry."

The parallel Bay Bridge, for example, which will yield Greiner about \$5 million in engineering fees, was authorized under legislation processed by Fallon's committee.

WHEN Rep. Clarence D. Long (D., Second) attacked the bridge project and Greiner last year, Fallon inserted a written defense of Donnelly and Greiner's integrity into the Congressional Record.

Donnelly's signature was affixed to a letter circulated among consulting engineers across the nation to encourage contributions to Fallon's campaign.

Contacted at his Baltimore office, Donnelly said he did not actually write the letter but authorized the committee to use his name. It said, in part:

"Throughout this quarter century of service, Cong. Fallon has always been known as a friend of the consulting engineer and always has had a very sympathetic ear to the problems in the highway field and public works . . .

"Your participation in this event will be of significant help in assuring the re-electing of Cong. Fallon this fall. We hope that you will be with us, in person or in spirit.

"Tickets are available on the basis of one ticket for each \$50 contribution. The suggested level of contribution is a bloc of 10 tickets . . ."

THE LETTER designated Donnelly as "chairman, group 1," which he explained to mean that he was responsible for soliciting among his own professional group. He said each allied branch of the road building industry had its own chairman and group number.

The letter listed a return address of "P. O. Box 7127, Benjamin Franklin Station, Washington, D. C. 20044."

In a phone conversation with Fallon, the congressman denied

that Donnelly had any connection with the committee or the fund-raising event. Similarly, McNeal refused to state whether Prentiss was connected in any way with the road-building industry.

Both Prentiss and McNeal declined to make available lists of contributors or invitation mailing lists.

Prentiss said the list was in the possession of Burton F. Miller, his successor as executive vice president of the American Road Builders Association. Miller was out of town and unavailable for comment. The general explained that the invitation and solicitation lists had been prepared by his own association and the Washington Board of Trade, the D. C. Road Builders and the Federal City Council.

ESTIMATES VARY on the number of persons who attended the testimonial. McNeal estimated the gathering at 300 to 400, Fallon said the crowd was about 300 and Prentiss stated precisely that there were "260 present."

Fallon said he has not yet "received a report" on exactly how much money was raised.

The Congressman described the gathering as "some personal friends who are well connected with various kinds of organizations."

McNeal said the guests were "people in all kinds of industries" who are concerned with the "mammoth Federal projects" Fallon's committee handles.

Explaining why he approached Donnelly about participating in the fund raising drive, McNeal said, "As a major consulting engineer, he's concerned with a great number of projects across the country."

McNeal refused to disclose who originally conceived the idea to form the committee he heads.

1 MR. FRAIN: Thank you very much, Mr. Dugas.

2 MR. SUTHERLAND: Mr. Dugas, if I can sum up, this
3 bridge and the related ---

4 MR. DUGAS: Would you state your name.

5 MR. SUTHERLAND: My name is Sutherland --
6 S-u-t-h-e-r-l-a-n-d; David A., McLean, Counsel to the
7 Businessmen.

8 MR. DUGAS: For what businessmen?

9 MR. SUTHERLAND: Businessmen Affected Severely by
10 the Early Action Plans. George Frain has made the speech.

11 If I may sum up, this bridge and the related highway
12 facilities, I-66 and others, are not a design for transporta-
13 tion but part of a design to eliminate the small business
14 community. The small businessmen I represent this morning
15 the small businesses whose properties have yet to be taken
16 in Arlington.

17 A design to lay down cement on parts of the environ-
18 ment, and those citizens of Fairfax, Loudoun, and Prince
19 Williams counties who have been so let down in the transporta-
20 tion area should be aware that there is no present plan to
21 connect I-66 through to this massive bridge area, only a plan
22 to spend \$8 million paving a little spot in Arlington which
23 goes from nowhere to nowhere.

24 Mr. Dugas, the question of whether a new location
25 hearing must be held is presently under consideration by the

1 Court of Appeals and we think it is out of order for these
2 twin highway departments to hold a hearing on a narrow
3 question of design before the basic question of whether this
4 whole vast structure is needed.

5 Thank you.

6 MR. DUGAS: Thank you.

7 Edward MacClane, a citizen, of Washington, D. C.

8 STATEMENT OF EDWARD MAC CLANE, CITIZEN,

9 1530 T STREET, NORTHWEST, WASHINGTON, D. C.

10 MR. MAC CLANE: Mr. Chairman, Ladies and Gentlemen,
11 I am Edward J. MacClane, past President, D. C. Federation of
12 Civic Associations, Inc., Midway Civic Association, and
13 Chairman of the City Planning Committee of the Federation.

14 For the first time in ten years I am not represent-
15 ing any organization but appearing here as a District taxpayer
16 and a legal resident of the State of New Jersey, concerned
17 over legislation that would force the District of Columbia
18 to build the Three Sisters Bridge, North Central Freeway, and
19 other freeways within the District of Columbia.

20 I have opposed this freeway program since the
21 beginning of the sixties and today my opposition is stronger
22 than ever due to the critical financial position of the
23 District of Columbia.

24 I strongly support the construction of the subway
25 system. It does seem to me to be the height of financial

1 irresponsibility to attempt to build a subway system and a
2 huge freeway network at the same time.

3 I hope that the Congress will re-examine its
4 position and that the proposed legislation to force on the
5 District the unwanted freeway will be rejected.

6 I am forwarding a copy of this statement to Senators
7 Case and Williams of New Jersey and Congressman Charles
8 Sandman who represents Cape May County, and urging them to
9 vote against this legislation.

10 I want to say in connectin with the financial con-
11 dition of the District of Columbia that recently I heard a
12 budget officer of the District of Columbia state that in
13 February there would be no money to repair the streets in the
14 District of Columbia. I don't see how with all the needs
15 that we have in the District of Columbia that the city can be
16 involved both in a subway system and a freeway program, and
17 I certainly hope the citizens of this city, as well as the
18 citizens of Maryland and Virginia, will bind together and see
19 that this freeway program is eliminated.

20 Thank you.

21 (Applause.)

22 MR. DUGAS: Norman W. Worthington of the Arlington
23 Chamber of Commerce.

24 William K. Scheirer. I'm sorry.

25 Mr. Worthington.

1 STATEMENT OF NORMAN W. WORTHINGTON,
2 REPRESENTING THE ARLINGTON CHAMBER
3 OF COMMERCE

4 MR. WORTHINGTON: I would like to read the resolution
5 which was passed by the Board of Directors for the Arlington
6 Chamber of Commerce November 13, 1970.

7 "That the Board of Directors of the Arlington
8 Chamber of Commerce reaffirms its support of the construction
9 and proposed design of Interstate 266 through Arlington County
10 and the District of Columbia, incorporating the Three-Span
11 alternate design."

12 MR. DUGAS: Thank you very much, Mr. Worthington.
13 A copy of this resolution will be entered into the record.

14 Mr. Scheirer?

15 MR. BUCHANAN: You called my name earlier. William
16 Buchanan. I was scheduled at 11:25.

17 MR. DUGAS: Mr. Buchanan, I will call you after all
18 of the witnesses ---

19 MR. BUCHANAN: I am here on time.

20 MR. DUGAS: That is all right, sir. I am conducting
21 the hearing.

22 VOICE: He is on time, man.

23 MR. DUGAS: Mr. Scheirer.

24 VOICE: He is on time. He was told to come here at
25 a certain time.

1 MR. DUGAS: Mr. Scheirer.

2 VOICE: You are a phony. You are as phony as hell.

3 MR. DUGAS: Mr. Scheirer ---

4 MR. BUCHANAN: This is ridiculous. I am here at
5 11:25 and that is the time I am listed to be here. I want to
6 testify for my Association.

7 MR. DUGAS: Would you be seated.

8 MR. BUCHANAN: No. I want to testify.

9 MR. DUGAS: Will you be seated.

10 VOICE: You are running a half-hour ahead.

11 MR. SUTHERLAND. Mr. Dugas, if you are not going to
12 allow people to speak when they are ---

13 VOICE: I am ---

14 MR. DUGAS: Please be seated.

15 VOICE: I am standing up. You are running a half-
16 hour ahead.

17 VOICE: Go look for crime in the streets.

18 MR. DUGAS: Can we have order, please.

19 VOICE: Get these men away from me.

20 ADMIRAL O. S. COLCLOUGH, DOWNTOWN PROGRESS

21 ADMIRAL COLCLOUGH: Mr. Chairman, Mr. Dugas, we
22 appreciate very much this opportunity to appear before you in
23 support of the three-span alternative ---

24 VOICES: Can't hear. Can't hear.

25 MR. DUGAS: Are the mikes on?

1 ADMIRAL COLCLOUGH: We appreciate very much this
2 opportunity to appear before you in support of the three-span
3 alternative design for the proposed Three Sisters Bridge.

4 My name is O. S. Colclough. I am Chairman of the
5 Executive Committee of the Board of Directors of the National
6 Capital Downtown Committee, Inc., Downtown Progress, a non-
7 profit corporation formed and supported by Washington
8 business and civic leaders to undertake research on educational
9 and informational activities with the objective of revitaliz-
10 ing Downtown Washington between the White House and the
11 Capitol.

12 Downtown Progress has devoted considerable energy
13 during its ten years of activity to increasing community
14 understanding of the need for a complete transportation system
15 to serve the Nation's Capital. We have continuously supported
16 the concept of a total transportation system to serve the
17 region, the city and downtown. Elements of this total trans-
18 portation system include rapid rail transit, the subway, with
19 an appropriate feeder bus system, freeways with appropriate
20 improvements to its existing street systems, and parking.

21 We are convinced that the Metro System now under
22 construction along G Street in Downtown will be a major
23 positive factor for downtown revitalization. We are equally
24 convinced that it cannot do the entire transportation job by
25 itself.

1 The Washington Metro area transit authority riders'
2 projection indicate that by 1990, even with a completed
3 Metro, 39 percent of the people traveling to downtown
4 Washington during peak hours will be using automobiles.
5 Furthermore, in 1980, more than 80 percent of all individual
6 trips in Metropolitan Washington during a 24-hour day will be
7 made in automobiles.

8 Consequently, we need both an effective freeway
9 system and an effective transit system to insure necessary
10 accessibility to and from downtown and to provide traffic
11 relief for the inner city.

12 The total transportation system is needed if down-
13 town Washington is to continue as a major tax resource and as
14 a major center of employment for the city as well as for the
15 region. More than 90,000 persons are employed in downtown at
16 present. Downtown contains the largest single concentration
17 of employment and retail goods and services in Metropolitan
18 Washington. To maintain and strengthen this concentration,
19 and it must be maintained and strengthened for the social and
20 economic health of the District of Columbia, a total trans-
21 portation system is essential.

22 I have presented this introductory material because
23 we believe that the provision of a basic freeway system of
24 which the Three Sisters Bridge is an important, integral part
25 is one of the number of public actions that must be taken to

1 strengthen the economy of the District of Columbia because
2 either of the two Three Sisters Bridge design alternatives
3 being considered would help achieve this vital purpose. Our
4 specific support for the three-span alternative based on
5 aesthetic considerations.

6 Downtown Progress concurs in the statement regarding
7 this three-span design by the Chairman of the Commission of
8 Fine Arts, who said, and I quote:

9 "We feel your designer had performed brilliantly in
10 creating a design for one of the most important scenic sights
11 around the Capital. Its simplicity and its daring both are
12 very commendable characteristics."

13 In addition, we applaud the fact that a bridge at
14 this location will contribute to other important community
15 development objectives by leaving a wide expanse at water level,
16 free from obstruction; for the benefit of recreational use of
17 the river, helping to enable additional recreation facilities
18 to be provided, helping to acquire an important historic site,
19 helping to conserve the natural environment of the area,
20 helping to reduce air and noise pollution and not to increase
21 water pollution, providing improved access to community
22 facilities such as hospitals and universities, improving
23 access to Dulles Airport and especially by creating no dis-
24 placement of families or businesses.

25 It is our understanding that preliminary tests

1 indicate the three-span alternative to be structurally safe.
2 On this basis, the Downtown Progress recommends that the
3 construction of the three-span alternate proceed. By such
4 action, the prospects for downtown and total city revitaliza-
5 tion can be improved and, at the same time, a bridge as
6 attractive as it is functional can be constructed.

7 Thank you, sir.

8 MR. DUGAS: Thank you, sir.

9 Our next witness will be the Honorable Clive DuVal
10 of the House of Delegates of Virginia.

11 MR. SUTHERLAND: On behalf of my colleague in the
12 General Assembly, I would like to repeat my protest in the
13 record of calling people before their time announced.

14 MR. DUGAS: We will now hear from Mr. William
15 Buchanan, Foggy Bottom Association.

16 (Applause.)

17 MR. DUGAS: And only Mr. Buchanan, please.

18 VOICE: You haven't even heard what he is going to
19 say, Dugas.

20 MR. DUGAS: Mr. Buchanan, will you come forward and
21 testify.

22 MR. BUCHANAN: He is going to testify with me, sir.

23 MR. DUGAS: Mr. Buchanan, you are to testify ---

24 VOICE: How do you know? What the hell is this?
25 This is a phony. You haven't even heard what he is going to

1 say and you make a ruling. We will get to you, Dugas.

2 MR. DUGAS: Mr. Buchanan.

3 STATEMENT OF WILLIAM BUCHANAN, FOGGY

4 BOTTOM ASSOCIATION

5 MR. BUCHANAN: Mr. Examiner, is this mike on?

6 Mr. Chairman, I would like to start off first by
7 protesting the fact that you are hearing this and we do not
8 have the City officials hearing this, and there is no one here
9 who can make a decision for the citizens of Washington, D. C.

10 I am William Buchanan. I am testifying for the
11 Foggy Bottom Association. The Foggy Bottom Association
12 opposes construction of the Three Sisters Bridge regardless
13 of design. Perhaps no community has been so heavily freewayed
14 and arterialed and, therefore, polluted as Foggy Bottom.

15 VOICE: Am I under arrest, Mr. Dugas? Am I under
16 arrest?

17 MR. DUGAS: Would you proceed, Mr. Buchanan.

18 MR. BUCHANAN: Long ago, Lewis Mumford had this to
19 say about the interstate system:

20 "In 1958 when the American people through their
21 Congress voted a little while ago, 1957, for a \$26 billion
22 highway program, the most charitable thing to assume about this
23 action is that they hadn't the faintest notion of what they
24 were doing. Within the next 15 years they will doubtless
25 find out."

1 By that time it will be too late to correct all the
2 damage to our cities and our countryside, not least to the
3 efficient organization of industry and transportation, as
4 this ill-conceived and preposterously unbalanced program will
5 have brought. We know what he meant.

6 Foggy Bottom has lost four blocks of housing in-
7 cluding the historic Peter Hand House where George Washington
8 used to stay when he came to Washington, to the voracious
9 appetite of the inner loop.

10 We have seen more cars with no end to congestion.

11 Speaking of the intersection, speaking of this
12 bridge, Alan S. Boyd in 1967 said, "It is my judgment that
13 the construction at this time simply will transfer a growing
14 traffic jam from the Virginia side of the Potomac to the
15 interchange at 26th and K", and that is Foggy Bottom.

16 Two days ago I received in the mail from the
17 Office of the Secretary of Transportation the following
18 communication:

19 "The Department of Transportation today announced
20 the availability of a special report prepared by the Citizens
21 Advisory Committee on Transportation Quality for the Secretary
22 of Transportation, John A. Volpe."

23 The report called urban traffic congestion "a grave
24 crisis, not just a problem" and stated that "the United
25 States can no longer afford the luxury of one individual

1 occupying 100 square feet or more of highway or street
2 sitting in an automobile."

3 The report urged that the Department of Transportation
4 seek realistic and imaginative solutions by taking into
5 consideration both existing technology and long-range develop-
6 ment. I ask you if this 1950 solution is either realistic
7 or imaginative.

8 A favorite of freeway builders is the argument
9 about safety and this bridge is no exception. Freeways be-
10 cause of their better engineering are safer than conventional
11 roads and therefore more freeways mean fewer accidents. Now,
12 they are correct that accidents per mile traveled are lower
13 on freeways, but it is those long expanses of speedy concrete
14 that lure us into making trips we would not otherwise make
15 and for longer distances than what we formerly had driven.

16 Furthermore, at the beginning and end of these
17 trips we do much, perhaps most of our traveling on those
18 older and most "dangerous" roads.

19 By their fruits ye shall know them. The result is
20 that between 1960 and 1969 annual auto mileage jumped from
21 588 billion miles to 1,016,000,000 miles, and this was
22 accompanied by an increase in highway deaths from 38,000 to
23 56,000.

24 Now, if these roads are so safe, why then did the
25 head of the Highway Lobby, Mr. Harry Heltzer, Chairman of the

1 Board of Directors of the Highway Users Federation for Safety
2 and Mobility, say in his speech before that organization in
3 April of 1970, "The violence on our highways today is by far
4 the leading category of violence in American life. Losses in
5 life, health and property from traffic accidents exceed by
6 10-to-1 the totals from all other kinds of violence combined."

7 How many freeways is it going to take to correct
8 that?

9 I would like to call your attention to the Quayle
10 poll, the so-called Quayle poll, which actually was made ---
11 it was never released to the public and it was purported to
12 tell us that everybody wanted freeways.

13 Now, the fact of the matter is that there is a
14 methodological error in this poll. I think an honest attempt
15 was made in this poll but there is a methodological error and
16 that is that they did not include buses, and most Washingtonians
17 who do not use automobiles, and probably most of us, are not
18 attuned to the concept of buses.

19 The question was, "What is the most needed trans-
20 portation improvement?" Fifty-two percent said rapid rail,
21 25 percent freeways, 23 percent downtown parking, but no
22 mention is made of buses and the confusion is obvious when you
23 turn to the next page in this poll and see least needed
24 transportation improvement, more freeways, 50 percent; more
25 downtown parking, 37 percent; new rapid rail, 13 percent.

1 Obviously, people haven't been given options that
2 they understand.

3 A few months after the Quayle poll we come out with
4 the preliminary report on a poll taken by the National
5 Capital Region Transportation Planning Board of the Council
6 of Governments. This was released in September of 1969.
7 They asked a series of questions in the entire Metropolitan
8 Area.

9 "In regard to improvement of the zone situation for
10 Washington, respondents rated improvement as follows: build
11 a subway system, 20 percent; improve downtown parking, 13
12 percent; improve existing major streets, 14 percent; build
13 more freeways, 9 percent."

14 The significant exception to this occurred in the
15 District of Columbia where residents downgraded all of the
16 above reasons, including subways, in favor of improved bus
17 service.

18 The Quayle poll never addressed itself to that
19 question and that is why if you don't give people choices,
20 they don't know what to pick.

21 On November 14, 1969, a referendum was held in
22 conjunction with the School Board election. Twelve thousand
23 people voted and by a 5-1/2-to-1 margin they voted that they
24 did not want the Three Sisters Bridge or its connecting roads.

25 As to aesthetics, this bridge is no doubt a work of

1 art but one cannot separate art from proper location and
2 function. We would therefore suggest that since this bridge
3 is to be built allegedly to serve Dulles Airport that it be
4 built on the ground of the Airport as perhaps the pedestrian's
5 right.

6 (Applause.)

7 MR. BUCHANAN: And so we ask you not to build this
8 solution to 1950 problems. This dagger in our city's heart,
9 this hypodermic of bilious poisons, those bomb craters lined
10 end to end called the North Freeway, this speculator-trucker-
11 contractor paradise will drop our city to Dante's Seventh
12 Level of Hell.

13 I would like to read on the subject of hell from a
14 book called "This is the American Earth", by Ansel Adams and
15 Nancy Newhall.

16 "Hell we are building here on earth. Headlong,
17 heedless, we rush to pour into air and water poisons and
18 pollutions until dense choking palls of smog lie over cities
19 and rivers run black and foul.

20 "To build highways hypnotic in their monotony,
21 looping and twisting through cities, entangling in danger,
22 noise, fumes, communities once citadels of home, strangling
23 the countrysides, cutting the flow of water, the roots of
24 trees, the paths of wildlife and of wind, merely to bear us
25 glazed with speed, seeing only the road."

1 Thank you.

2 (Applause.)

3 MR. DUGAS: Mr. Scheirer, William K. Scheirer.

4 (No response.)

5 MR. DUGAS: Representative DuVal.

6 STATEMENT OF CLIVE DU VAL, VIRGINIA STATE
7 DELEGATE, REPRESENTING HIMSELF AS A CITIZEN,
8 AND HIS CONSTITUENTS

9 MR. DU VAL: Thank you, Mr. Chairman. I am sorry to
10 be here late, although I think I am half an hour ahead of my
11 scheduled time for appearance.

12 MR. DUGAS: Yes. We are doing a little better than
13 we thought.

14 MR. DU VAL: My name is Clive L. DuVal, 2d, of
15 McLean, Virginia. I am a State Delegate representing the
16 Fairfax-Falls Church area of Northern Virginia, and several
17 years ago I was the Democratic nominee for Congress from
18 Virginia's nearby 10th District.

19 Although this is billed as a "design" hearing on
20 proposed Interstate Route 266 crossing the Potomac on a bridge
21 at the Three Sisters site, it is never too late to save tax-
22 payers the many millions of dollars that the construction of
23 this unnecessary highway and bridge will cost.

24 I oppose the construction of I-266 and the Three
25 Sisters Bridge because this would clearly amount, in my

1 judgment, to building a bridge and its approaches at the
2 wrong time and the wrong place.

3 (Applause.)

4 MR. DU VAL: First of all, it is impossible to
5 demonstrate that such a bridge is not really needed until after
6 the two Metro subway crossings planned at Rosslyn and 14th
7 Street, plus the rail rapid transit connections with them in
8 Northern Virginia, are constructed and in operation.

9 Certainly many Virginians who now commute to the
10 District of Columbia by automobile are going to shift to rail.
11 Not only will this decrease automobile traffic crossings of
12 the Potomac, but the new pattern of traffic crossings that
13 will emerge may well show that any new bridge needed should
14 be located, as a previous Secretary of Transportation pointed
15 out, at an entirely different location -- probably downstream
16 below the 14th Street bridges.

17 My position is simply that it is premature at this
18 time to proceed with the construction of a Three Sisters
19 Bridge and approaches, when future rail crossings of the
20 Potomac may well postpone the need for such a bridge for many
21 years or indicate that the bridge should be built at an
22 entirely different location.

23 Further, the Three Sisters site is a scenically
24 beautiful area of the River, which has remained surprisingly
25 unchanged since colonial times. A bridge at this site, no

1 matter how well designed, would not only destroy this scenic
2 vista of the Potomac, but the bridge approaches on both the
3 Virginia and District shores would occupy and destroy important
4 open space and parkway lands.

5 I hope this hearing will also give due weight to
6 the fact that citizens groups on both sides of the Potomac
7 have been almost unanimously opposed to the construction of a
8 bridge at the Three Sisters site, as attested by the record
9 of the public hearings on the project held in 1964.

10 Furthermore, opposition to the construction of
11 Interstate Route 66 in Virginia within the Beltway -- I-495 --
12 with which I-266 would connect in Arlington -- is intense
13 and growing. As a state legislator, I have asked the Governor
14 of Virginia and its Highway Commissioner to hold a new
15 Location Hearing on I-66 because of the drastically changed
16 circumstances and the new legal requirements in effect since
17 a location hearing was held for I-66 back in 1958.

18 Of course, if, after a new I-66 location hearing, it
19 is decided to shift the location of this superhighway or not
20 to build it at all within the Beltway, the basis for the
21 construction of I-266 and the Three Sisters Bridge, i.e., to
22 handle part of the automobile traffic flowing on I-66 towards
23 the District, would vanish entirely

24 Even if it is ultimately decided to proceed with
25 I-66 as now planned, traffic using this highway could be

1 accommodated without the I-266 river crossing: for one
2 thing, the Interior Department has in the past indicated its
3 willingness, as part of a quid pro quo for elimination of the
4 Three Sisters Bridge, to remove the restriction on truck use
5 of the Theodore Roosevelt Bridge -- which limitation, of
6 course, was one of the primary reasons originally put forth
7 to justify adding a new bridge at the Three Sisters Location.

8 I favor upgrading to interstate standards the
9 Jefferson Davis Highway, so that Route 66 truck and other
10 traffic can cross into the District in the mid-town area by
11 the 14th Street Bridges -- and any new bridge constructed
12 downstream -- as well as by the Key and the Theodore Roosevelt
13 Bridges.

14 In conclusion, I urge the Highway Departments of the
15 District and of Virginia to do everything possible to avoid
16 forcing upon the citizens on both sides of the Potomac a
17 costly bridge and approaches which are unwanted and would be
18 most destructive of the environment. At best it is clearly
19 premature to proceed with construction of the Three Sisters
20 Bridges; at worst, a bridge at this location is entirely
21 unnecessary.

22 Thank you very much.

23 (Applause.)

24 MR. DUGAS: Mr. Scheirer. Mr. William K. Scheirer.

25 (No response.)

1 MR. DUGAS: Let's take a ten-minute recess in
2 order to give Mr. Scheirer an opportunity to get here.

3 (Whereupon, there was a short recess.)

4 MR. DUGAS: The hearing will come to order. Mr.
5 William K. Scheirer of the Kalorama Citizens Association.
6 Mr. Scheirer.

7 The Chair recognizes Mr. Kenneth J. Kennedy.

8 STATEMENT OF KENNETH J. KENNEDY, CITIZEN

9 MR. KENNEDY: Thank you, Mr. Chairman.

10 Mr. Chairman, I appreciate the opportunity for your
11 permitting me to speak at this hearing this morning. I speak
12 as a citizen and as a candidate for non-voting delegate for
13 the District of Columbia. I appreciate your consideration.

14 I wish to state that I do not waive any legal
15 rights or actions that I might take in opposition to the
16 bridge at any time in the future.

17 The Three Sisters Bridge is a symbol of the supposed
18 powerlessness of District of Columbia citizens. The Three
19 Sisters Bridge is not just a bridge. It is in reality a
20 battleground between the City of Washington and the Congress
21 of the United States.

22 The details of the engineering design of this
23 bridge are of no interest to most of the citizens of this
24 city, for the citizens of the city have demonstrated time and
25 time again that they oppose not only the construction of the

1 bridge but also oppose the construction of any part of the
2 illegal and hated freeway system for which this bridge has
3 become a symbol.

4 We oppose its construction in any form.

5 Congress is attempting once again to force us to
6 build the bridge and the freeway system by withholding funds
7 which are needed to build the Metro because they say the
8 District of Columbia is obstructionist.

9 Of course, they say that we will do everything that
10 the highway lobbying Congressmen want when they can have our
11 money for Metro. However, we do have some of our own values.
12 Since the values do not coincide with the values of these
13 Congressmen, they would impose upon us and call us obstruction-
14 ists.

15 We are human beings. We are citizens. We are
16 guaranteed under the Constitution that no one shall make or
17 enforce any law that shall abridge the privileges of the
18 citizens of the United States nor shall any State deprive any
19 person of life, liberty, or property without due process of
20 law, nor deny to any person the equal protection of the law.

21 There are 50 States with 50 separate highway
22 departments. Under the provisions of the Interstate Highway
23 Act, the District of Columbia is explicitly designated, at
24 least in the Interstate Highway Program, yes, explicitly
25 designated a State. So there are 51 Highway Departments.

1 Now, I don't see Congress telling the other 50
2 States and their highway departments what to do. Why should
3 they tell us what to do? Is there something different about
4 the District of Columbia?

5 Well, of course there is. But we mustn't shrug our
6 shoulders and say it is because the District of Columbia is
7 the only State without home rule and that it is therefore not
8 the same as other States in regard to being able to make its
9 own decisions.

10 Of course, it is true with a lot of decisions but
11 not with highway decisions. We have our own highway department
12 and our own planning body, the National Capital Planning
13 Commission, our own City Council and Mayor, and this City
14 Council and Mayor have power to decide what roads we will
15 build, what roads we will not build, and if there is any
16 hesitancy on their part to recognize this fact of law, as it
17 is stated in Title 7 of the District of Columbia Code, U. S.
18 Courts of Appeals have assured them not only the right of this
19 power but they indeed have reminded them of the obligation to
20 their Federal citizens that they and only they, they Mayor an
21 the Council, are the ones to exercise this right. See Court
22 of Appeals decision, February 15, 1968.

23 It is not a question of no home rule as some people
24 would have you believe. It is simply a question of
25 congressional extortion and blackmail. But what has happened

1 to transportation planning in our city?

2 Well, to put it quite simply, there hasn't been any.
3 Let us remember transportation just doesn't mean getting from
4 one place to another. A highly respected journal, "Christianity
5 and Crisis," October 3, 1966, reminds us that transportation
6 can become an instrument for justice or injustice, a means of
7 opportunity or frustration, a mechanism for confining or
8 releasing those who live in the ghetto, and here we are really --
9 if we are really serious about transportation planning,
10 please consider the following proposals.

11 I call for the resurrection of the Arthur D. Little
12 Report, its re-evaluation and its possible use as a guide
13 for future transportation planning in the Nation's Capital.

14 I call for putting an end to the burden of trans-
15 portation on the motor car and the truck. I do not, as some
16 critics might think, advocate complete abolition of the auto-
17 mobile at this time. I believe it has its place. But we
18 already have in the City of Washington given over more than
19 one-third of our precious land for its use and storage. I
20 see no reason for adding more.

21 I call for the exploration of other forms of moving
22 goods into and throughout the city. For example, use of
23 piggy-back truck trailers, transported into the city by rail,
24 then distributed through the city by local trucks and other
25 means.

1 I call for the exploration of a multi-facet public
2 transportation system with one fare, with each part being
3 able to supplement and complement the others. Such a system
4 is a long-time investment. It should be organic and dynamic.
5 It should lend itself to new refinements and extensive growth
6 as opposed to a static system such as freeways, incapable of
7 refinement and growth.

8 I see that such a system would include rapid rail
9 transit. The Metro system for Washington is at the moment
10 unacceptable. It is not really designed to serve all of the
11 people, only some, and its funding -- now said to be able to
12 cost as much as \$4 billion -- shows that it is planned to fail.
13 I see that such a system would include bus service with
14 dimensions providing as both complement and supplement to the
15 rapid rail system express feeder and loop capabilities.

16 I see that such a system would include pedestrian
17 amenities, moving sidewalks and the like, bicycling oppor-
18 tunities and, yes, the wherewithal even to walk. Such a
19 system would, of course, be owned by the people, operated
20 through their government.

21 The fees for the use of public transit facilities
22 should be minimal if not free. Stockholm and other cities
23 are considering it, I understand. In any case, there should
24 be only one fee with unlimited transfer privileges for all
25 mobile facilities.

1 How would all this be funded? There seems to be
2 unlimited funds for freeways and allied substances. Why not
3 channel these moneys to the place where they are really
4 needed? Indeed, why not use our money and our know-how to
5 build and operate desperately needed public transit systems
6 which can serve all the people?

7 Why do we continue to use our money and know-how to
8 build in our cities freeways that transport the rich at the
9 expense of the poor?

10 I am unalterably opposed to any system such as the
11 subject of this hearing, such as the condition of subsidies
12 for the rich, free enterprise for the poor.

13 Thank you, Mr. Chairman.

14 (Applause.)

15 MR. DUGAS: Thank you.

16 Mr. William K. Scheirer.

17 VOICE: Mr. Dugas, Mr. Scheirer had an emergency
18 evidently. He is not at home and he is not here. He will
19 come and speak for the D. C. Federation of Citizens. We would
20 like when he comes if he would speak.

21 MR. DUGAS: We have about 20 minutes before the
22 luncheon break is scheduled. I wonder if there is anyone
23 among you who would like to appear.

24 Come right down, sir. I didn't get your name.
25

1 STATEMENT OF LESLIE LOGAN, ARLINGTONIANS
2 FOR PRESERVATION OF THE POTOMAC PALISADES

3 MR. LOGAN: My name is Leslie Logan, gentlemen.

4 I am Leslie Logan, 2523 North 23rd Road, Arlington,
5 Virginia, President of Arlingtonians for Preservation of the
6 Potomac Palisades.

7 I challenge the legality of today's hearing.

8 As stated in the Policy and Procedure Memorandum
9 issued under the authority of the Federal-Aid Highway Act and
10 the Department of Transportation Act, paragraph 4, b., "A.
11 'highway design public hearing' is a public hearing that:

12 "(1) Is held after the route location has been
13 approved, but before the State highway department is committed
14 to a specific design proposal;

15 "(2) Is held to ensure that an opportunity is
16 afforded for effective participation by interested persons in
17 the process of determining the specific location and major
18 design features of a Federal-aid highway . . . "

19 The Memorandum also states, paragraph 8, b., (1),
20 that "public hearings are to be held at a place and time
21 generally convenient for persons affected by the proposed
22 undertaking."

23 Calling this hearing for 10:00 a.m. today is a clear
24 violation of this provision. Many hundred people directly
25 affected by the I-266 project and many hundred public-spirited

1 citizens cannot afford or are not able to leave their jobs
2 on a workday Monday, or a workday Tuesday, or a workday
3 Wednesday, et cetera. One must question the motives of the
4 sponsors. To afford full public participation, this hearing
5 should have been set for Saturdays or several weekday evenings.

6 (Applause.)

7 MR. LOGAN: Furthermore, the maps and drawings you
8 have made available for public inspection make impossible full
9 citizen participation in this hearing. Replete with technical
10 verbiage and abbreviations, fuzzy and incomplete, they are
11 not enlightening, but confusing to the general public. They
12 are obviously designed for engineers or mind readers.

13 As I have already quoted, the Federal Highway Act
14 requires that the design public hearing be held after the
15 corridor public hearing. It defines a corridor public hearing
16 as a public hearing that

17 "(1) Is held before the route location is approved
18 and before the State highway department is committed to a
19 specific proposal;

20 "(2) Is held to ensure that an opportunity is
21 afforded for effective participation by interested persons in
22 the process of determining the need for, and the location of,
23 a Federal-aid highway . . ." (Paragraph 4, a, Policy and
24 Procedure Memorandum 20-8, Bureau of Public Roads.

25 Gentlemen, we have not yet had a corridor public

1 hearing as so defined. At the 1964 hearing which you refer
2 to as the corridor-location hearing, the witnesses were
3 categorically requested to refrain from discussing the need
4 for this project. The citizens were told that the highway
5 authorities had established the need and that citizen discus-
6 sion of whether or not the project was justified was not
7 relevant and would not be taken into consideration.

8 This design hearing, therefore, is illegal for it
9 does not follow a corridor-location hearing at which the
10 public helped determine the need.

11 Nor does it follow a corridor-location hearing in
12 which there was "effective" participation by interested
13 persons. In the 1964 public hearing, citizen witnesses almost
14 unanimously opposed the project. In spite of this clear
15 citizen opposition, the highway people approved the project.
16 A position breakdown of the witnesses at this hearing is
17 submitted for the record.

18 (The information above-referred to, follows:)
19
20
21
22
23
24
25

ARLINGTONIANS FOR PRESERVATION OF THE POTOMAC PALISADES

POST BOX 335
ARLINGTON, VIRGINIA 22210

Telephone: 525-4932

LESLIE LOGAN
President

ALLAN D. HENRY
Vice President

EDWARD MARTIN
Treasurer

ROBERT N. HISLOP
Secretary

JOINT PUBLIC HEARING RE: PROPOSED INTERSTATE

HIGHWAY PROJECT ROUTE 266 GOVERNMENT OF THE

DISTRICT OF COLUMBIA AND THE COMMONWEALTH OF VIRGINIA

WASHINGTON, D. C., NOVEMBER 24, 1964

BEFORE: Mr. C. W. Kestner, District Engineer
Virginia Department of Highways
and
Col. John A. Israelson, Hearing Officer
D. C. Board of Commissioners

Following is a "position" breakdown of testimony and statements included in the 533-page printed record of the above hearing.

ELECTED OFFICIAL BODIES

F O R
Route I-266 & Bridge

A G A I N S T
Any Route I-266 & Bridge

O T H E R

Arlington County Board

Democratic Central Committee
of the District of Columbia

APPOINTED OFFICIAL BODIES

Commissioner's Planning &
Urban Renewal Advisory
Council

Arlington County Cultural
Heritage Commission

Arlington County School Board

Fairfax County Planning
Staff

Washington Metropolitan
Area Traffic & Highway
Board

Washington Metropolitan
Area Transit Commission

APPOINTED OFFICIALS

F O R

Route I-266 & Bridge

A G A I N S T

Any Route I-266 & Bridge

O T H E R

Arlington County Manager*

CIVIC PLANNING GROUPS

Citizens Transit Improvement
Association (D.C.)

Committee of 100 on the
Federal City

Northwest Committee for
Transportation Planning (D.C.)

Washington Planning &
Housing Association

CITIZENS ASSOCIATIONS AND
CITIZENS ASSOCIATION FEDERATIONS

Arlington County Civic Federation

Arlingtonians for Preservation of
the Potomac Palisades

Capitol View Civic Assn. (D.C.)

Cathedral Height-Cleveland Park
Citizens Association (D.C.)

Citizens Association of Georgetown

D. C. Federation of Civic Assns.

Federation of Citizens Assns. of
the District of Columbia

Georgetown Canal &
Riverside Council
(request further study)

* = Recommendations of County Manager contained in his memorandum of November 6, 1964 (pp. 487-492) were unanimously rejected by Arlington County Board on November 14, 1964. See page 43.

FOR
Route I-266 & Bridge

AGAINST
Any Route I-266 & Bridge

OTHER

Inter-Federation Council of the
Greater Washington Metropolitan
Area (mistakenly identified in
"Contents" p. D, as "Arlington
County Civic Federation)

North Foxhall Road Assn. (D.C.)

North Highlands Citizens Assn. (Arl.)

Northwest Council of Citizens
Associations (D.C.)

Palisades Citizens Assn. (D.C.)

Parkway Citizens Assn. (Arl.)

Riverwood Citizens Assn.
(mistakenly identified in "Contents"
p. C, as "Arlington Citizens Assn.")

Shepherd Park Citizens Assn. (D.C.)

CHURCHES

Cherrydale Methodist Church (Arl.)

St. Andrew's Episcopal Church (Arl.)

PARENT-TEACHER ASSOCIATIONS

Arlington County Council of PTA's

Woodmont School PTA
(Arl.) in opposition to
Plan III

PROFESSIONAL ASSOCIATIONS

D. C. Society of Profes-
sional Engineers

Washington Metropolitan Chapter
American Institute of Architects

Washington Section of the
Institute of Traffic Engineers

CONSERVATION

F O R
Route I-266 & Bridge

A G A I N S T
Any Route I-266 & Bridge

O T H E R

Audubon Naturalist Society of
Central Atlantic States

SPORTS AND RECREATION

Coach of Washington-Lee
High School (Arl.), Rowing Team
and Potomac Boat Club

Washington Rowing Association

TRADE ASSOCIATIONS, LABOR &
BUSINESS ORGANIZATIONS, ETC.

Arlington Chamber of
Commerce

Northeast Businessmen's Assn.
Inc. (D.C.)

Arlington Junior Chamber
of Commerce

Automotive Trade Assn.
National Capital Area

D. C. Advisory Board
of the AAA

District of Columbia
Trucking Association

Fairfax County Chamber
of Commerce

Greater Washington Central
Labor Council, AFL-CIO

Greater Washington Service
Station Association

Joint Committee on Transpor-
tation for Metropolitan Washington

FOR
Route I-266 & Bridge

Northern Virginia Advisory
Board of the American
Automobile Association*

Washington Representatives
of Rubber & Tire Manufacturers

AGAINST
Any Route I-266 & Bridge

OTHER

FIRMS

Airport Transport, Inc.

Eastern Greyhound Lines

Trailways-Safeway Trails, Inc.

INDIVIDUALS

Dr. Paul J. Claffey
Mrs. David Ferguson
Mr. & Mrs. E. Kendrick
Mrs. Isabel C. Moore
Christian H. Nelson
Mrs. R. A. Patterson
Irving C. Root (represent-
ing himself and 8 others)
Leonard Wheat

Mrs. L. T. Day
Mrs. Rose W. Gorzkowski
J. H. Heckman
Allan D. Henry
Robert Hershman
Robert N. Hislop
Hon. Frank Horton
(U.S. Congressman)
W. B. Hussey
Mrs. Katherine Knox
Sidney T. Mathews
Mr. & Mrs. Dwight F. Rettie
John N. Ruffner
Edith R. Saul
Ambassador & Mrs. Wm. Witman

Karl G. Sorg
(representing owners
of 3 buildings in
Rosslyn in opposition
to Plan I)

PETITIONS

Signatures of approximately 670
individuals residing or working in
proposed Route I-266 area (Arl.)
pp. 339 - 367

* = A member of the Northern Virginia Club of the AAA challenged this position
because membership was not polled, page 71.

PETITIONS (CON'T.)

F O R

Route I-266 & Bridge

A G A I N S T

Any Route I-266 & Bridge

O T H E R

Signatures of 26 individual
residents (D.C.) pp. 460-462

HIGHWAY DEPARTMENT OFFICIALS
& THEIR CONTRACT CONSULTANTS

T. F. Airis, Director
Department of Highways
and Traffic, D.C.

A.A. Grant, Chief Engineer
Office of Planning & Program-
mings, Department of Highways
& Traffic, D.C.

Elmer K. Timby, Partner
Howard, Needles, Tammen
& Bergendoff, Consultant Engineers
(engaged by D.C. & Va. Highway
Departments, discussed his firm's
"Location Studies Interstate Route 266")

MISCELLANEOUS STATEMENTS

V. J. Perricelli
U.S. Army Corps of
Engineers, relocation of
utilities (This person
merely pointed out need for
relocation of water pipes under
river if Plan I was selected.)

H.M. Snead, Jr.
Virginia Highway Department
(The purpose of this person's
statement was to put in the record
and to acquaint those present with the
general procedure for acquisition of
rights of way for highways.)

Father T. Byron
Collins, S.J.
Georgetown University

1 MR. LOGAN: An earlier public hearing on I-266 held
2 by the Virginia Highway Department in 1962 also made a farce
3 of the principle of the public hearing. In his July 2, 1962,
4 report of the hearing, District Engineer C. W. Kestner admitted
5 that the majority opposed the project.

6 He said: "The majority of the people at the hearing
7 were opposed to this project due to damage to their property
8 and some feared damage to the Palisades."

9 In spite of this, he recommended approval of the
10 project.

11 This evidence of arbitrary approval of the I-266
12 project in spite of overwhelming testimony of citizens in
13 opposition to it shows a clear violation of the purpose of
14 the public hearing as defined and as reaffirmed by the recent
15 decision of the U. S. Federal Court of Appeals which led to
16 suspending construction of the Three Sisters Bridge.

17 The decision states that public hearing provisions
18 of the Federal-Aid Highway Act were enacted " . . . to make
19 sure that State planning officials are apprised of the nature
20 and depth of local residents' feelings about the wisdom of a
21 particular project" and that ". . . the similarities between
22 voting ad the public hearing are strong. The purposes and
23 the effect of a hearing may be the same as those of a vote."

24 Gentlemen, in 1962 and 1964 the people voted
25 against I-266. Either revoke your decision or give us a new

1 corridor-location hearing.

2 But there are additional compelling reasons why you
3 must hold a new corridor-location hearing. The Policy and
4 Procedure Memorandum of the U. S. Department of Transportation
5 which directs the implementation of the Federal-Aid Highway
6 Act states under Paragraph 6, Hearing Requirements, that:

7 "a. Both a corridor public hearing and a design
8 public hearing must be held, or an opportunity afforded for
9 those hearings, with respect to each Federal-aid highway
10 project that:

11 "(1) Is on a new location; or

12 "(2) Would have a substantially different social,
13 economic or environmental effect; or

14 "(3) Would essentially change the layout or function
15 of connecting roads or streets.

16 In 1964, three sites for this interstate river cross-
17 ing were the subject of the corridor-location hearings. The
18 designs we are supposed to discuss today are at none of these
19 sites. The designs are, in fact, "on a new location."

20 Therefore, under Paragraph 6 a (1) of the Memorandum
21 implementing the law, a new corridor-location hearing is
22 required. This requirement has been established by the U. S.
23 Federal Court of Appeals which determined that because the
24 bridge now under discussion is several hundred feet away from
25 even the closest site in the 1964 hearings new corridor-

1 location hearings should be held on the basis of a change in
2 site.

3 As now planned by the highway departments, the
4 bridge and its connections on both sides of the river are
5 different and will have different and definite effects on
6 connecting roads and streets in the District of Columbia and
7 Arlington than those of the 1964 plans.

8 For instance, the 1964 plans showed direct connec-
9 tions with local streets in Northwest Washington. The present
10 plans show no access from Northwest Washington except from
11 the Palisades Parkway and no exit into Northwest Washington
12 until K Street.

13 On the Arlington side, today's plans for I-266 show
14 Spout Run Parkway swallowed up by the interstate highway
15 resulting in a situation that forces local traffic en route
16 to George Washington Parkway into a dangerous three-lane
17 cross-over in some 600 feet.

18 In the 1964 plans, Spout Run Parkway was retained
19 as a direct route for local traffic to the George Washington
20 Parkway. In 1964, Lee Highway was shown as a four-lane highway
21 at the juncture of I-66 and I-266; today's plans show it will
22 be six lanes wide, increasing to eight lanes as it moves east-
23 ward.

24 Not only are the plans we see today different and
25 different in their effect on local roads and streets than those

1 presented to us at the 1964 hearings, but the 1964 hearings
2 could not, because they did not exist, consider two very
3 significant changes relevant to local traffic patterns. Since
4 1964, the Beltway has removed much of the traffic load from
5 local streets and the mass rapid transit system -- subway --
6 then only a dream, is now under construction.

7 There is no question but that the subway will
8 change local traffic patterns in a yet unknown manner in
9 addition to removing thousands of automobiles from our streets.

10 The project set before us today is so different than
11 any set before us in 1964 that it "would essentially change
12 the layout or function of connecting roads or streets" and
13 under Paragraph 6 a (3) of the Memorandum implementing the
14 law, a new corridor-location hearing is required.

15 In the 1964 hearings the highway departments gave no
16 consideration at all to the already existing metropolitan
17 area problem of automotive-caused air pollution, nor to noise
18 pollution. Since then, these problems have mushroomed to a
19 crucial point.

20 Now, in 1970, and in the years ahead, air and noise
21 pollution must be a prime consideration in highway planning.
22 More highways invite more cars and more cars generate more
23 pollution. What community can survive over 20 lanes of cars
24 spewing their poisonous exhausts and pounding out their body-
25 and mind-torturing noise?

1 Physicians, scientists, economists, agronomists,
2 the Congress and the President recognize that we now face a
3 last choice between life and death. Yet, as recently as June
4 1970, the Federal Highway Administrator, Francis G. Turner,
5 admitted under oath -- page 852, Civil Action No. 2821-69,
6 U. S. District Court for the District of Columbia -- that no
7 standards exist for determining safe or unsafe concentrations
8 of air pollution on the highways.

9 Objective air and noise pollution studies must be
10 made. Unfounded, general statements such as you give us on
11 page 13 of your latest publication to the effect that I-266
12 "should" decrease air pollution are irresponsible. (Applause.)
13 These studies must be made and openly revealed to the scien-
14 tific community and to the public and fully discussed with
15 them before a highway is approved.

16 Air and noise pollution were not recognized as
17 problems in 1964. In 1970, we know their effect on public
18 health. Therefore, under Paragraph 6 a (2) of the Memorandum
19 implementing the law, a new corridor-location hearing is re-
20 quired.

21 Paragraph 138, Preservation of Parklands, of the
22 Federal-Aid Highway Act of 1968, states: "It is hereby
23 declared to be the national policy that special effort should
24 be made to preserve the natural beauty of the countryside and
25 public park and recreation lands, wildlife and waterfowl

1 refuges, and historic sites."

2 The highway departments are thus now obligated by
3 law to protect our parklands, an obligation which was not so
4 sharply defined to them in 1964. The Three Sisters Bridge
5 complex would erase 31.6 acres of national parkland on the
6 Virginia side alone and, additionally, it would impair ecolog-
7 ically and aesthetically all the remaining acreage of Spout
8 Run Parkway.

9 The Virginia Department of Highways proposes to
10 "replace" the 31.6 acres it would take for I-266 with 31.6
11 acres of land elsewhere. Spout Run Parkway was created as
12 national parkland by a special Act of Congress, the Capper-
13 Cramton Act of 1930, which set aside these Virginia shores of
14 the Potomac as "requisite to the comprehensive park, parkway
15 and playground system of the National Capital."

16 Note that it was "requisite" to the system in 1930.
17 Is it less required in 1970? This national parkland in the
18 Potomac Gorge, a few miles from the Capitol and the White
19 House, rich in historical, natural and aesthetic value cannot
20 be replaced. There is no land anywhere that can replace the
21 unique quality of this that would be taken by the I-266 project.

22 Furthermore, no matter how even or uneven the trade,
23 the Secretary of Transportation and the Secretary of the
24 Interior cannot barter this national parkland area which was
25 created by the Capper-Cramton Act. The Capper-Cramton Act of

1 1930 must be repealed or amended by the Congress before the
2 Virginia Department of Highways is permitted to use one
3 square inch of this national parkland for its interstate
4 highway.

5 The commitment of the Secretary of the Interior to
6 preserve this area is evident in the policy paper entitled
7 "Statement of the National Park Service Regarding the
8 Preservation and Protection of the Aesthetic Qualities of the
9 Potomac River Gorge" issued in 1962 by the Department of the
10 Interior.

11 I read from it:

12 ". . . Here are combined historical sites, scenic
13 views, scientific areas, and recreational opportunities which
14 are unique in this country. Few areas in the United States
15 combine so many historical monuments in so small a district
16 as the Potomac River Valley in the Washington region, because
17 of President Washington's intimate associations with these
18 lands and because of the location of the National Capital on
19 the banks of the Potomac."

20 The policy paper goes on to point out the long
21 tradition of protection of the area by the Congress, even
22 prior to the 1930 Capper-Cramton Act. It quotes from the
23 famous McMillan Commission report of 1901:

24 "The beauty of the scenery along the route of this
25 proposed noble riverside improvement is so rare and, in the

1 minds of the Commission, of so great value not only to all
2 Washington but to all visitors, American and foreign, that it
3 should be safeguarded in every way."

4 The paper also quotes George Washington, who said
5 in 1786:

6 "Nothing in my opinion would contribute more to the
7 welfare of these States than the proper management of our
8 lands, and nothing in this State of Virginia seems to be less
9 understood."

10 The policy statement concludes as follows:

11 ". . . The needless irresponsible sacrifice of
12 openness and natural beauty is not just a diminishing
13 recreational opportunity, but something of more significant
14 and lasting importance, especially in the National Capital
15 area. Intelligent land planning now will determine to a large
16 degree the character, beauty and pleasantness of the human
17 environment, and the psychological as well as physical health
18 of our people of coming generations."

19 Since 1962, no Secretary of the Interior has
20 rescinded, repealed or even amended this policy. Indeed, as
21 recently as April 1969, the Secretary of the Interior issued
22 this statement:

23 "This [Potomac] river, more than any other, is an
24 historic part of American tradition."

25 It is a monstrous act of the highway people to

1 pressure and push the Interior Department into a position
2 contrary to its policy.

3 Finally, gentlemen, let's get to the core of the
4 matter. What kind of highway departments are you?

5 What kind of highway departments are you that
6 citizens must go to court to force you to hold this design
7 hearing which, according to the law -- (applause) -- under
8 which you function, you are required to hold before you start
9 construction of the bridge?

10 What kind of highway department are you that started
11 construction of a bridge which according to the Bureau of
12 Public Roads Division Engineer, Mr. Hall, is unsafe?

13 What kind of public officials are you that push
14 ahead with this project, spending our money right and left,
15 when the whole matter of whether or not there shall be a
16 Three Sisters Bridge is under consideration of the higher
17 courts of our land?

18 (Applause.)

19 What kind of public officials are you that still
20 insist on a Three Sisters Bridge when its raison d'etre has
21 been emoved now that trucks are permitted on the Theodore
22 Roosevelt Bridge?

23 The Secretary of Transportation, Mr. John Volpe,
24 stated on June 12, 1970, in the U. S. District Court for the
25 District of Columbia -- Civil Action No. 2821-69, page 766 --

1 that the Three Sisters Bridge was not essential to an inte-
2 grated national system of highways. If this project is not
3 essential to the interstate system, it cannot be built with
4 90 percent Federal financing. If this project is not
5 essential, it should be dropped.

6 MR. DUGAS: Let me restate just one thing that was
7 said in my opening statement.

8 T The record in this particular case will remain open
9 until December 28 for statements from any expert on any of
10 the factors upon which the public is given the opportunity to
11 comment. In other words, if there are experts on noise and
12 air and water pollution or any of the other environmental
13 factors, that many of the public feel that they have no
14 expertise to testify on personally, the record will remain
15 open for them to furnish for the benefit of the highway
16 directors concerned the advice of these particular experts on
17 these particular matters.

18 I think this is an appropriate time for us to take
19 our luncheon recess, and we will reconvene at 25 minutes of
20 2:00.

21 (Whereupon, at 12:35 p.m., the public hearing in
22 the above-entitled matter was recessed, to reconvene at 1:35
23 p.m., this same day.)

24
25
END TAYLOR:pp
D. E. Office
12/14/70

District of
Columbia
Executive
Offices
Monday
Dec. 14 '70
SHELburnE
#-1
fls.
TAYLOR

AFTERNOON SESSION

1:15 p.m.

1 MR. DUGAS: At the beginning of this session I
2 would like to again say that the record will remain open in
3 this case until December 28 for the receipt of any further
4 statements for inclusion in the transcript of these proceed-
5 ings, and this will give the public an opportunity to comment
6 regarding the design of the Three Sisters Bridge and the
7 abutments on the Virginia and the District sides.
8

9
10 Our first witness in the afternoon session is Mr.
11 Harold E. Wirth.

12 STATEMENT OF HAROLD E. WIRTH,
13 CITIZEN -- 9515 EAST BEXHILL DRIVE,
14 KENSINGTON, MARYLAND

15 MR. WIRTH: Thank you, Mr. Chairman.

16 My name is Harold Wirth, and I am speaking as a
17 citizen of the Washington Metropolitan Area in support of the
18 design concept of the Three Sisters Bridge. I feel that the
19 D. C. Highway Department and the Virginia Highway Department
20 should be commended for the excellent proposals they have
21 presented today.

22 In reviewing the information provided by the highway
23 departments, and with the thought in mind that the Fine Arts
24 Commission has already given support and approval to the Three
25 Span Alternate Design, I would like to add my support for this

1 particular bridge. I feel that the three span alternate is
2 more in keeping with the historical character of the Nation's
3 Capital and is designed to esthetically fit into the character
4 of the locality.

5 To assist you in making esthetic comparisons I
6 researched through several publications of the International
7 Road Federation to come up with the November 1965 issue of
8 "World Highways," their publication. I would like to submit
9 that to you, sir.

10 I should also like to submit to you the front cover
11 picture of the current issue of "Highway User Quarterly."

12 MR. DUGAS: Thank you, sir. They will be entered
13 as a part of the record.

14 (The material referred to was received for the
15 files of the committee.)

16 MR. WIRTH: I should like to call your particular
17 attention to "World Highways" -- and by the way, this is a
18 publication of the International Road Federation, which group,
19 Mr. Chairman, is the Highway transportation consultant to the
20 United Nations. It is an international organization, and its
21 members are from every country in the free world.

22 You will note, sir, starting on page 18, the picture
23 of a bridge under construction. You see another one completed
24 on page 19. There are two other beautiful structures on page
25 22. And the rear cover page 524 will show you five more.

1 From an esthetic point of view, in my humble opinion -- and I
2 must grant you, sir, what one man considers beauty someone
3 else might not consider as such -- but the Perth Narrows
4 Bridge from Perth, Australia might be the only one which could
5 compare to the esthetic character of the bridge being presented
6 to you folks here today.

7 Now, speaking to pollution, I note with interest
8 that provisions have been made for noise abatement by placing
9 the approach to the bridge within the natural valley created
10 by Spout Run. I would also like to comment that noise level
11 would appear to be higher from vehicles that are stacked up
12 bumper to bumper rather than those which are allowed a free
13 flow.

14 Of course, my point here is that the bridge through
15 its Interstate design would allow for fast and efficient
16 transportation. You know what the traffic situation is at
17 the rush hour at that point currently.

18 Also, it should be noted that exhaust pollution,
19 which would be higher in bumper-to-bumper traffic would be
20 less if the vehicles were able to pass over the facility
21 without tie-up.

22 Mr. Chairman, I would like to speak objectively on
23 this point, because I know exactly what happens when a freeway
24 or highway is built on stilts. I happen to live within two
25 blocks of 495, the Capital Beltway. And through no fault of

1 the Maryland road engineers, who have done a perfectly master-
2 ful job of constructing this beltway around Washington -- which
3 would have crippled the city, by the way, traffic-wise, if it
4 had not been built -- but they had to go through Rock Creek
5 Park right south of my home. And to do so they had to build
6 a highway on stilts. The noise level is rather terrific.
7 But because of the wonderful design concept that the Maryland
8 road engineers have done by building this road, the southern
9 approach to the bridge through Spout Run, and sinking it into
10 a valley, it will make this highway almost silent.

11 In reference to safety, I feel that the U. S.
12 Department of Transportation, through its research facilities,
13 has made it plainly evident that the Interstate design for a
14 given highway facility has proven to be a substantial factor
15 in the reduction of traffic accidents.

16 Mr. Chairman, I think that the structure in question
17 would provide the people of this area and the Nation with a
18 modern and highly safe facility. I note with interest those
19 safety features that have been proposed for the bridge, such as
20 illumination, the median barrier and the full shoulders. These
21 design features apparently would make this bridge one of the
22 most modern in terms of safety in the Washington area of
23 Washington.

24 As a user of the highways, I feel that a facility as
25 proposed has a substantial impact upon the economies of the

1 user. As traffic is able to move with more freedom, there is
2 less wear and tear on the vehicle and the driver. Also I
3 think that it should be noted that as a taxpaying highway
4 user, I feel that my user taxes should be allocated to pay
5 for facilities such as this which will make travel easier
6 for myself and millions of others like me.

7 Before retirement last year I appeared at numerous
8 hearings on the proposed freeways for the metropolitan area,
9 as a matter of fact, from the year 1956 up to the present
10 hearings, and I have stated on numerous occasions that the
11 Interstate System should be completed through Washington in
12 the interest of national defense. It should be observed that
13 this proposed link to the Interstate Highway 66 and the high-
14 way systems of the District will provide yet another link in
15 this National Defense System, and that the proposed design for
16 this system would be such as to meet the Interstate standards.

17 As a final thought, I would like to touch for a
18 minute on the Council of Governments Information Report Number
19 32. This report dealt with employment forecast and centers in
20 the metropolitan area, and it laid a great deal of emphasis on
21 the Washington central business district as well as projected
22 growth in the Northern Virginia Area.

23 My point here is that another bridge across the Potomac
24 and one that is designed to handle a substantial quantity of
25 traffic will allow for greater mobility of the populace from

6
1 both sides of the River to get to job centers.

2 As an aside comment, Mr. Chairman, I just returned
3 from Rome, Italy. Rome has traffic problems somewhat similar
4 to Washington, although their traffic count is not nearly as
5 great as ours. But I made a count. Across the Tiber there
6 are ten bridges. Across the Potomac there are presently six.
7 I do not think one more would be too much for the traffic
8 capital of the world.

9 Therefore, Mr. Chairman, I urge that the Highway
10 Department be allowed to resume its construction of this
11 facility, and that the three span alternate be the proposed
12 design.

13 I thank you.

14 MR. DUGAS: Thank you, sir.

15 Mr. John Winder.

16 STATEMENT OF JOHN S. WINDER, JR.,
17 EXECUTIVE DIRECTOR, METROPOLITAN
18 WASHINGTON COALITION FOR CLEAN AIR

19 Mr. Winder. Thank you, sir.

20 Mr. Chairman, my name is John S. Winder, Jr., and I
21 am the Executive Director of the Metropolitan Washington
22 Coalition for Clean Air. I appreciate this opportunity to
23 once again bring to your attention the intense interests and
24 concerns of the members of this citizens' organization.

25 As you are aware, the MWCCA is a citizens' coalition

1 representing over 75 organizations and hundreds of individual
2 members from throughout the Washington metropolitan area, and
3 is affiliated with the District of Columbia Tuberculosis and
4 Respiratory Disease Association. We are fully committed to
5 a policy of citizen action and citizen education for the
6 preservation and improvement of the air quality in our National
7 Capital area. Once again, we strongly urge the D. C. Highway
8 Department to respond to, and reflect, this growing citizen
9 concern.

10 Although the D. C. Department of Highways and Traffic
11 has recognized that "Pollution comes from a variety of sources,"
12 there is no question that the motor vehicle contributes by far
13 the major proportion of air pollutants throughout the country.
14 "The normal operation of a gasoline combustion engine results
15 in emission and dispersion of significant amounts of contami-
16 nants into the atmosphere. These contaminants include carbon
17 monoxide, which is itself toxic, and a variety of other
18 substances which further react with sunlight in the production
19 of photochemical smog.

20 Also produced by the internal combustion engine is a
21 variety of highly reactive hydrocarbon by-products, some of which
22 are toxic and others of which undergo reactions to form toxic
23 products. Nitrogen oxides are also formed by the reaction
24 between atmospheric oxygen and atmospheric nitrogen. These
25 contaminants account for approximately 60 per cent of the toxic

1 substances produced by an average automobile today."

2 Automobiles cause, in addition, significant concen-
3 trations of ozone, lead, asbestos, nitrogen dioxide, and other
4 toxic substances.

5 Nearly 102 million tons of slow oxidizing, harmful
6 carbon monoxide were emitted in the United States in 1968, and
7 this figure amounts to 50 per cent by weight of all major air
8 pollutant emissions for that year. In addition, the internal
9 combustion engine contributes approximately 58 per cent of
10 this total CO.

11 Transportation sources contributed nearly 98 per cent
12 of the carbon monoxide in the metropolitan area, and roughly
13 100 per cent of the CO emitted by motor vehicles emanates from
14 the automobile. The burning of fuel by motor vehicles is also
15 the largest single source of hydrocarbons (72 per cent of the
16 total) and nitrogen oxides (38 per cent of the total). Further,
17 mobile sources account for approximately 18 per cent of the
18 total area-wide particulate emissions.

19 Figures compiled by the United States Public Health
20 Service indicate that in 1965, transportation sources emitted
21 nearly 350,000 tons of carbon monoxide into the District of
22 Columbia air and over 1,200,000 tons of CO throughout the
23 metropolitan area in one year.

24 Motor vehicles contributed hydrocarbons to our air
25 in amounts of over 64,000 tons in D. C. and nearly 225,000

1 tons throughout the area per year. Over 15,000 tons of
2 nitrogen oxides in the District and over 51,000 tons of nitro-
3 gen oxides throughout the area were emitted by motor vehicles
4 in 1965. In addition, in this same year, transportation sources
5 emitted nearly 2,000 tons of particulate in D. C. and over
6 6,000 tons of particulates over this area.

7 This massive cloud of daily pollutants created by
8 motor vehicles in the D. C. metropolitan area is further intensi-
9 fied by the natural climatology of the region. Statistics
10 indicate that the D. C. area suffers from the periods of extreme
11 air stagnation, lasting for about 5 days, once every year in
12 August through October, and every other year in May through
13 December.

14 One of the most harmful of all transportation-
15 oriented pollutants is carbon monoxide, and most of its
16 varying effects, including fatalities, are well documented.
17 Increased intakes of CO can cause headaches, insomnia, lassitude,
18 fatigue, irritability, impairment of memory, confusion, dizziness,
19 mood disturbances, cardiac symptoms, digestive disturbances,
20 diarrhea, hyperhydrosis, thirst, and impaired performance on
21 such tests as the ability to do arithmetic.

22 "Sensitive sub-groups of the population, such as
23 children, the elderly, people with chronic lung diseases such
24 as empysema, bronchitis, asthma, and people with congestive
25 heart failure, are more sensitive to this pollutant than are

1 other groups in the population. There is a growing body of
2 evidence to suggest that increased levels of carbon monoxide
3 play an important role in the development of atherosclerosis
4 -- coronary heart disease."

5 The relationship of ambient CO levels with fatal
6 traffic accidents, as well as with accidents in general, has
7 also been identified.

8 In addition, the Federal Air Quality Criteria for
9 carbon monoxide indicate that the time-interval judgment of
10 nonsmokers is notably impaired after 90 minute exposures to
11 50 parts per million of CO, or after 8 or more hours exposures
12 to only 10-15 ppm carbon monoxide.

13 Recognizing the potential danger to the public health
14 and welfare, the New York City Department of Air Resources
15 conducted a study of the air pollution effects of the proposed
16 Lower Manhattan Expressway. As a result of this New York City
17 survey, which predicted carbon monoxide levels of 300 ppm and
18 higher, the proposal for a freeway through a heavily populated
19 area was rejected as a hazard to health.

20 Also in New York City, a tragic failure of comprehen-
21 sive planning has been recognized in connection with the George
22 Washington Bridge project and the air rights over Interstate 95.
23 Four 30-story apartment buildings have been constructed over
24 this freeway, and carbon monoxide levels measured on the top
25 floors of these buildings have been found as high as the hazardous

1 rush-hour levels of downtown Manhattan at street level. Such
2 a tragedy can and must be averted in the Washington metro-
3 politan area.

4 Notwithstanding massive research, very little rear
5 progress has been made with the development of auto pollution
6 control. The President's Science Advisor has recently reported
7 that:

8 "There is strong evidence that the use of Federal
9 standards geared to controlling the internal combustion
10 engine will not result in the drastic inroads on the
11 problem needed to safeguard public health. At best, the
12 effect of present Federal standards will be to postpone
13 in time the upward growth of pollution levels rather than
14 to reverse the trend . . . These controls /are/ far
15 less than adequate to cope with a problem already well
16 out of hand . . . There is no guarantee that the degree
17 of control that is possible with the internal combustion
18 engine will be adequate . . . The problem is already
19 beyond reasonable bounds.

20 The effects of present control devices are further
21 diminished by the continuously increasing concentration of auto-
22 mobiles in the District of Columbia -- a concentration of nearly
23 4,100 automobiles per square mile -- which exceeds that of any
24 other city in the country.

25 The critical need for a truly balanced transportation

1 system in the National Capital region is dramatically apparent.

2 There is no question that the construction of the
3 Three Sisters Bridge and approaches will result in a vast
4 increase in the total number of active concentrations of motor
5 vehicles in the District of Columbia, with a resulting increase
6 of toxic air pollutants. It is also clear that this proposed
7 freeway project is highly inconsistent with, and detrimental
8 to, "local planning objectives." The following two incon-
9 sistencies will adequately serve to illustrate this conclusion.

10 Pursuant to the Federal Air Quality Act, during the
11 past two months, the jurisdictions of Virginia, Maryland, and
12 the District of Columbia have proposed ambient air quality
13 standards for the control of three major automobile-related
14 pollutants -- carbon monoxide, hydrocarbons, and photo-
15 chemical oxidants. During the next six months, each of these
16 three jurisdictions are required to promulgate Implementation
17 Plans -- a set of regulations and programs designed to implement
18 and enforce the air pollutant standards.

19 The air pollution control agencies are now considering
20 such measures as auto inspection programs, mass transit, and
21 traffic control. Traffic control will, of course, involve
22 considerations to reduce the total number of motor vehicles
23 in the urban area, the reduction of massive concentrations of
24 motor vehicles, traffic-free (pollution-free) zones, and perhaps
25 the total prohibition of motor vehicles during periods of

1 emergency air inversions. No more clearly will we ever see
2 the blatant inconsistency between programs of two separate
3 agencies within the same government -- the proposed Three
4 Sisters Bridge would dramatically reduce the effectiveness of
5 the efforts of the District of Columbia air pollution division.

6 A second ironic planning inconsistency is readily
7 apparent in the proposed renewal development of the historic
8 Georgetown waterfront in the area of 29th and K Streets, N. W.
9 The increased Three Sisters Bridge traffic will not only
10 impose a concentrated cloud of toxic air pollutants on this
11 and other adjacent areas but the proposed connecting freeways
12 will effectively cut off pedestrian traffic from the canal and
13 river recreation areas.

14 Also in terms of relocation assistance, it is hereby
15 submitted that such considered compensation be provided to those
16 persons whose homes or businesses are located adjacent to the
17 major arteries receiving the motor vehicle traffic from the
18 proposed Three Sisters Bridge.

19 It is submitted that the District should also consider
20 financial compensation to those citizens unable to move a safe
21 distance from these heavy concentrations of motor vehicles and
22 who therefore will suffer potential aggravation of emphysema,
23 asthma, myocardial infarction, and many other crippling diseases.

24 Prior to the November elections, the Metropolitan Wash-
25 ington Coalition for Clean Air distributed an environmental

1 questionnaire to area candidates for U. S. Congress, identify-
2 ing a number of critical environmental issues in this metro-
3 politan area. It is highly significant to note that five of
4 the seven Congressional candidates responding to this survey
5 indicated their opposition to the construction of Three Sisters
6 Bridge.

7 There appears to be no question that unqualified
8 opposition to the construction of Three Sisters Bridge is more
9 than adequately supported by considerations of the detrimental
10 social, economic, and environmental effects of the Bridge,
11 supported by consideration of the blatant inconsistency between
12 the bridge and local planning objectives, and supported by the
13 vast potential expenditures for adequate relocation assistance.
14 In any case, the MWCCA hereby submits that the citizens of this
15 metropolitan area deserve no less than complete suspension
16 of the freeway system until the completion of a comprehensive
17 study, by appropriate, qualified experts, to determine the
18 measure of potential increased air pollution, and the resulting
19 health effects that will be caused by this proposed system.

20 On April 28, 1970, the Coalition for Clean Air
21 originally proposed this essential study and urged the follow-
22 ing officials to order its immediate institution: The President
23 of the United States; the Secretaries of the Departments of
24 Transportation and Health, Education, and Welfare; the Mayor
25 of Washington; and the Chairman of the D. C. City Council.

1 The highlights of the subsequent development of this proposal
2 will follow and supporting documents are hereby submitted
3 for inclusion into the record of this hearing.

4 In his reply of June 4, 1970, Mayor Washington
5 states, in part, "I am certain your suggested actions of (a)
6 conducting a comprehensive study and (b) postponing freeway
7 construction are based on considerable deliberation on the
8 part of the Coalition. In our opinion, a quick judgment of
9 your proposals is not possible or equitable."

10 The Mayor, therefore, ordered a meeting between
11 Coalition representatives and officials of the D. C. Highway
12 Department and Air Pollution Division, which was held on July
13 15, 1970. Pursuant to this meeting, the information presented
14 to the Mayor's representatives, and a technical guideline
15 prepared by the MWCCA Technical Advisory Committee for this
16 freeway-air pollution study, the Mayor's office is preparing a
17 report and recommendations for the District.

18 Secretary Volpe's reply of June 19, 1970, stated, "At
19 this time, it is not clear what air pollution factors should be
20 taken into account in locating and designing highways, nor is
21 it clear what relationship exists between air pollution and
22 highway configuration." Reportedly, the Department of Trans-
23 portation is now engaged in studies to determine these factors.

24 For the Department of Health, Education, and Welfare,
25 Dr. John Middleton, Commissioner of the National Air Pollution

1 Control Administration, is now considering the study requested
2 by the Coalition for Clean Air.

3 Massive citizen support for this critical study
4 has been registered, as evidenced by the following organiza-
5 tions which have formally endorsed the MWCCA proposal:
6 American Association of University Women, Kensington Branch;
7 Arlingtonians for Preservation of the Potomac Palisades;
8 Audubon Naturalist Society of the Central Atlantic States;
9 Committee of 100 on the Federal City; D. C. Public Health
10 Association; D. C. Thoracic Society; D. C. TB and R. D.
11 Association; Emergency Committee on the Transportation Crisis;
12 Environmental Action, Inc.; Foggy Bottom Association; Friends
13 of the Earth; Izaak Walton League of America; National
14 Audubon Society; National Wildlife Federation; Potomac TB
15 and R.D. Association, Potomac Valley Conservation and Recreation
16 Council; Sierra Club; Southeast Civic Association; and
17 the Wilderness Society.

18 I conclude, and on the basis of the foregoing
19 testimony, it is clear that the potential environmental conse-
20 quences of the proposed Three Sisters Bridge will have a sub-
21 stantial impact on related social, and economic factors, on local
22 planning objectives, and on potential relocation assistance.

23 The Metropolitan Washington Coalition for Clean Air,
24 t herefore, strongly urges the District of Columbia Government
25 to suspend all construction of the Three Sisters Bridge and

1 related freeway segments pending the completion of a compre-
2 hensive air pollution/health effects study.

3 If indeed the Department of Highways and Traffic is
4 in favor of a "balanced" transportation program, something other
5 than additional automobiles and roads must be offered to provide
6 the balance. If the alternative of an effective mass transit
7 system is not offered the citizens of this area, then the
8 Highway Department will continue to build more and more roads,
9 and our Nation's Capital will become a parking lot. And no
10 one will want to live here; no one will want to work here;
11 and no one will be able to breathe here.

12 Thank you.

13 MR. DUGAS: Thank you, Mr. Winder.

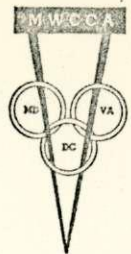
14 MR. WINDER: I would like to insert these as a part
15 of the record which I referred to in my statement.

16 MR. DUGAS: Very well.

17 (The material referred to for inclusion in the
18 record follows:)

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14
John S. ...
Wendell, Jr.

STATEMENT OF THE METROPOLITAN WASHINGTON
COALITION FOR CLEAN AIR AT MEETING, PURSUANT
TO ORDER OF MAYOR WALTER WASHINGTON, BETWEEN
D.C. OFFICIALS AND REPRESENTATIVES OF THE MWCCA,
JULY 15, 1970

...a crowded store has no worries about going out of
business. On the other hand, a store that asphyxiated
its customers would indeed have a doubtful future.

Alan S. Boyd 1

On behalf of the MWCCA and all those entitled to the full benefit, use,
and enjoyment of clean air in the Washington metropolitan area, we hereby most
urgently request the District of Columbia Government to (1) order the immediate
institution of a comprehensive study, by appropriate, qualified experts, to
determine the measure of potential increased air pollution, and the resulting
health effects, that will be caused by the proposed freeway system for the
District of Columbia; and (2) suspend all further action on the freeway system,
pending the completion of this essential study; and in support thereof we submit
the following:

Air Pollution Study

(1) Although the D.C. Department of Highways and Traffic has recognized
that "Pollution comes from a variety of sources,"² there is no question that
the motor vehicle contributes by far the major proportion of air pollutants
throughout the country. "The normal operation of a gasoline combustion engine
results in emission and dispersion of significant amounts of contaminants into
the atmosphere. These contaminants include carbon monoxide, which is itself

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toxic and which further reacts with sunlight and a variety of other substances in the production of photochemical smog. Also produced by the internal combustion engine is a variety of highly reactive hydrocarbon by-products, some of which are toxic and others of which undergo reactions to form toxic products. Nitrogen oxides are also formed by the reaction between atmospheric oxygen and atmospheric nitrogen. These contaminants account for approximately 60% of the toxic substances produced by an average automobile today."³

Automobiles cause, in addition, significant concentrations of ozone, lead, asbestos, nitrogen dioxide, and other toxic substances.⁴

(2) Nearly 102 million tons of slow oxidizing, harmful carbon monoxide were emitted in the United States in 1968, and this figure amounts to 50% by weight of all major air pollutant emissions for that year. In addition, the internal combustion engine contributes approximately 58% of this total CO.⁵

(3) Transportation sources contributed nearly 98% of the carbon monoxide in the metropolitan area, and roughly 100% of the CO emitted by motor vehicles emanates from the automobile. The burning of fuel by motor vehicles is also the largest single source of hydrocarbons (72% of the total) and nitrogen oxides (38% of the total). Further, mobile sources account for approximately 18% of the total area-wide particulate emissions.⁶

Figures compiled by the United States Public Health Service indicate that in 1965, transportation sources emitted nearly 350,000 tons of carbon monoxide into the District of Columbia air and over 1,200,000 tons of CO throughout the metropolitan area.⁷ Motor vehicles contributed hydrocarbons to our air in amounts of over 64,000 tons in D.C. and nearly 225,000 tons

throughout the area per year.⁸ Over 15,000 tons of nitrogen oxides in the District and over 51,000 tons of nitrogen oxides throughout the area were emitted by motor vehicles in 1965.⁹ In addition, in this same year transportation sources emitted nearly 2,000 tons of particulates in D.C. and over 6,000 tons of particulates over this area.¹⁰

(4) This massive cloud of daily pollutants created by motor vehicles in the D.C. metropolitan area is further intensified by the natural climatology of the region. Statistics indicate that the D.C. area suffers from periods of extreme air stagnation, lasting for about 5 days, once every year in August - October and every other year in May - December.¹¹

(5) One of the most harmful of all transportation-oriented pollutants is carbon monoxide, and most of its varying effects, including fatality, are well-documented. Increased intakes of CO can cause headaches, insomnia, lassitude, fatigue, irritability, impairment of memory, confusion, dizziness, mood disturbances, cardiac symptoms, digestive disturbances, diarrhea, hyperhydrosis, thirst, and impaired performance on such tests as the ability to do arithmetic.¹²

"Sensitive subgroups of the population, such as children, the elderly, people with chronic lung diseases such as emphysema, bronchitis, asthma, and people with congestive heart failure, are more sensitive to this pollutant than are other groups in the population. There is a growing body of evidence to suggest that increased levels of carbon monoxide play an important role in the development of atherosclerosis--coronary heart disease."¹³

The relationship of ambient CO levels with fatal traffic accidents, as well as with accidents in general, has also been identified.¹⁴

In addition, the Federal Air Quality Criteria for carbon monoxide indicate that the time-interval judgement of non-smokers is notably impaired after 90

minute exposures to 50 parts per million CO or after 8 or more hours exposures to only 10-15 ppm carbon monoxide.¹⁵

(6) Recognizing the potential danger to the public health and welfare, the New York City Department of Air Resources conducted a study of the air pollution effects of the proposed Lower Manhattan Expressway. As a result of this New York City survey, which predicted carbon monoxide levels of 300 ppm and higher, the proposal for a freeway through a heavily populated area was rejected as a hazard to health.¹⁶

(7) The New York City study clearly demonstrates the economic as well as technological feasibility of the air pollution and health analysis requested herein by the Coalition for Clean Air. In addition, the Bureau of Public Roads, in cooperation with NAPCA/HEW, has provided funds for an additional highway air pollution study in New York City. In a recent letter to the Coalition for Clean Air, DOT Secretary Volpe stated that "The results of this study should provide some helpful insights for highway location and design."¹⁷ No more critical time for a similar study in our National Capital area will be presented.

Suspension of D.C. Freeways, Pending Air Pollution Study

(8) Also in New York City, a tragic failure of comprehensive planning has been recognized in connection with the George Washington Bridge project and the air rights over Interstate 95. Four 30-story apartment buildings have been constructed over this freeway, and carbon monoxide levels measured on the top floors of these buildings have been found as high as the hazardous rush-hour levels in downtown Manhattan at street level. Such a tragedy can and must be averted in the Washington area.

(9) Transportation Secretary John Volpe has admitted, in recent correspondence to the MMCCA, that "At this time, it is not clear what air pollution factors should be taken into account in locating and designing highways, nor is it clear what relationships exist between air pollution and highway configuration."¹⁸ At the very least, on the basis of this admission, the answers to these critical questions must be obtained before we commence a potentially dangerous experimentation with the Washington environment.

(10) Transportation planners, urban planners, and ecologists alike speak today in the language of "balanced" systems. The broader ecological approach is increasingly reflected in federal legislation, Executive Orders, and most recently, in a proposal to establish a new Department of Environmental Protection.

The D.C. Department of Highways and Traffic has at least articulated this concern: "By the mid-fifties, one point had become clearly evident: The District and its metropolitan area require a balanced transportation system of all modes of transportation."¹⁹ Since the mid-fifties, however, there has been little progress in this area in terms of advanced pollution control devices for automobiles, alternate methods of transportation, or even in "environmentally-designed" highways.

(11) Notwithstanding massive research, very little real progress has been made with the development of auto pollution control. The President's Science Advisor has recently reported that,

There is strong evidence that the use of Federal standards geared to controlling the internal combustion engine will not result in the drastic inroads on the problem needed to safeguard public health. At best, the effect of present Federal standards will be to postpone in time the upward growth of pollution levels rather than to reverse the trendThese controls /are/ far less than adequate to cope with a problem already well out of hand....There is no guarantee

that the degree of control that is possible with the internal combustion engine will be adequateThe problem is already beyond reasonable bounds.
20

The effects of present control devices are further diminished by the continuously increasing concentration of automobiles in the District of Columbia. a concentration of nearly 4,100 automobiles per square mile-which exceeds that of any other city in the country. The critical need for a truly balanced transportation system in the National Capital region is dramatically apparent.

Conclusion

(12) Based upon the foregoing, the MWCCA hereby requests that the District of Columbia Government order the institution of a comprehensive air pollution study of the D.C. freeway system and the suspension of that system, pending the completion of the study.

(13) The aforementioned study should concentrate on the District system, with appropriate considerations for the entire metropolitan area. Such a study should also hypothesize the minimum and maximum potential levels of vehicle air pollution controls.

(14) The Coalition for Clean Air proposals embodied herein have been endorsed by the following organizations: Audubon Naturalist Society of the Central Atlantic States, Environmental Action, Inc., Friends of the Earth, Izaak Walton League of America, National Audubon Society, National Wildlife Federation, the Sierra Club, and the Wilderness Society, also the D.C. Public Health Association, D.C. Thoracic Society, D.C. TB and RD Association, Southeast Civic Association, Committee of 100 on the Federal City, Arlingtonians for Preservation of the Potomac Palisades, Emergency Committee on the Transportation Crisis, and the Potomac Valley Conservation and Recreation Council.

"Quality of the Urban Environment: The Federal Role", a working paper recently prepared by the Urban Institute, appropriately concludes:

Preventing damage, rather than the present policy of waiting until pollution or destruction is evident before acting, will be mandatory to achieve environmental enhancement.²¹

#

John S. Winder, Jr.
Executive Director
MCCA

FOOTNOTES

1 Alan S. Boyd, "Mass Transportation in the Future," Proceedings: The Third National Conference on Air Pollution, U.S. Department of H.E.W., P.H.S., Washington, D.C., 1966, p. 106.

2 D.C. Department of Highways and Traffic, "Recommendations for a Freeway in the Northern Sector and Related Policy", Washington, D.C., January, 1970, p. 24.

3 D.C. Federation v. Volpe, Civil Action No 2821-69, U.S. District Court for D.C., Affidavit of Cal Cohn, November 25, 1969, n. 3; also footnote #1, "Present Approach to Control of Motor Vehicle Exhaust Emissions," B.W. Bogan.

4 Ibid., Cal Cohn Affidavit, pp. 5-7.

5 "Air Quality Criteria for Carbon Monoxide, Summary and Conclusions, USDHEW/PHS, Washington," D.C., March, 1970, p. 10-1.

6 "Washington, D.C., Metropolitan Area Air Pollution Abatement Activity," U.S. Department of H.E.W., P.H.S., Cincinnati, Ohio, November, 1967, n. 91.

7 "Report For Consultation on the Washington, D.C. National Capital Interstate Air Quality Control Region" U.S. Department of H.E.W., P.H.S., Washington, D.C., July, 1968, n. 51.

8 "Abatement Activity", op cit, n. 75.

9 Ibid, p. 62.

10 "Report for Consultation", op. cit, p. 52.

11 See footnote #6, p. 11.

12 Effects of Chronic Exposure to Low Levels of Carbon Monoxide on Human Health, Behavior, and Performance, National Academy of Sciences, "Effects of Long-Term Exposure to Carbon Monoxide," Bertram D. Dinman, Washington, D.C., 1969, p. 25.

13 See footnote #3, p. 5; see also footnote #12.

14 See footnote #12, p. 53.

15 See footnote #5.

16 "An Estimate of Vehicular Air Pollution Potential At the Proposed Lower Manhattan Expressway in New York City", Air Resources, New York City, November, 1968.

17 Letter from Secretary of Transportation John A. Volpe to Dr. Patrick J. Doyle and John S. Winder, Jr., June 19, 1970, p. 2.

18 Ibid., p. 1

19 See footnote #2, p. 11.

20 The Progressive, William Steif, "The Auto and the Air, Why the Birds Cough", (The Progressive, Inc., Madison, Wisconsin), Volume 34, Number 4, April, 1970, p. 50.

21 Elizabeth H. Haskell, "Quality of the Urban Environment: The Federal Role", Working Paper, The Urban Institute, Washington, D.C., May, 1970, p. 71.

Metropolitan Washington Coalition for Clean Air

GUIDELINES FOR AIR POLLUTION STUDY
of PROPOSED FREEWAY SYSTEM
for DISTRICT OF COLUMBIA

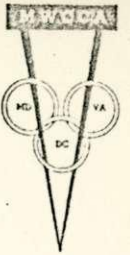
August 4, 1970

Dr. Patrick J. Doyle
Chairman, MWCCA

John S. Winder, Jr.
Executive Director, MWCCA

Dr. Daniel Fisher
Chairman, Technical Advisory Committee

Mr. James Sullivan
Advisor, MWCCA



I. Re: MWCCA Request for Air Pollution Study of D.C. Freeways

A. National Environmental Policy Act (PL 91-190)

Requires a study of environmental impact of any federally funded action: ...include in ... major Federal actions significantly affecting the quality of the environment, a detailed statement by the responsible official on --

1. Environmental impact of the proposed action
2. Any adverse environmental effects which could not be avoided should proposals be implemented
3. Alternatives to the proposed action
4. Relationship between short term uses of man's environment and long term maintenance and enhancement (Title I, Sec 102)

B. PPM 20-8, DOT

"State Highway Departments shall consider social, economic, and environmental effects before submission of requests for location or design approval." #9 "Social, economic and environmental effects ...includes...noise, air and water pollution" #4

II. MACRO STUDY

Model: For calculating environment impact of transportation on macro scale - (For entire D.C. metro area)

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$$[P]_T = [P]_A + [P]_M$$

where P_T = total concentration of given pollutant due to transportation

P_A = concentration of pollutant due to automobile

P_M = concentration of pollutant due to mass transit

For AUTOS:

$$[P]_A = K X_A Y_A$$

X_A = passenger miles in auto
day

Y_A = grams of pollutant
passenger mile

K is measure of diffusion due to wind, atmosphere stability, etc.

For MASS TRANSIT:

$$[P]_M = K X_M Y_M$$

(with equivalent definitions)

If X_T is defined as total passenger miles and

X_{AF} is defined as fraction of passenger miles by auto

$$X_A = X_{AF} X_T \qquad X_M = (1 - X_{AF}) X_T$$

$$[P]_T = K (X_A Y_A + X_M Y_M)$$

$$[P]_T = \underbrace{K (X_{AF} X_T Y_A)}_{\text{grams pollutant per day produced by automobile}} + \underbrace{K (X_T Y_M - X_{AF} X_T Y_M)}_{\text{grams pollutant per day produced by mass transit}}$$

As we wish to determine the change in pollution with time the most relevant way to present would be as a ratio of P_T 1985/ P_T 1970 :

-3-

$$\frac{[P]_T^{1985}}{[P]_T^{1970}} = \frac{X_T^{85}}{X_T^{70}} \left[\frac{(X_{AF}^{85} Y_A^{85} + Y_M^{85} - X_{AF}^{85} Y_M^{85})}{(X_{AF}^{70} Y_A^{70} + Y_M^{70} - X_{AF}^{70} Y_M^{70})} \right]$$

Model Calculations (For Present and Future)

1. Traffic volumes, present and future *

(year)	<u>Auto</u> (vehicle miles/day)	<u>X_A</u> (1.5 pass./vehi.) (passenger mi./day)	<u>X_M</u> (bus) (200,000 pass. x 5 mi./day)
1964	12,000,000		
1970	15,000,000	23,000,000	1,000,000
1985	24,000,000		

$$X_A^{70} = 23,000,000$$

$$X_M^{70} = 1,000,000$$

$$X_T^{70} = 24,000,000$$

$$X_{AF}^{70} = \underline{\underline{0.96}}$$

Calculating Y_A and Y_M - (pollutant / pass.): **

<u>Pollutant</u>	<u>Autos</u>	<u>Buses</u>
	$\frac{\text{gt.}}{\text{vehicle mile}} \times .7 = Y_A^{70}$ (gt./pass. mi.)	$\frac{\text{gt.}}{\text{vehicle mi}} \times 0.02 = Y_M^{70}$ (gt./pass. mi.)
CO	80	56
HC	11	7
NO _x	4	2.8
		1.0
		4
		8
		.02
		.08
		.16

* Calculating future CO emissions and concentrations from Urban Traffic Data, HEW/PHS, June, 1967

** Compilation of air pollution emission factors, NAPCA

For CO 70

$$X_T \left[(X_{AF} Y_A)^{70} + Y_M^{70} - X_{AF}^{70} Y_M^{70} \right]$$

$$[P]_T = 24,000,000 \left[(.96)(.56) + .02 - (.96) .02 \right]$$

$$= 24,000,000 (54 + .0008)$$

$$[P]_A^{(CO)} = 1,350,000,000 \text{ gr/day or } \underline{1350 \text{ tons/day}} - \underline{\text{autos}}$$

$$[P]_M^{(CO)} = 20,000 \text{ gr/day or } \underline{.02 \text{ tons/day}} - \underline{\text{buses}}$$

For HC 70

$$24,000,000 (.96) + .1 - (.1)(.96)$$

$$24,000,000 [6.7 + .04]$$

$$[P]_A^{(HC)} = 170,000,000 \text{ or } \underline{170 \text{ tons/day}} - \underline{\text{autos}}$$

$$[P]_M^{(HC)} = \underline{1.0 \text{ tons/day}} - \underline{\text{buses}}$$

For NO_x 70

$$24,000,000 \left[(.96)(2.8) + .2 - (.96)(.2) \right]$$

$$[2.6 + .08]$$

$$[P]_A^{(NO_x)} = 60,000,000 \text{ gr/day or } \underline{60 \text{ tons/day}} - \underline{\text{autos}}$$

$$[P]_M^{(NO_x)} = 2,000,000 \text{ gr/day or } \underline{2 \text{ tons/day}} - \underline{\text{buses}}$$

Tons/day by pollutant for D.C. 1970

<u>Pollutant</u>	<u>Autos (P_A)</u>	<u>% P_T</u>	<u>Buses (P_M)</u>	<u>% P_T</u>
CO	1350	99.98%	0.02	.002%
HC	170	99.5 %	1.0	.5 %
NO _x	60	97 %	2.0	3%
	<hr/>		<hr/>	
	1580		3.0	

Sample calculations for air pollution potential of various models for future transportations (1985)

A. Possible models

Model I - No change in auto to bus ratio (X_{AF}) ; no emission controls and no freeways built.

$$\left(Y_A^{70} = Y_A^{85} ; Y_M^{70} = Y_M^{85} \right)$$

$$X_T^{85} = 24,000,000 \times 1.5 = 36,000,000$$

Since the only change from 1970 to 1985 would be X_T (Pass. miles), the values for each pollutant would increase accordingly - 60%.

Model II - No change in auto: bus ratio; emission controls 40% effective, and no freeways.

The emission controls would just keep us at the 1970 level.

Model III - No change in X_{AF} ; or y's; freeways (25 miles) are built.

(In Baltimore, it was projected that 100,000 vehicles/day would use a 3+3 freeway. For 25 miles, that is 2,500,000 vehicle miles, $X_{1.5}$ pass/vehicle = 3,600,000 pass. miles. Most planners agree that upon opening most freeways are congested, and city congestion is not relieved; i.e. there is an inducement of traffic flow into city as result of freeway)

Therefore X_T^{85} for model 3 is 10% greater than for model I, and pollutants/day would increase by 70% over 1970 value.

Model IV - Model III with emission controls would require 45% effective emission to remain at 1970 level controls...Need better pollution control devices freeways.

Model V - X_{AF}^{85} is reduced to 0.50, no freeways built, no

emission controls -

$$CO \quad (36,000,000) \quad \left[\begin{array}{c} X_T^{85} \\ X_{AF}^{85} \\ Y_A^{85} \\ Y_M^{85} \end{array} \right] \left[\begin{array}{c} X_{AF}^{85} \\ Y_A^{85} \\ Y_M^{85} \end{array} \right] \left[\begin{array}{c} X_{AF}^{85} \\ Y_M^{85} \end{array} \right]$$

$$\left[\begin{array}{c} (.5) (56) + .02 \\ 28 + .01 \end{array} \right]$$

PA = 1,000,000,000 or 1,000 tons/day

PM = 360,000 or 0.36 tons/day

For HC:

$$36,000,000 \left[\frac{(.5)(7) + .1 - (.5)(.1)}{3.5 + .05} \right]$$

$$P_A = 126 \text{ tons/day}$$

$$P_M = 1.8 \text{ tons/day}$$

NOx

$$36,000,000 \left[\frac{(.5)(2.8) + .2 - (.5)(.2)}{1.4 + .1} \right]$$

$$P_A = 50 \text{ tons/day}$$

$$P_M = 3.6 \text{ tons/day}$$

Model VI - All transportation by bus

$$X_{AF} = 0$$

CO	=	0.72 tons/day
HC	=	3.6 tons/day
NOx	=	7.2 tons/day

11.52 tons/day - total

Model VII - $X_{AF} = .5$; Y_A reduced by 45%, no freeways

Model VIII - $X_{AF} = .5$; Y_A reduced by 45%, freeways constructed

What are the present levels of each of these pollutants, and are they presently at a safe level?

Knowing present ambient levels, and assuming no change in meteorology, and knowing projected change in pollutant emissions for each model, the future ambient levels can be calculated for each model.

Summary of Pollution Potential for Each Model

For CO Model	<u>Auto</u> (Pollutant (tons)/day)	<u>Buses</u> (Pollutant(tons)/day)	<u>Total</u> (Pollutant(tons)/ day)
Present	1350	.02	1350.02
No change (Model I)	2000	.03	2000.03
40% Controls (II)	1350	.03	1350.03
Freeway (III)	2200	.03	2200.03
Freeway + 45% Controls (IV)	1350	.03	1350.03
50% Buses no controls no Freeways (V)	1000	.36	1000.36
100% Buses (VI)	0	.72	.72
50% Buses 45% Control (VII)	550	.36	550.36
Freeways 50% Buses 45% Control (VIII)	600	.36	600.36

Economic considerations should also be used to decide on a model,

See Baltimore fact sheet.

Study effect of each segment of freeway on the immediate environment -

MICRO STUDY (See New York or Baltimore studies)

B. Any Adverse Environmental Effects

1. Once the future level for each pollutant has been projected as described above, we can assess the possible adverse effects. These should consider following:

(a) Effects on health

(1) Effects on experimental animals of acute exposure to high or chronic exposure to low levels in range to be considered

(2) Epidemiological studies to assess effects on human health

(b) Effects on Vegetation

Ozone and NO_x in .05 to .1 ppm range cause plant damage - parks - cherry trees

(c) Effects on materials

such as rubber cracking due to oxidants

(d) Aesthetic effects

effects on visibility and incident sunlight

C. "Alternatives to the proposed action"

1. Assess the air pollution potential of:

(a) Several designs and locations of the proposed freeway

(b) Alternatives to freeway construction - ie. decreased automobile use density to be replaced by increased bus service, forming exclusive bus lanes on secondary arteries.

D. Logistics of study (COG, D.C. Plan)

1. Composition of study group - consist of informed experts in fields of medical sciences, meteorology, air pollution engineering, highway construction and city planning, plus citizens and government representatives.

2. Time course - Study must be complete before September deadline, and present freeway construction must be suspended while study is in progress.

Important Sources

For micro study - for specific segments

1. Estimation of air pollution potential for lower Manhattan Freeway
2. Pollution impact of Balto. Freeway - by Design Concept Team

Macro Study - Pollution impact on D.C. area of Freeways, projected growth rate etc.

1. Calculation future carbon monoxide emissions and concentrations from urban traffic data - environmental health series air pollution, NAPCA
2. "Central Potomac River area Traffic and Planning Study" Aug. 13, 1965, Clarkeson Engineering Company.
3. "Transportation Planning in District of Columbia, 1955 to 1965; a review and critique" March 22, 1965 by Arthur D. Little Company
4. Policies and Principles for a transportation System for the Nation's Capitol "Dec. 11, 1968" (Approved by D.C. Council) National Capital Planning Assoc.

Environmental Impact

1. NAPCA review on CO and HC for criteria of air standards



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20201

JUL 13 1970

Dr. Patrick J. Doyle, Chairman
Metropolitan Washington Coalition
for Clean Air
1714 Massachusetts Avenue, NW.
Washington, D.C. 20036

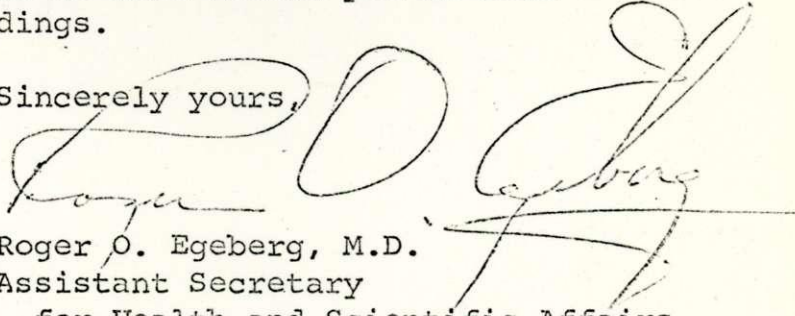
Dear Dr. Doyle:

Thank you for your letter of April 28 requesting that this Department institute a comprehensive study of the air pollution potential of the proposed District of Columbia freeway system.

I have asked Dr. John T. Middleton, Commissioner of the National Air Pollution Control Administration, to determine the technical feasibility of such a study.

Please feel assured that he will inform you as soon as possible of his findings.

Sincerely yours,


Roger O. Egeberg, M.D.
Assistant Secretary
for Health and Scientific Affairs



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THE DISTRICT OF COLUMBIA
WASHINGTON, D.C. 20004

WALTER E. WASHINGTON
Mayor-Commissioner

AUG 3 1970

Mr. John S. Winder, Jr.
Executive Director
Metropolitan Washington Coalition
for Clean Air
1714 Massachusetts Avenue, N. W.
Washington, D. C. 20036

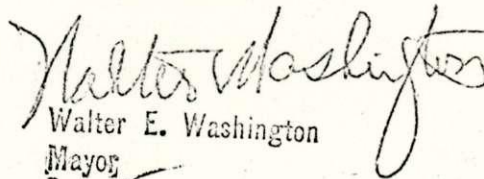
Dear Mr. Winder:

I refer to your letter of July 17, 1970 concerning a request for a further meeting to discuss the air pollution action program proposed by the Metropolitan Washington Coalition for Clean Air.

Subsequent to the initial meeting with your group and District representatives on July 15, 1970, I have asked the appropriate District Departments to prepare a report and recommendations for the District with respect to a program to combat air pollution. When I have received their reports which I understand will be finalized by August 7, 1970, we will then be in a position to continue our discussions with members of the Coalition. Every effort will be made to establish a future meeting at an early date.

Meanwhile, your continued contact with appropriate District agencies on the matter of air pollution abatement is encouraged.

Sincerely yours,


Walter E. Washington
Mayor



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GOVERNMENT OF THE DISTRICT OF COLUMBIA
EXECUTIVE OFFICE
WASHINGTON, D. C. 20004

WALTER E. WASHINGTON
MAYOR-COMMISSIONER

JUN 4 - 1970

Dr. Patrick J. Doyle, Chairman
Metropolitan Washington Coalition
for Clean Air
1714 Massachusetts Avenue, N. W.
Washington, D. C. 20036

Dear Dr. Doyle:

I wish to thank you and Mr. John S. Winder, Jr., Executive Director of the Metropolitan Washington Coalition for Clean Air, for your very kind letter of April 28, 1970.

The Coalition is to be commended for its efforts to restore our atmosphere to its natural state. I am confident that only through the joint efforts and cooperation of private organizations, individuals, business firms and governmental agencies can an assault on pollution be successfully waged. Please be assured that it is the goal of the District of Columbia Government not only to prevent further deterioration of the environment, but to improving it as well.

I am certain your suggested actions of (a) conducting a comprehensive study and (b) postponing freeway construction are based on considerable deliberation on the part of the Coalition. In our opinion, a quick judgment of your proposals is not possible or equitable. With your consent, therefore, further discussion appears to be a logical approach at this point. Mr. Thomas F. Airis, Director, Department of Highways and Traffic, has been informed of my intention to pursue your proposals. At my request, he will contact your offices to arrange for a meeting between Coalition representatives and Department officials. I will await Mr. Airis' report of the results of his contacts with you.

A preliminary study of present and future air pollution and its relationship to traffic growth in Washington, D. C. was carried out by the National Center for Air Pollution Control of the Bureau of Disease

Dr. Patrick J. Doyle, Chairman
Metropolitan Washington Coalition
for Clean Air
Page Two

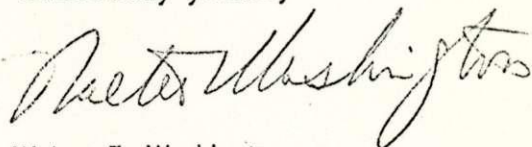
Prevention and Environmental Control, Public Health Service, U. S. Department of Health, Education and Welfare. The report of this study was published in 1967, and is contained in Calculating Future Carbon Monoxide Emissions and Concentrations from Urban Traffic Data. Selected pages are enclosed for your use and information.

In this study, conditions in 1964 were compared to those forecast for 1985 with the freeway network in operation. Conditions in 1985 were forecast for two different situations: (a) with no carbon monoxide emission controls on motor vehicles; and (b) with controls on motor vehicles which would remove fifty percent of the carbon monoxide emissions. It is understood that as early as the 1971 model year, motor vehicle standards will eliminate seventy percent of the carbon monoxide. This study, of course, is of a somewhat preliminary nature and is restricted to one pollutant. Nevertheless, it does represent an attempt to place dimensions on future pollution levels.

More inclusive study of the pollution effects of freeways does raise other questions. For example, would the study be limited to the District of Columbia or the entire Metropolitan Area, and what levels of vehicle air pollution controls would be hypothesized?

Again, your intensive interest in the serious matter of air pollution is deeply appreciated.

Sincerely yours,



Walter E. Washington
Mayer

Enclosure



106.

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

June 19, 1970

Dr. Patrick J. Doyle, Chairman, and
Mr. John S. Winder, Jr., Executive Director
Metropolitan Washington Coalition
for Clean Air
1714 Massachusetts Avenue, N. W.
Washington, D. C. 20036

Dear Dr. Doyle and Mr. Winder:

Thank you for your letter dated April 28, 1970, expressing concern about the potential air pollution impact of the proposed freeway system for the District of Columbia.

You have requested that all work currently underway on the freeway system be suspended and that no new work be commenced until the system's potential impact on our air and health can be determined. The Department of Transportation does not believe such a drastic action is warranted.

The Department does establish guidelines and criteria under which the Federal-aid highway program is carried out. Section 128(a) of Title 23 and Policy and Procedure Memorandum (PPM) 20-8, which you cited, have established legislative and policy requirements for implementing the Federal-aid highway program. These requirements provide guidelines for selection of the best overall location and design.

The requirement in PPM 20-8 for considering social, economic and environmental effects is provided to afford all interested organizations and agencies an opportunity to express their views before the Department approves a particular route or design. The list is not meant to be exclusive nor does it indicate that each effect considered must be given equal weight. At this time, it is not clear what air pollution factors should be taken into account in locating and designing highways, nor is it clear what relationships exist between air pollution and highway configuration. Past HEW studies have shown that individual vehicles emit up to 75 percent less carbon monoxide on freely flowing freeways than on crowded city streets.

This is not to indicate that the Department of Transportation does not recognize air pollution as one of the Nation's most serious environmental problems. The Department of Transportation, the Department of Health, Education, and Welfare, other government agencies, and the automobile and fuel industries are focusing greater amounts of time, money, and effort toward solving the air pollution problem.

Some significant achievements have already been made. Data prepared by the National Air Pollution Control Administration (NAPCA) indicate that vehicles produced between 1967 and 1969 emit only 34 percent of the hydrocarbons and 46 percent of the carbon monoxide which the pre-1967 vehicles emitted. Projections for the 1970 models indicate reductions to 22 percent and 30 percent respectively of the pre-1967 quantities. Projected evaporation for 1970 models is 18 percent of the pre-1967 quantities. Further reductions are planned for the 1975 models, and limits for oxides of nitrogen are planned for the 1973 models. The industries are working hard to develop unleaded fuels and engines which can use them. In addition, efforts are underway to develop catalytic mufflers and other improved devices to reduce pollution. Various types of low-emission propulsion systems are being investigated for possible use in motor vehicles.

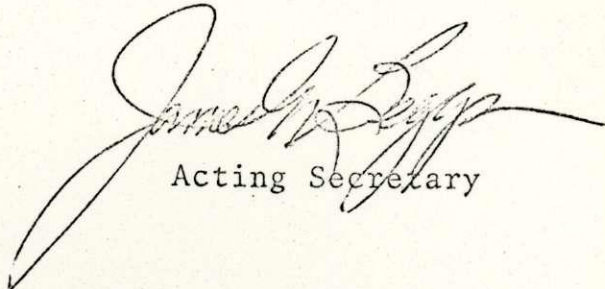
We maintain that the greatest possibilities for success in controlling air pollution will result from these types of efforts which will control the source of the emissions. However, we are actively engaged in studies which seek to determine means to reduce pollution or its effects through the location and design of highways. The Bureau of Public Roads is currently processing a research proposal which will investigate possible indirect methods to reduce air pollution through changes in highway operation and other urban activities. Another contract is in the process of being awarded to develop a technique for scrubbing polluted air in vehicular tunnels. If this effort proves successful, it may become possible to extend the technique to open-air streets and highways.

The Bureau of Public Roads, in cooperation with the National Air Pollution Control Administration, has provided funds for a highway air pollution study in New York City. The purpose of the study is to determine the effects of varying traffic characteristics and highway configurations upon ambient air quality. Pollution levels will be measured at selected horizontal and vertical distances from street level, as well as in nearby buildings. The results of this study should provide some helpful insights for highway location and design. In addition, we have provided technical assistance to the National Air Pollution Control Administration in the preparation of a five-year research and development plan for identification of the relationships between urban and transportation planning and the air pollution problem.

Your sensitivity to these important environmental considerations is very much appreciated. Although we are not in a position to comply with your specific request, we want to emphasize that the Department is taking steps to develop a better understanding of highway design and location in relation to air pollution. I am sure that you are also aware of my feelings about the need for balanced transportation systems, as evidenced by my support for the Washington Metro System.

Again, thank you for your letter. We regret the delay in responding to it.

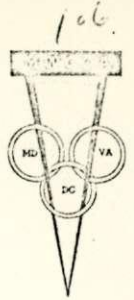
Sincerely,

A handwritten signature in cursive script, appearing to read "James G. Lipp". The signature is written in dark ink and is positioned above the typed name "James G. Lipp".

James G. Lipp

Acting Secretary

April 28, 1970



The Honorable Walter E. Washington
District Building Room 520
14th & E Streets, N.W.
Washington, D.C. 20004

Dear Mayor Washington:

On behalf of the more than seventy organizations and thousands of individuals who together comprise the Metropolitan Washington Coalition for Clean Air, an organization dedicated to the elimination of air pollution and the preservation and conservation of clean air for the Metropolitan Washington area, we hereby most urgently request that you order the immediate institution of a comprehensive study, by appropriate, qualified experts, to determine the measure of potential increased air pollution, and the resulting health effects, that will be caused by the proposed freeway system for the District of Columbia. We hereby request, in addition, that further action on the freeway system be suspended until the completion of this essential study.

The Court of Appeals for the District of Columbia has now made it clear that the provisions of Title 23 of the United States Code apply to the District of Columbia as well as elsewhere. Section 128(a) of Title 23 requires that before federally-funded highway systems are constructed, appropriate officials consider their "impact on the environment". In addition, Policy and Procedure Memorandum 20-8 of the Bureau of Public Roads, published in the Federal Register on January 17, 1969, and also held applicable to the District of Columbia by the Court of Appeals, explicitly states that the "highway design public hearing" that is required by that Memorandum before construction proceeds shall address itself to the "social, economic and environmental effects" of the proposed highways, and defines "environmental effects" to include the effects of "noise, air and water pollution".

To our knowledge, no hearing of any type has ever addressed itself to the air pollution effects of the proposed D.C. highway system, and no study has ever collected the necessary data upon which an informed analysis of the problem must be based.

We submit that no additional construction of the proposed freeways should be commenced, and all present work should be suspended, until the system's potential impact on our air and our health can adequately be determined, as required by Section 128 and PPM 20-8.

(continued)

METROPOLITAN WASHINGTON COALITION FOR CLEAN AIR

1714 MASSACHUSETTS AVENUE, N.W., WASHINGTON, D.C. 20036 (202) 234-7100



Affiliated with the District of Columbia Tuberculosis and Respiratory Disease Association

Our request, moreover, is based upon no mere formality or technical procedure of law.

The potential increase of harmful pollutants that may result from the proposed freeways will endanger large concentrations of District citizens in schools, hospitals, and apartment houses, persons suffering from respiratory diseases, and, particularly, young children. They deserve no less than the comprehensive study requested herein.

Facts already known suggest that the proposed freeways may well create a serious health hazard. Ninety-eight percent of the emissions of deadly carbon monoxide in this metropolitan area are contributed by motor vehicles. In addition, these vehicles emit hydrocarbons, oxides of nitrogen, particulates, and other harmful pollutants.

The National Air Pollution Control Administration has recently released guidelines for carbon monoxide standards, setting a maximum standard of 10 parts per million, above which harmful effects have been identified. However, concentrations of carbon monoxide at 300 to 400 parts per million have been recorded on freeways during rush-hour traffic.

Recognizing the potential danger to the public health and welfare, the New York City Department of Air Resources conducted a study of the air pollution effects of the proposed Lower Manhattan Expressway. As a result of this New York City survey, which predicted carbon monoxide levels of 300 ppm and higher, the proposal for a freeway through a heavily populated area was rejected as a hazard to health.

Also in New York City, a tragic failure of comprehensive planning has been recognized in connection with the George Washington Bridge project and the air rights over Interstate 95. Four 30-story apartment buildings have been constructed over this freeway, and carbon monoxide levels measured on the top floors of these buildings have been found as high as the hazardous rush-hour levels in downtown Manhattan at street level.

The Bureau of Public Roads itself has recognized the potential danger of harmful pollutants from motor vehicles. Its Policy and Procedure Memorandum 20-8 requires the states (and the District) to carefully consider air pollution effects before constructing freeways. Only the air pollution study requested herein can meet the obligations of this directive.

(continued)

There is no question that the construction of the proposed freeway system in the District of Columbia will result in substantially increased concentrations of automobiles and resulting air pollution. This system will create corridors of intense concentrations of pollutants as well as net increases of air pollutants throughout the metropolitan area. Only a comprehensive study of the type we request will tell us how serious a hazard to the health of many thousands of District citizens would result if the proposed District freeway system is built as now planned.

Respectfully yours,

Patrick J. Doyle

Dr. Patrick J. Doyle
Chairman

John S. Winder, Jr.

John S. Winder, Jr.
Executive Director

Requests also sent to:

President Richard M. Nixon
Secretary John A. Volpe
Secretary Robert H. Finch
Chairman Gilbert Hahn

JSW:bh

1 Mr. Dugas. Mr. Charles Majer, representing the
2 Dulles International Airport Development Commission is our
3 next witness.

4 STATEMENT OF CHARLES MAJER,
5 DULLES INTERNATIONAL AIRPORT
6 DEVELOPMENT COMMISSION

7 MR. MAJER: Mr. Chairman, my name is Charles Majer,
8 a member of and representing the Dulles International Air-
9 port Development Commission.

10 Our Commission was established by the General Assembly
11 of Virginia in 1968, and its members are appointed by the
12 Governor. Its purpose is to encourage and promote the use
13 and the development of Dulles International Airport as a model
14 aviation and commercial center for the "jet age" for the general
15 benefit of the people of this Nation, and the particular benefit
16 of the people of the Washington metropolitan area.

17 Years ago, when a new airport for this rapidly grow-
18 ing area was planned and designed, the engineers and architects
19 weighed many, if not all, of the same considerations being
20 discussed here today.

21 They wanted, first, a facility that would be safe,
22 comfortable and efficient for its users -- not just during the
23 first year, but for many years into the future. The probable
24 future demand was estimated on the optimistic basis that the
25 area would grow and prosper and that this prosperity would be

1 reflected in added travel by all modes. This prediction
2 has certainly come true.

3 Secondly, these planners were keenly aware of the
4 need to locate and design a facility to minimize adverse effects
5 on the community it is to serve. I say "minimize" rather than
6 "eliminate" because there were citizens then (and perhaps
7 there are still some now) who felt that any change was a
8 step backward; that the rural scenery and atmosphere of
9 Loudoun County should remain untouched.

10 This small group hoped that the need for added
11 airport capacity would somehow go away. I cannot say that they
12 are satisfied. However, the site selected reduced to an abso-
13 lute minimum the number of homes, farms and businesses which
14 would be disrupted, just as the highway departments of the
15 District, Maryland and Virginia have done in this case.

16 Vital to the success of this effort was construction
17 of a 16-mile controlled access highway solely to serve the
18 11-1/2 million air passengers that would be attracted annually
19 by 1980. The Dulles Access Highway, a freeway built to high
20 standards of safety and capacity, was intended to assure that
21 the customers could get to and from the airport without clogging
22 the existing local roads and streets and making them less safe
23 and desirable for local travel. To date this has been only
24 partially successful in this respect, and I will return to this
25 point in a moment.

1 The third concern was to build a facility which would
2 be visual, as well as a functional, asset to the community.
3 An airport was built, which, we believe, is an engineering
4 and architectural monument befitting this, the Capital City
5 of the world.

6 It is clear to me that the highway departments of the
7 District of Columbia and Virginia have had that same goal in
8 mind and that, in this needed Potomac River Bridge, they have
9 striven to prove that a transportation facility, though it
10 may change nature's appearance, can add to, rather than sub-
11 tract from, its physical surrounding beauty. Either of the
12 proposed designs will be beautiful bridges.

13 I understand that, by 1990, over 100,000 people a day
14 will use this bridge, and from it enjoy an unexcelled panorama
15 of our beautiful capital city. This is important to us because
16 many of these 100,000 will be Dulles International Airport
17 customers, some seeing Washington for the first time.

18 Let me return now, to a point I made earlier. The
19 6,000 people who fly in and out of Dulles Airport daily, plus
20 a very large number of employees and visitors, must use ground
21 transportation to or from their ultimate destinations. Many
22 of these destinations are east of the Potomac River in all parts
23 of Washington and the Maryland suburbs. Thus, an assurance of
24 adequate cross-river capacity was an absolute essential to the
25 planning and ultimate location decision.

1 The Three Sisters Bridge is a vital part of the
2 total transportation system counted on to make Dulles Airport
3 a success. The Dulles Access Highway, now dead-ended near
4 the Capital Beltway, was intended to connect to 166 and to
5 the Three Sisters and Roosevelt Bridges to assure congestion-
6 free access to the central city, as well as other parts of the
7 Maryland and Virginia suburbs. The planning assumed that
8 airport traffic would stay on limited access routes and not
9 contribute to or suffer from congestion on existing roads such
10 as George Washington Parkway, Dolly Madison Boulevard, or Chain
11 Bridge Road and others.

12 Until the metropolitan freeway system is completed --
13 including this vital bridge -- the residents of and visitors
14 to this metropolitan area are deprived of adequate service at
15 Dulles Airport and are forced to further congest the grossly
16 overcrowded National Airport. I submit that this alone has a
17 far greater adverse impact on environment. Our Commission
18 sincerely hopes that the many delays to completion of this system
19 and this bridge are near an end for both the sake of the traveling
20 public and of the citizens of this community as well.

21 Thank you for the opportunity to express these views
22 on behalf of the Dulles International Airport Development
23 Commission.

24 I will further submit for the record, Mr. Chairman,
25 a copy of House Joint Resolution Number 168 of the Virginia

1 General Assembly of 1968 urging the completion of the Three
2 Sisters Bridge.

3 Mr. Dugas. Thank you, sir. It will be so
4 entered.

5 Mr. Winder. Thank you, Mr. Chairman.

6 (The resolution referred to for inclusion in the
7 record at this point follows:)

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#15 Charles T. ...
HOUSE JOINT RESOLUTION NO. 168

1
2 *Memorializing the members of the delegation to the Congress of the United*
3 *States from Virginia to assure the prompt authorization of the pro-*
4 *posed Three Sisters Bridge across the Potomac River.*

5
6 Offered March 6, 1968

7
8 Patron—Mr. Daniel, W. C.

9
10 Referred to the Committee on Federal Relations

11
12 Whereas, the United States Department of Transportation is consid-
13 ering disapproval of the proposed Three Sisters Bridge across the Potomac
14 River connecting Arlington County and the District of Columbia area; and

15 Whereas, this bridge is an essential part of Interstate Route 266; and

16 Whereas, planning for this crossing has been underway since June
17 thirty, nineteen hundred sixty, when Interstate 266 with a bridge across
18 the Potomac was first approved by the United States Bureau of Public
19 Roads; and

20 Whereas, all traffic forecasts made by responsible highway authori-
21 ties indicate an overwhelming need for a bridge over the Potomac in the
22 Three Sisters area; and

23 Whereas, the interstate plan for Northern Virginia is entirely com-
24 patible with proposed mass transit facilities in that area, and is vital to
25 assure an adequate, balanced transportation system; and

26 Whereas, designation of an additional Potomac River crossing in the
27 Three Sisters area as a part of the interstate system was a basic factor in
28 the decision that Interstate 66 would provide a satisfactory connection
29 between Washington and the Dulles International Airport access road; and

30 Whereas, the Virginia Department of Highways has worked closely
31 with federal, regional and local agencies in developing plans for the pro-
32 posed river crossing and interstate connection; now, therefore, be it

33 Resolved by the House of Delegates, the Senate concurring, That the
34 General Assembly of Virginia urges that Virginia members of the Congress
35 of the United States exert all possible efforts to assure the prompt author-
36 ization for carrying out plans originally approved by federal authorities in
37 nineteen hundred sixty to construct these integral segments of the inter-

1 state highway system. The clerk of the House of Delegates is directed to
2 send to each member of the Virginia delegation to the Congress of the
3 United States a copy of this resolution.

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1 Mr. Dugas. Mr. John F. Grimm of the O'Boyle
2 Tank Lines is our next witness.

3 STATEMENT OF JOHN F. GRIMM,
4 VICE PRESIDENT, TRAFFICE OF
5 O'BOYLE TANK LINES, INCORPORATED,
6 WASHINGTON, D. C.

7 MR. GRIMM: Mr. Chairman, my name is John Grimm,
8 and I am Vice President - Traffic of O'Boyle Tank Lines,
9 Inc., of Washington, D. C. Speaking both for my company and
10 for myself, I vigorously support the design for the Three Sisters
11 Bridge which the Fine Arts Commission has approved and endorsed
12 enthusiastically. Even though this design is somewhat more
13 expensive than the alternate proposal, I feel that its esthetic
14 value more than justifies its higher cost.

15 This vital link between downtown Washington and
16 Virginia will cross the Potomac in a particularly scenic area
17 and the natural beauty of the River must not be marred by "just
18 another bridge." The prestressed concrete design should enhance
19 the natural beauty of this area while at the same time providing
20 a vitally needed connection.

21 To those who would question the necessity of having
22 any bridge, I would respond that -- and my remarks here go
23 to the economic aspects of the bridge -- from my vantage point
24 as a Traffic Manager for a trucking company, it is all too
25 obvious that the city itself is presently inadequately accessible

1 to the commercial traffic which provides the city with the
2 goods and supplies which it must have to survive. I am not
3 speaking about commuter traffic. My company and virtually
4 every association to which we belong has supported the Metro
5 system as a long-range, partial solution to the commuter
6 problem.

7 The commercial traffic to which I refer is not a
8 twice-a-day surge of automobiles but rather an around-the-
9 clock flow of freight to and from the city. Without this
10 flow the city would soon die, and yet it is slowly being
11 strangled by a combination of exploding population and inade-
12 quate highways.

13 At the present time deliveries to the city are heavily
14 penalized in terms of the freight charges assessed to the shippers
15 of these goods. These higher freight charges are necessitated
16 by the high cost involved in going to and from the downtown
17 area. This high cost is directly attributable to delays
18 encountered because of the lack of an adequate freeway system.

19 The additional cost of shipping freight to the city is
20 necessarily passed along by the shipper in the eventual sale
21 price of these goods. Therefore, the price of this inadequate
22 system is being paid on a daily basis by the residents of
23 the city who eventually purchase these goods. This is true
24 in spite of the fact that the money to build an adequate system
25 has long ago been collected from those who propose to use the

1 system, such as my own company. This money now lies idle
2 in the highway trust fund while Washington residents pay a
3 surcharge on all of their goods because the highways have not
4 been built.

5 The proposed bridge endangers no houses, threatens
6 no schools, divides no neighborhoods, would enhance the beauty
7 of the area, and is vitally needed by those, such as my company,
8 who serve the city around the clock.

9 Those who oppose the bridge in any form do so for
10 reasons which are illogical and contrary to the needs of the
11 city itself. Much has been said about the strangulation which
12 is occurring in the downtown area. Businesses and governmental
13 agencies prove the truth of these statements daily as they
14 move in ever increasing numbers to the suburbs to avoid this
15 stragulation.

16 With every new move to the suburbs, a great hue and
17 cru is raised about the jobs that are lost by the inner-city
18 residents. Quite frequently these complaints are heard from
19 the very people who on other occasions oppose this bridge and
20 all other highways. These contradictory positions necessarily
21 raise questions about the true intentions of those who blindly
22 oppose all highway construction.

23 If their main concern is truly for the residents of
24 the city, and if they have even the most simple appreciation
25 of the economic facts of life, they would support, not oppose,

1 the bridge and the highways.

2 The Three Sisters Bridge is only a small step, but
3 it is a step in the right direction; and every day that goes
4 by without the step being taken is another day in which the
5 residents of the city pay for its absence.

6 Thank you, Mr. Chairman.

7 Mr. Dugas. Thank you, sir.

8 Our next witness is Mr. Martin L. Schnider who
9 represents the Committee on Dulles. He has asked that his
10 statement be submitted for the record in lieu of testimony.

11 (The statement of Mr. Schnider for inclusion in
12 the record at this point follows:)

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TESTIMONY ON I66

My name is Martin Schnider and I represent the Committee on Dulles, a citizens' organization concerned with good air transportation service for this growing region. Although our primary interest is Dulles Airport, we are equally involved with the entire integrated transportation system of the community.

The proposed Three Sisters Bridge is an essential link in the metropolitan freeway system which was one of the significant reasons for the airport development in Loudon County. An airport simply cannot function without adequate road service between it and the community.

Most travelers at Dulles Airport use automobiles or cabs for their ground transportation service. This is because their destinations are widely spread through the community. One in four arriving passengers is destined for downtown Washington. One-third are destined for the remainder of D. C. and the Maryland suburbs. In total, over two-thirds of all Dulles passengers must cross the Potomac River to reach their final destination. Thus, adequate and safe bridge capacity has vital significance to Dulles Airport and to those of us concerned with its healthy growth.

Our Committee believes that Three Sisters Bridge will make an essential contribution to that needed capacity and do it in

a way that will have positive social, economic and environmental benefits for the community as a whole. We believe that the D. C. and Virginia Highway Departments should be commended for the sensitive designs which they have proposed and the attention which they have paid to noise abatement, scenic preservation, and the improvement of recreational opportunities. It is also significant that, as I understand it, not a single home or business will be displaced by the bridge or the approaches within this project limits. I doubt that there is another location within the Beltway where this needed bridge could be placed with so little disruption to the natural or man-made surroundings.

I would like to close by reiterating the vital importance of this bridge to Dulles Airport and, through it, to the entire community.

Dulles is situated 26 miles from the center of Washington. This distance protects the community from many of the annoyances of air traffic overhead. To gain this benefit, however, and still operate a functional air transportation service, the disadvantage of distance must be compensated by economical, high-speed, and reliable ground transportation. Rail facilities may someday be able to economically serve this need. For the foreseeable future, however, this transportation must be by

limousine, private car, truck and bus -- and these require highways and bridges.

We believe that this hearing into the social, economic and environmental effects of the Three Sisters Bridge must consider the total picture and the potential benefits to the total community. In this view, the bridge is clearly an asset and its construction should go forward promptly.

Martin L. Skunde

1 Mr. Dugas. Our next scheduled witness Mrs. Patricia
2 N. Mathews has asked that she be deleted.

3 I have had a request to be heard from Mr. Motte.

4 Mr. Motte, would you come forward, please.

5 We shall be glad to hear from you at this time, sir.

6 STATEMENT OF JOHN MOTTE,

7 PRESIDENT OF THE BROOKLAND AREA

8 COORDINATING COUNCIL

9 MR. MOTTE: Thank you, Mr. Chairman.

10 Mr. Dugas. Would you give us your full name, please,
11 Mr. Motte.

12 MR. MOTTE: Mr. Chairman, my name is John Motte.
13 I am President of the Brookland Area Coordinating Council.

14 The Brookland Area Coordinating Council, a council
15 of twenty-three member organizations of the Brookland community,
16 take particular exception and hereby file objection to this
17 hearing for the following reasons.

18 The matter of the need, location and design of the
19 Three Sisters Bridge is still at this time under the purview
20 of the courts. And the courts' decisions have not yet been
21 handed down.

22 Therefore it is considered by us that a design
23 hearing on the Three Sisters Bridge has no validity at this
24 time.

25 It is considered that this hearing is a specious

1 act of the Highway Department supported by the Commissioner's
2 Office to circumvent court opinion and to ignore the recourse
3 to the courts taken by the citizens of the District of Columbia.

4 Secondly, this hearing is being conducted in a form
5 which has been rejected by the courts as improper, invalid
6 and illegal. In its opinion on the District highway plan
7 which the United States Court of Appeals handed down in February
8 1968, that court held that hearings on all aspects of the high-
9 way plan must be held in the presence of and by the Commissioner
10 of the District of Columbia. This hearing is not being so
11 held, and is considered a deliberate attempt by the Commissioner
12 of the District of Columbia to force its citizens to assume
13 the undue burden of returning to the courts.

14 For these reasons the Brookland Area Coordinating
15 Council joins its voice to the voices of others who have
16 objected to this hearing.

17 Having filed this objection, I submit the following
18 concerns with reference to the matter at hand.

19 Mr. Chairman, the design of the Three Sisters Bridge
20 cannot be discussed in its own vacuum. The design of the bridge
21 is related directly to the designs of the roadways connected
22 to the bridge. The design of the bridge is part and parcel
23 of the designs behind the District of Columbia Department of
24 Highways, Major Highways Program, and that plan has been
25 rejected by the National Capital Planning Commission, the

1 Commissioner, and the City Council. To permit designs by
2 the Highway Department and highway lobby to become successful
3 is to support actions held illegal in courts, voting down
4 by the citizens by a 19 to 1 margin, and rejected by the
5 National Capital Planning Commission and the D. C. City Council
6 on two separate occasions.

7 Mr. Chairman, unless this meeting addresses itself
8 to the desires of the citizens of the District of Columbia
9 and its council as opposed to the designs of the highway lobby
10 and the D. C. Department of Highways, aided and abetted by
11 the Commissioner's Office, and the Corporation Council, this
12 meeting cooperates in forcing on citizens injustices they have
13 time and again opposed.

14 Mr. Chairman, the Brookland Area Coordinating Council
15 maintains its position as being unalterably opposed to any
16 more gateways to the District of Columbia, and it maintains
17 its opposition to any more major roadways within the District
18 of Columbia. Until mass rapid transit is in operation, there
19 must be no more cement entries into the Nation's Capital.

20 Thank you.

21 Mr. Dugas. Perhaps this is a good time for me to
22 read an excerpt from the memoranda opinion of Judge Sirica,
23 in order that we will understand what the position of the
24 Hearing Examiner is in this case. And I quote him:

25 "It should be emphasized that the question before

1 this court is a limited one, i.e., have the District of
2 Columbia and the Department of Transportation complied
3 with the applicable provisions of Title 23. It is not
4 for this court or for any court to decide whether a bridge
5 across the Potomac in the vicinity of the Three Sisters
6 Island is needed, or if the bridge as presently planned
7 is a worthwhile project which will be for the benefit or
8 to the detriment of the local community. The policy
9 consideration of whether to build this bridge or any
10 of the disputed segments of the interstate system in the
11 District of Columbia have been aired over and over again
12 through the years. They are not before this court at
13 this time. Congress in the 1868 Act has settled the
14 question with its command that the bridge should be built."

15 Now, we have just a few minutes before our next
16 witness is scheduled to appear. I wonder if Mr. Tom P. McLachlen
17 is in the house.

18 If he is not here, we will just take a short break,
19 about a five-minute break, to give Mr. McLachlen a chance
20 to be here.

21 We will recess until 2:20.

22 (At this point in the hearing a short recess
23 was taken.)

24 MR. DUGAS: I wonder if either Mr. Wickstead,
25 Mr. Salem, Mr. Chaney or Mr. Fawcett is in the room?

1 Mr. Chaney, I wonder if we could have your testimony
2 at this time while we are waiting for Mr. McLachlen.

3 Mr. Chaney is Number 22 on our list taken out of
4 order.

5 STATEMENT OF D. L. CHANEY,
6 1057 NATIONAL PRESS BUILDING,
7 WASHINGTON, D. C.

8 MR. CHANEY: Mr. Chairman, ladies and gentlemen,
9 I appreciate very much the opportunity to be here today. And
10 I want to state that I thoroughly endorse the design of the Three
11 Sisters Bridge as proposed, and I am in favor of the construction
12 being undertaken at the earliest possible moment as an important
13 link toward completion of the metropolitan interstate highway
14 program, this need is definite and urgent.

15 Most of my comments here today are primarily in
16 connection with the design, as I understand that is the main
17 purpose for this hearing. And I want to state that the structural
18 design, which consists of long span prestressed concrete, is
19 an excellent solution for this location. It has the advantage
20 of only two piers widely spaced, which leave the main river
21 channel completely free of obstruction and provide an open
22 view of the river.

23 Of equal merit is the architectural treatment. A
24 study of the model -- and if anyone has not seen the model
25 I think they should look at it -- readily shows that the

1 bridge will blend harmoniously with its landscape.

2 Bridges have been an important part of man's land-
3 scape since the earliest civilizations. Not only are they
4 a useful utility, but when properly designed they become points
5 of interest which contribute attractively to a city's personality
6 and to its living art.

7 Although there are no designs of the same magnitude
8 of the Three Sisters proposal existing in this area, structures
9 of similar size and design have been used successfully else-
10 where.

11 Nearly forty years of my life have been spent
12 working with concrete design and construction, including
13 prestressed concrete. And I do not hesitate to recommend the
14 design now in question.

15 I might add that I have no business or financial
16 interest of any kind in the design or construction of this
17 bridge. I testify simply as a local citizen who feels that
18 there is real and urgent need for this structure and for the
19 completion of the metropolitan highway system. And the point
20 that I would like to make, which is not often mentioned, is
21 that the Congress in 1956 passed the Interstate Highway Act
22 and levied a tax against every highway user in the United States.
23 And taxes have been collected since that time and will continue
24 to be collected for the completion of this interstate system.
25 And this bridge and its accompanying highways are a part of

1 that original plan.

2 These taxes have been collected. But here it is time,
3 I think, that the people who have been paying the taxes receive
4 the product for which they are being taxed.

5 And I would like to give my hearty endorsement both
6 to the design and for the construction and completion of the
7 system.

8 MR. DUGAS: Thank you, Mr. Chaney.

9 Mr. Fawcett is our next witness.

10 You may proceed, sir.

11 STATEMENT OF ARTHUR H. FAWCETT, JR.,

12 A RESIDENT OF THE DISTRICT OF COLUMBIA,

13 A CITY PLANNER AND A MEMBER OF THE

14 POTOMAC BOAT CLUB

15 MR. FAWCETT: Thank you, Mr. Chairman.

16 My name is Arthur H. Fawcett. I am a resident of
17 the District of Columbia. I am a city planner. But in this
18 case I am testifying as president of the Potomac Boat Club,
19 3530 Water Street, Northwest, in the District.

20 My statement in behalf of the Boat Club is very
21 limited in scope, this is, as to the design of the bridge.
22 And I am sure other speakers in this hearing will cover other
23 aspects quite sufficiently.

24 In April 1969 a two thousand meter Olympic length
25 race course was laid out on the river by the Coast Geodetic

1 Survey. This race course starts about a quarter of a mile
2 above the Three Sisters Island and ends just above Wisconsin
3 Avenue where there is a large area which we hope can be used
4 eventually for spectator facilities when the Georgetown water-
5 front is developed.

6 Another race course laid down a number of years ago
7 starts somewhere further up the river and finishes at the
8 Potomac Boat Club. These race courses are among the best
9 natural rowing courses in this country, and perhaps in the
10 world. They are used not only by the Potomac Boat Club but
11 by Georgetown, George Washington and Howard Universities,
12 J.E.B. Stuart, Washington and Lee, Yorktown and Fort Hunt
13 High Schools, and by large numbers of visiting crews.

14 In addition, crews from Cornell, Brown and other
15 northern universities often practice here during their spring
16 vacation because of the superior cold weather conditions.

17 The Cherry Blossom Regatta held on the new race course
18 every spring is one of the largest rowing regattas in the United
19 States in terms of numbers of crews and people participating.

20 In total, many hundreds of young men benefit from
21 the high quality of the rowing conditions on the Potomac River
22 every year.

23 One of the few handicaps, in fact hazards, of these
24 courses is the presence of Key Bridge with its numerous
25 abutments in the river. Many crews are steered by one of

1 their oarsmen, who of course rows backward, rather than a
2 coxwain, and these abutments are a substantial danger to fast-
3 moving boats, especially in races. To place additional hazards
4 in the river at another part of the rowing course would be
5 a serious blow to continuing rowing activity on the Potomac
6 River.

7 Furthermore, the center abutment of the so-called
8 six span alternative would so restrict the space available for
9 the race course in that area that at least two lanes of the
10 necessary six lane course would be lost. We therefore most
11 urgently request that if a bridge is necessary in this location,
12 that the design which spans as much of the river as possible be
13 used. The three span alternative which, as we understand it,
14 is the only one approved by the Fine Arts Commission, does this.
15 Therefore we request that if a bridge is built that it have a
16 clear span at least as wide as that of the three span alternative.
17 It may be that this alternative is somewhat more expensive, but
18 it is worth noting that the city of New York spent more than
19 a million dollars to dredge out a man-made rowing course which
20 is in many respects not as good as this one.

21 The recreation benefits clearly outweigh the use of
22 an inferior bridge design.

23 Now, the Boat Club will be submitting a written
24 statement in more detail within the next ten days.

25 Thank you.

1 MR. DUGAS: Thank you very much, Mr. Fawcett, for
2 your statement.

3 When we receive your written statement will will
4 place it in the record at this point.

5 (The prepared statement of Mr. Fawcett for
6 insertion in the record at this point follows:)

7 (COMMITTEE INSERT:)

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1 MR. DUGAS: Mr. McLachlen is our next witness.

2 We shall be glad to hear from you at this time,

3 Mr. McLachlen.

4 STATEMENT OF THOMAS P. McLACHLEN

5 REPRESENTING THE TRANSPORTATION COMMITTEE,

6 METROPOLITAN WASHINGTON BOARD OF TRADE

7 MR McLACHLEN: Mr. Chairman, I am Thomas P.
8 McLachlen, representing the Board of Trade.

9 The Metropolitan Washington Board of Trade, rep-
10 resening some 5000 business members has been concerned with
11 the location, design and aesthetic value of major public works
12 projects in our National Capital for 81 years.

13 We believe that the proposed design for the three-
14 span bridge to carry *-266 across the Potomac River is the most
15 aesthetically pleasing and attractive bridge design we have seen.
16 We quite agree with the judgment of the Fine Arts Commission
17 in this matter.

18 In addition, we think the alternate six-span bridge
19 proposed would be a very acceptable second choice. Either
20 design with their low silhouettes and unencumbered lines will
21 meld admirably with the surrounding terrain.

22 Some mention has been made of the safety factor in
23 the design of the three-span bridge proposed. As a businessman,
24 I can only express the view that we feel confident the Department
25 of Traffic and Highways would not contemplate building a structure

1 if there are any unanswered questions about its safety.

2 We have reviewed the booklet provided by the Govern-
3 ment of the District and the State of Virginia regarding this
4 element of the transportation plan for Metropolitan Washington.
5 We are favorably impressed with the careful preparation that
6 has obviously gone into this project. We agree in particular
7 with the sections titled "Fast, Safe and Efficient Transpor-
8 tation" and "Employment and Economic Activity" which clearly
9 underscores the essential economic value of the project to
10 consumers, employers and employees.

11 We would add that the largest private economic gene-
12 rator in our city is the tourist and convention business. Since
13 it is projected that the present annual rate of 17 million
14 visitors will double or even triple over the next several years,
15 the construction of the Three Sisters Bridge and its connectors
16 will greatly aid in relieving the traffic congestion which is
17 so evident on both sides of the Potomac River in our highly
18 concentrated business and monumental areas.

19 At the time President Eisenhower selected the site
20 of Dulles International Airport, the construction of a bridge
21 at the Three Sisters Islands site was a major consideration in
22 determining the airport location. It was obvious even then that
23 for a viable economic relationship to exist between the Dulles
24 Airport area and the city center, this link across the Potomac
25 to I-66 is essential. It will be a key factor in developing

1 Dulles into the prime International Gateway to the United
2 States Congress intended it to be. It will bring a whole new
3 air and space oriented industry into the economics of the
4 District of Columbia.

5 In reviewing the matter of the environmental impact
6 of the bridge and its connectors upon its immediate surroundings,
7 we agree that adequate provisions should be made to minimize it.

8 It is our judgment that the continuing growth of
9 traffic in this area without the construction of the bridge
10 will serve to maximize the adverse effects of congestion and
11 pollution.

12 I direct your attention to population figure pro-
13 jections for the areas with which the hearing is concerned.

14 The 1970 population of the Virginia suburbs of
15 Metropolitan Washington is 964,300. Within only three decades,
16 it is expected to be over 3 million! Arlington County with
17 a 1970 population of 189,700 should grown to 420,000 in the
18 same period. We all recognize the problems already before us
19 in 1970 involving congestion, pollution, and movement of goods.
20 It appears obvious to us that by the year 2000, when the popula-
21 tion in the area we are concerned with today will have increased
22 by more than 100 per cent, that the construction of this bridge
23 will clearly have been demonstrated to be a necessary under-
24 taking to minimize congestion and promote the economic develop-
25 ment of Northern Virginia.

1 We recommend prompt approval of the construction
2 of the three-span bridge as proposed; or in the alternative,
3 the six-span proposal. We commend the District Government for
4 the dare and imagination exercised in its planning.

5 Thank you very much, sir.

6 MR. DUGAS: Thank you, sir.

7 Mr. Wickstead?

8 (No response.)

9 MR. DUGAS: Mr. Robert J. Salem, representing the
10 Northern Virginia Board of Realtors.

11 Is he here?

12 (No response.)

13 MR. DUGAS: Is Mr. James O. Granum present in the
14 hearing room?

15 (No response.)

16 MR. DUGAS: We have exhausted our list of witnesses.
17 I wonder if there is someone in the room now who would desire
18 to speak who is not previously listed on our agenda?

19 If so, will you stand and come forward.

20 Mr. Abbott, come forward, sir.

21 STATEMENT OF SAMMIE A. ABBOTT,

22 EMERGENCY COMMITTEE ON THE

23 TRANSPORTATION CRISIS.

24 MR. ABBOTT: Mr. Chairman, Mr. Hearing Officer --
25 or as the case may be, Mr. former Hearing Examiner, take your

1 choice -- the speed and rapidity with which this so-called
2 hearing is being railroaded through I think is going to be
3 your undoing. You were warned early last week in a letter
4 to each member of the council and the mayor -- to which they
5 had not the courtesy of reply to us -- we raised this precise
6 point, objecting to the fact that citizens, members of the
7 great silent majority, if you please, that have to work for
8 a living, have to penalize themselves financially in order to
9 get here. And if you are really interested in ascertaining
10 the views of the citizens on this matter you would have scheduled
11 them in the evenings, as they did in Virginia.

12 In this very hall, I think it was in the spring of
13 1964, there was a hearing, so-called, on the North Central Free-
14 way. That was before they redecorated this place. And at
15 that time I called the roll on the three absentee commssioners
16 for the District, Tobriner, Duncan and Duke. They did not
17 answer the roll call. And in the subsequent lawsuit one
18 of the points ruled in our favor when they overruled -- for
19 your information, Mr. Dugas, a judgment at the lower level,
20 Holtzhoff -- they held that we were right, that those who are
21 empowered to set and make decisions must attend the hearings.
22 And we are now relapsing to the old commissioner form of govern-
23 ment through absentee hearing examiners.

24 Therefore, for the record, in order to assist the
25 litigation that we are going to institute on this particular

1 hearing, I will now call the roll on Mayor-Commissioner
2 Walter Washington.

3 Are you here?

4 Absent.

5 Councilman Hahn?

6 Absent.

7 Turcker?

8 Jerry Moore?

9 Stanley Anderson?

10 Mr. Robinson, who was here earlier this morning and
11 has left.

12 Daugherty?

13 Veazey?

14 Haywood?

15 Let the record show that every one of these is
16 absent. And in their place sits a man who has no authority
17 whatsoever by law for conducting this particular hearing.

18 D. C. Code Title VII, Chapters 1 to 6, in the
19 Reorganization of the Government, when the powers were trans-
20 ferred by Congress from the old commissioner form to the present
21 mayor and council, vested the responsibility in the mayor and
22 council. And they could not delegate this as they have done.

23 We have received no answer from the mayor. We had to
24 look in the newspaper -- I am sorry The Star and The Post did
25 not report the press conference or followup on this -- but in

1 The News Council Chairman Hahn is quoted as saying "It was not
2 proper for the mayor or council to appear, since it was merely
3 a design here. Julian Dugas, head of the Mayor's Economic
4 Development Office, has been named hearing examiner."

5 Now, Mr. Dugas, you have never yourself attended a
6 single hearing on any of the road problems in the District of
7 Columbia. You cannot name one minute of time when you personally
8 sat in as a spectator or anywhere within the hall when such a
9 discussion was under way. You have not the slightest competence
10 to recommend you for this job, let alone the absence of any
11 legal power to sit there.

12 Furthermore, you do not even know the meaning of
13 an interstate freeway. And at this time I would like to ask
14 you to give us a criteria. What is the speed limit, how many
15 lanes are involved, et cetera? Or, as chairman of the Mayor's
16 Economic Development Committee, look at that map behind you
17 and tell me, sir, were you privy to any discussions of where
18 that road is going to go that connects off the bridge? You
19 see it pointed up at C Street, don't you?

20 You know very well at some level of discussions you
21 must have taken part that the people that you heard here today,
22 the special interests in the Federal City Council, the Board
23 of Trade, et cetera, have opposed any connector road coming
24 off the Three Sisters Bridge which would go through K Street.
25 you know that, don't you, as head of the Mayor's Economic

1 Development Committee? Where is that road going to go?

2 You are okaying the bridge when you do not have the
3 guts as city officials to come out and say that this road is
4 headed for the black community on U Street and it will take
5 a whole block between S and U.

6 The mayor and the council, when we raised this
7 about a year and a half ago, denied that the road was going
8 to go up there. But in the subsequent hearings in January
9 of both 1969 and 1970, I remember the hearings in the City
10 Council, they pointed out that the business community opposed
11 anything on K Street, and it is all built up, it is already
12 developed, it cannot be disrupted.

13 L and M were discussed by someone as being the
14 sites of one-way tunnels. It was ruled out, of course. So
15 the only way you can bring that traffic across the bridge,
16 connect it with the North Central Freeway on 195 would be to
17 cut through that old plan, which is still in existence --
18 and they do not have the guts to come out and tell the people
19 about it - right through U Street in the black community.

20 And Congress itself, by not even mentioning it
21 in the legislation trying to force the freeways, is hesitant
22 upon the matter.

23 Mr. Grimm -- what an appropriate name -- from O'Boyle
24 Tank Lanes -- is the author of the letter which was secretly
25 written to Nixon which we unearthed and exposed a year ago

1 before the court in August 1969, brought out the fact that
2 what was stopping the freeways in the District of Columbia
3 was the fear of a repetition of the events of April 1968 when
4 a good share of Washington went up in flames. And he pointed
5 out that the carrot and stick approach would have to be used,
6 that certain concessions would have to be made.

7 And what were those concessions? Putting people
8 over the freeways which would displace them. That is the
9 economic development that is in mind for the citizens of the
10 District.

11 The freeways location, once the bridge is built,
12 has to go up U Street, because the development, as you see,
13 taking place in the District of Columbia is concentrated all
14 the way up Connecticut Avenue out toward the northern end of
15 the Federal City boundary. And what better geographical
16 barrier to serve the place of the old railroad tracks or a
17 river as a line or demarcation than a freeway as wide as the
18 north leg would be?

19 That is the economic development, to bring the high
20 rise commercial all up through DuPont Circle, and squeeze the
21 black people out of Corcoran and other streets, shove them
22 all out. As we can see in the plan now they are demanding
23 high rise luxury apartments before any low cost construction
24 for poor people can be undertaken.

25 Speaking of economic development, Mr. Dugas, are you

1 familiar with the Weatherford Report? Yes or no? If you
2 took your glasses off I could tell. I cannot tell now whether
3 you are awake or not. The Weatherford Report was ordered by
4 the Highway Research Board and then buried. John Hechinger,
5 to his credit as council chairman, finally resurrected it,
6 although we had talked about it from the time it came out.
7 We found out, not in the local press, but in The New York
8 Times of its existence.

9 Based upon studies in Detroit, Buffalo and other
10 urban areas, where freeways were constructed to the downtown
11 areas, in order, supposedly, to revive a decaying and moribund
12 business, the opposite effect became true, that these free-
13 ways facilitated and speeded the departure of downtown buyers
14 to the outlying suburbs and shopping districts, because there
15 was no way whatsoever for downtown business to compete with
16 the suburban shopping centers. You do not have the physical
17 space.

18 And somebody earlier spoke about one-third of D. C.
19 being devoted to the movement and storage of cars. This
20 figure is wrong. It is two-third devoted to the movement and
21 storage of cars, parking lots and roads and alleys -- none
22 of which is taxable, Mr. Dugas.

23 The other thing, as a person responsible to stop
24 the exodus of business from the District, to stop the construction
25 of Crystal City and Falkland, which are drawing off job after

1 job and agency after agency from the District, reducing its
2 tax base, you are okaying a freeway system which is going to
3 result in the flying of thousands of jobs, and hundreds of
4 businesses, which have to relocate out in the suburbs.

5 All of this stuff we put out before. I am not going
6 to go into it now. But you are not the man to sit here. You
7 ought to get up and walk out.

8 We are not testifying on the merits of this thing.
9 We are in the courts on the matter.

10 Just let me for your education, not being a lawyer
11 like you are, point out to you, when you took the opportunity
12 to give us a little lecture and read us an excerpt from Judge
13 Sirica's decision, you failed entirely to note that judges
14 at that level are often overruled by judges in the Court of
15 Appeals and the Supreme Court. And that is why we have these
16 higher courts. You do not seem to know that.

17 Holtzhoff broke the record for being overruled.
18 And I think Sirica is on his way. Because what did Sirica
19 say?

20 First of all, let me tell you this is why this is
21 being held here. It is funny that Mr. Airis here -- the city
22 is represented by a surrogate -- is also in the Court of Appeals.
23 Did you know that? Yes, they are saying that this particular
24 hearing is not necessary. So if you are in the court, other
25 than there is a malicious reason to keep the court busy.

1 why are you holding this? You see, it is not necessary. The
2 council did not know it. I tried to find out -- and our
3 organization, the Emergency Committee on the transportation
4 crisis, checked with all departments of the city to find out
5 who in the Department authorized a filing of a cross appeal. The
6 City Council did not know a damn thing about it.

7 So therefore if this hearing is not necessary, why
8 are you holding it? You must be covering up something like
9 the proverbial cat.

10 Now, the judge -- you see, we are checking all of
11 this stuff in in a higher court -- the judge said there was no
12 political pressure whatsoever in the decision of the City
13 Council on August 9, 1969 to reverse itself on the Three Sisters
14 Bridge, after they had held extensive hearings in the neigh-
15 borhoods, the first time they ever upheld the regulation on
16 the interstate freeway hearings, in January. Nine months later
17 -- eight months later -- they reversed themselves.

18 Now, this is a very interesting thing. They reversed
19 themselves after Kluczynski and the House Committee held hear-
20 ings. Big business pressure, the Federal City Council, which
21 you saw here today, specially by spokesmen who did not have the
22 guts enough to give their financial connections or business
23 connections and are listed here in the record as citizens,
24 like Mr. Wirth -- are you, Mr. Wirth, still connected with
25 the Firestone Tyre and Goodyear as you were before? You are

1 down here as a citizen. That is the kind of citizen partici-
2 gation we are getting here today.

3 Or Mr. Majer, Dulles Airport Development. Back
4 in that April 1968 hearing I heard a question being asked of
5 General Quesada -- where are you, general? I served under
6 you in World War II. I respected you then. I do not any
7 more, because you have testified at that April 1968 hearing
8 that in the planning -- for which Quesada was responsible --
9 that there was absolutely no provision made for mass transit
10 in the movement of people from Dulles Airport to the District.

11 So they have planned the mess. And now they want
12 another mess, burying the city, cover over the Potomac, which
13 would lead to complete dependence upon the automobile L.A.
14 style, in order to make up for their lack of foresight in the
15 planning and building of Dulles Airport.

16 Sirica said there was substantial questions about
17 political pressure. But examination on his part showed none
18 at all.

19 Now, those of us that were there that day and were
20 not hustled off to jail later had a chance to look at it on
21 TV, and also to read the statements of the council members.
22 Hahn had tears in his eyes, he said. Sterling Tucker cried
23 all night. Yeldell publicly admitted that it was political
24 pressure that forced his change of vote. Even today, running
25 for Congress, or nonvoting delegate, Mr. Yeldell explains his

1 vote as one of political necessity --- change the word "necessity"
2 to "pressure." We met enough with Mr. Washington on this
3 matter to know that the only reason that the council vote
4 on August 9 was changed was because Congress was twisting arms,
5 withholding \$105 million Federal payment to the District.

6 The Broyhill-Adams amendment, they are repeating the
7 same kind of tactic this year and will repeat it ad infinitum
8 until there are people in political power in the District of
9 Columbia that have the guts to say, to hell with your black-
10 mail or whitemail, we are not going to stand for it.

11 Now, here is what Sirica said. I read that decision.
12 You did not read the whole decision, because if you read it
13 you would have quoted that part, Mr. Dugas.

14 Sirica goes to great length to point out that in
15 the political system in the United States we have a give-and-
16 take means of coming about to political decisions, give-and-
17 take. And he says that there was plenty of give-and-take
18 between the City Council of the District of Columbia
19 and Congress, that they were equal, equal, equal political
20 bodies, and that the decision made by the council reversing
21 its vote came about through the exercise of traditional give-
22 and-take policies.

23 Now, we are going to court on that. That was not give
24 and take. Is the City Council of the District of Columbia,
25 appointed as it is, refusing always to take up the baton that

1 has been given to it by the Interstate Highway Act? They are
2 regarded as a state, and they do have home rule on this subject.
3 And they refused to accept this responsibility. And that is why
4 they are not here today.

5 This is not equal political pressure being discussed
6 and weighed between two bodies.

7 Now, Volpe. He goes in the question of Volpe, was
8 political pressure being put on the Department of Transportation?
9 Judge Sirica, as an example, had me scratching what little
10 hair I had off my head. He said that Mr. Volpe is an ex-
11 perenced, big contractor, and is well able to take care of
12 himself in resisting pressure. That is the way Sirica looked at
13 it. And not only that, but he is highly competent because he
14 took some engineering design courses in night school.

15 There is no doubt whatsoever that the only thing
16 bringing this bridge here for discussion, or any road whatsoever
17 in the District of Columbia, is as a result of the pressure
18 from the very top, from the time Nixon took his helicopter
19 ride, and before that, and before that. There is nothing but
20 political pressure. And show me -- Mr. Dugas here, his legis-
21 lative assistant chief flunky -- show me where in any of these
22 bills any consideration is given to political questions in
23 arriving at these decisions.

24 So why all of this hoopla about designing everything
25 when in fact there is no other reason why we are here today?

1 McLachlen, representing the Board of Trade -- and
2 I am going to be through, because this is sickening to me, I
3 am testifying now so that I can eat my supper, I would not
4 be able to otherwise -- Mr. McLachlen talked about the bridge
5 being necessary to relieve congestion on both sides of the
6 river. Mr. McLachlen, are you hear yet? If you are, tell me
7 exactly where in this country your solution has proven correct.
8 One road has led to another road. Los Angeles proves it.
9 When they ran out of land latterly, when the citizens failed to
10 stop and object to it, when the reliance was put upon the auto-
11 mobile, and mass transit went down the drain, they lost whatever
12 viable mass transit system they had. And they started to stack
13 up and triple-deck their freeways. Name me, then, where your
14 solution has proven to be other than illusory.

15 You cannot do it.

16 Furthermore, name me one place in the country which
17 has had its business revived. The whole movement to the suburbs
18 has been made possible by the existence and the free range of
19 the automobile. So you had better in your own business start
20 branch banks like the others do. They are not losing their
21 business. They went where the population is. The problem is
22 more complex than that. And all you would do is lose the rest
23 of the city. You would lose the rest of the businesses.

24 And furthermore, if you looked at The Star -- too bad
25 more people do not read it, because every once in a while

1 something happens in The Star that is worthwhile reading ---
2 the metropolitan page, the top half, Sunday, showed the mixing
3 bowl. Twenty-six lanes. And that is not predicated upon
4 moving the population in the year 2000. If all your figures
5 are correct about the population growth, then, man, that is
6 going to be expanded to a 72 lane mixing bowl. There is no
7 other solution to the automobile in the urban areas. You
8 either move people through mass transit or you move the cars
9 and move the people out, bury them, or stick them over the
10 freeways.

11 So all we are doing here today is objecting to you
12 sitting in the chair, the fact that the council is not present.
13 This hearing is phony from beginning to end. Otherwise we
14 would have packed the place and run you out. We are going
15 to the courts on it. There will be no freeways built what-
16 s oever in the District. We are going to stop them, as we have
17 said before, by any means necessary. The unity of black and
18 white on this issue is growing. It cuts across class and
19 economic lines. The handwriting is on the wall.

20 The Supreme Court only has Monday, Mr. Dugas,
21 overruled judges. They upheld the Court of Appeals in New York
22 and stopped the Hudson River expressway forever.

23 The Lower Manhattan expressway, on the board for
24 forty years, has been buried.

25 They had hearings and granted temporary injunctions

1 on Overton Park, Memphis, and San Antonio.

2 The concern for the environment, the movement of
3 the young people -- those of us that are going to fight to
4 defend the right to breathe are going to stop this freeway.

5 So this hearing is nothing, I repeat, but a farce.
6 And if you attempt to proceed, to use it to legalize your pro-
7 cedure in building the bridge, we will take this whole thing
8 to court.

9 Finally, is there anybody here in the audience that
10 is interested in buying one billion one hundred thousand dollars
11 of holes in the Potomac River? Because they are going to stay
12 there unless they are used for something else besides a freeway.

13 Now, are there any questions from Mr. Dubas or those
14 eminent gentlemen on the left who never seem to have anything
15 to say?

16 There should be an adversary system here. He called
17 the cops and tried to stop me. I do not see how a person with
18 any feeling or understanding can sit still and hear garbage.

19 Every other phase of government operations --
20 Senate level or any level -- utilizes an adversary system,
21 except this. And I recall questions asked of Mr. Airis
22 by council members where he did not have the answer, and he
23 promised to bring back the answers, and never did.

24 So I am open to your questions.

25 MR. AIRIS: No questions from me.

1 I have heard this before, Mr. Chairman.

2 MR. DUGAS: Any questions, sir?

3 MR. ABBOTT: I know you have heard it before. I
4 can tell that by the increase in the wrinkles on your forehead,
5 the droop of your ears, and the attempted environmental
6 growing of of new eyeballs in your forehead.

7 Mr. Dugas. Thank you, Mr. Abbott.

8 Has Mr. Wickstead come in yet from the Virginia
9 Motor Vehicle Conference?

10 (No response.)

11 MR. DUGAS: Mr. Salem of the Northern Virginia
12 Board of Realtors.

13 Is Mr. James O. Granum in the house?

14 STATEMENT OF JAMES O. GRANUM,
15 APPEARING ON BEHALF OF THE NATIONAL
16 CAPITAL SECTION OF THE AMERICAN SOCIETY
17 OF CIVIL ENGINEERS

18 MR. GRANUM: May I proceed, Mr. Chairman?

19 MR. DUGAS: You may proceed, sir.

20 MR. GRANUM: Thank you, Mr. Chairman.

21 My name is James Granum, appearing here today on
22 behalf of the National Capital Section of the American Society
23 of Civil Engineers. I am a Registered Professional Engineer
24 in the District of Columbia and am currently President of the
25 National Capital Section, ASCE, an organization of approximately

1 2,500 local citizens, all of whom are civil engineers. The
2 matter before this hearing has strong underlying technical
3 considerations involving civil engineering and therefore our
4 voice should be heard and our position clearly established for
5 the benefit of the public, as well as for those who must make
6 the decisions for the government agencies of the District of
7 Columbia and Virginia.

8 The American Society of Civil Engineers, of which we
9 form a part, is the oldest engineering organization in the
10 country, with membership in excess of 65,000. Its members come
11 from all segments of society, and represent the professional
12 corps of civil engineers in private practice, government, and
13 industry.

14 To foster professional development, the American
15 Society of Civil Engineers has organized a number of technical
16 divisions embracing the various segments of civil engineering,
17 These technical divisions are responsible for ensuring that the
18 membership is apprised of the latest, most up-to-date activities
19 in areas of specialized practice, including transportation
20 planning, urban planning, environmental engineering, structural
21 design, and highway and bridge design.

22 Thus, the Society and its members are well qualified
23 to testify on the matter before this hearing and to speak
24 authoritatively on the civil engineering aspects.

25 The following testimony represents the National

1 Capital Section position, as developed by its governing
2 board after consultation with its committees on transportation,
3 structural engineering, environmental engineering, and
4 civil affairs. Since this is a highway design public hearing,
5 our testimony today will be primarily directed toward the design
6 features of the Three Sisters Bridge. But before addressing
7 specific remarks to the design aspects, the National Capital
8 Section of the ASCE wishes to restate its endorsement of the
9 Three Sisters Bridge as a much needed, vital link in the
10 Interstate Highway system connecting Virginia and the District
11 of Columbia.

12 We believe it is essential that a modern comprehensive
13 transportation system be established in the Washington
14 metropolitan area to serve the present needs and provide for
15 future development. A complete and functioning system that
16 combines all feasible modes of transportation will be of great
17 benefit, both social and economic, to this area. It will
18 provide greater accessibility and ease of travel for the 2.5
19 million residents and the 15 million visitors, as well as for
20 goods and services.

21 A comprehensive balanced transportation system will
22 create conditions conducive to the healthy economic growth of
23 the area and therefore serve our rapidly expanding metropolitan
24 population which is estimated to double within the next twenty
25 years. With respect to these basic requirements, we submit

1 herewith, for the record, a complete statement of our position
2 and recommendations on "The Transportation Crisis in the District
3 of Columbia and Metropolitan Washington" as expressed in April,
4 1969, and which remains our position.

5 That is an attachment to this statement, Mr.
6 Chairman.

7 Mr. Dugas. We will include that in the record
8 at this point.

9 Mr. Granum. Thank you, sir.

10 (The attachment to Mr. Granum's statement for
11 inclusion in the record at this point follows:)

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THE TRANSPORTATION CRISIS IN THE DISTRICT OF COLUMBIA AND METROPOLITAN WASHINGTON

INTRODUCTION

The American Society of Civil Engineers is a National professional organization of some 65,000 engineers. The National Capital Section of the Society has 2,500 members living and working throughout the National Capital Region. Many of the Section's members are practicing professionals in the field of transportation planning, design, and construction, involving all modes of travel. The National Capital Section has testified before Congress and other groups concerning matters affecting the overall transportation system in the National Capital Area.

Because of its strong sense of moral and professional responsibility to the metropolitan community, the National Capital Section has prepared this major position paper on the transportation crisis in the District of Columbia and Metropolitan Washington. The paper identifies and discusses the transportation problems and needs of the Washington Metropolitan Area and offers several specific recommendations for resolving the current transportation crisis.

THE PROBLEM

Serving all the transportation needs of a rapidly growing, complex metropolitan area requires the highest level of cooperation and understanding among local units of government and the various organizations and agencies responsible for approving and implementing transportation plans. This is particularly true in the National Capital Region because of the unique geo-political differences that characterize the area and the numerous federal, state and local agencies, many with conflicting objectives, that have responsibility for transportation development programs.

The Federal-Aid Highway Act of 1962 laid the groundwork for a metropolitan approach to transportation planning by requiring major urban areas to undertake a comprehensive, cooperative, continuing urban transportation planning process. The comprehensive character of the planning process has been interpreted to require

.. that the economic, population and land use elements be included;

.. that estimates be made of the future demands for all modes of transportation both public and private for both persons and goods;

.. that terminal and transfer facilities and traffic control systems be included in the inventories and analyses; and

.. that the entire area within which the forces of development are interrelated and which is expected to be urbanized within the forecast period be included.”*

Cooperation has been construed to mean that each jurisdiction having authority and responsibility for actions of regionwide significance should have appropriate voice in the transportation planning process.

The transportation crisis in Metropolitan Washington has been precipitated by a lack of dialogue and understanding between center city and suburban jurisdictions on the total transportation needs of the National Capital Region. The situation has been aggravated by a number of social and political concerns and expressions that have tended to obscure some of the fundamental technical and economic warrants for transportation facilities essential to orderly metropolitan growth and development.

The major thoroughfare plan adopted by the National Capital Planning Commission on December 11, 1968, and approved by the District of Columbia City Council on December 12, 1968, was developed outside of the comprehensive, cooperative transportation planning process required by the Federal-Aid Highway Act of 1962. There were no meaningful discussions with suburban counterparts on the regional implications of the plan, such as the impact on center city and suburban growth, employment and housing opportunities, and economic development patterns; and the impact on the planned regional rail rapid transit system, including route and station locations and costs, feeder accessibility to transit stations, and the viability of the transit system to meet total radial travel demands.

As a result, because rail rapid transit and highways cannot be separated in a comprehensive metropolitan transportation system, the regional rail rapid transit program may be in jeopardy. Without adequate highways and rapid transit, the Washington Metropolitan Area cannot grow and prosper in a manner befitting the National Capital and in the best interest of all residents of this metropolitan community. This is the problem that greatly concerns the National Capital Section of the American Society of Civil Engineers and should concern every citizen in the Region.

*Bureau of Public Roads Instructional Memorandum 50-2-63.

THE NEED

It is essential that a modern, comprehensive transportation system be established in Washington to serve the present needs and provide for the future development of the Nation's Capital. A complete and functioning system that combines all feasible modes of transportation will be of great benefit, both social and economic, to the Washington Metropolitan Area. It will give its 2.5 million residents and the 15 million yearly visitors, as well as goods and services, greater accessibility and ease of travel. It will thus create conditions conducive to the healthy economic growth in the community. This is essential to serve our rapidly expanding metropolitan population which is estimated to double within the next twenty years.

Currently, all major arterials experience twice-daily traffic congestion and delay that is increasingly worsening. Furthermore, Metropolitan Washington is one of the fastest growing areas in the Nation. All indicators forecast a transportation crisis for the area unless steps are taken now to provide for the growing demands of the community.

PLANNING

Much time and many millions of dollars have been spent by the several agencies responsible for planning the transportation system for the District of Columbia. In most cases the time and money spent has been redundant to the extent that the conclusions reached in each of the studies have been concordant.

There is cause to be wary of inadequate planning; the consequences are obvious and frequently tragic. Just as important, however less obvious, are the results of over-planning. Maintenance of the status quo is the least controversial course available. One method of holding down the controversy, and avoid decision making, is to restudy a problem. It is evident that this alternative has been abused. The time has come to face the problems of the future as they pertain to the transportation crisis in the Metropolitan Washington Area.

A brief summary of transportation planning here will serve to illustrate the adverse effects of delay and indecision in terms of ever-mounting costs of traffic congestion.

Modern transportation planning for the District of Columbia began shortly after World War II in 1946 when a freeway plan for the city was developed. In 1947, the first designation of the Interstate System was made which consisted of approximately 16 miles of roadway within the city.

In 1950, the National Capital Park and Planning Commission (which became the National Capital Planning Commission in 1952) prepared a comprehensive plan of parkways and freeways for the region. This has served as a guide for most of the highway planning to date with much of the proposed system constructed including the Capital Beltway, Anacostia Freeway, Baltimore-Washington Parkway, George Washington Memorial Parkway and segments of the Inner Loop.

In 1952, the newly created National Capital Planning Commission was charged with the preparation of a comprehensive regional transportation plan involving highway and mass transit. The results of this study were adopted by the Commission in 1959 and are referred to as the 1959 Transportation Plan or the Mass Transportation Survey.

In 1960, Congress created the National Capital Transportation Agency whose task it was to develop the mass transportation phase of the 1959 Transportation Plan. It reported to the Congress in 1962, recommending an 83-mile regional network of rail rapid transit with 23 miles of the system in the District. Because of the cost, the Congress requested a restudy resulting in a 1965 report recommending a 25-mile basic system, most of which was in the District. This system received Congressional approval. This agency included freeway planning as well as mass transit planning in its 1962 report which precipitated a major controversy over transportation planning and freeway construction in the District which continues to this day.

The controversy prompted a Presidential request in 1963 that certain portions of the proposed freeway system be restudied. This resulted in the creation of a Policy Advisory Committee to the Board of Commissioners and a number of studies of the proposed freeway network. Essentially, all freeway construction and planning was halted during this period. The P.A.C., in 1966, made the recommendation that certain segments of the planned system be completed and that other segments be relocated or restudied as to location and type of construction (i.e., tunnel vs. surface). These recommendations were accepted by the President and work again commenced on the freeway system.

Meanwhile, various citizen's organizations continued their efforts to delay the freeway program. In 1968, the U.S. Court of Appeals, after review of the citizens suit and on the basis of an 1893 law, ordered an injunction against the construction of several major freeway segments.

This action virtually stopped all freeway construction and planning.

In the meantime, rail rapid transit planning was continued by NCTA, which was succeeded in 1967 by the Washington Metropolitan Area Transit Authority.

The most recent Federal action affecting transportation planning was taken by the Congress with the passage of the Federal-Aid Highway Act of 1968, which directs the District of Columbia to proceed immediately with its planned Interstate System. Immediate construction is required on the controversial Three Sisters Bridge across the Potomac, the Potomac River Freeway, the Center Leg and a portion of the East Leg. Other elements of the system must be studied or under construction within 18 months. However, the major thoroughfare plan approved by the D.C. City Council on December 12, 1968, disregards the specific directions of the Congress, eliminating the Three Sisters Bridge and further study of the North Central Freeway. Meanwhile, Congress has held back funds for construction of the 25-mile basic rail rapid transit system in the District of Columbia, and the future of the regional rail rapid transit system, adopted in March, 1968 and supported by bond referenda in November, 1968, is uncertain.

This brief summary of transportation planning and delay in the District of Columbia covers 22 years during which time more than 20 million dollars have been spent on studies alone. Less than 10 miles of the freeway system have been constructed and placed in operation. None of the rail rapid transit system has been constructed.

RECOMMENDATIONS

The National Capital Section of the American Society of Civil Engineers urges serious consideration of the following recommendations:

- (1) CURRENT AND FUTURE TRANSPORTATION PROPOSALS SHOULD BE DEVELOPED AND EVALUATED THROUGH THE COMPREHENSIVE, COOPERATIVE URBAN TRANSPORTATION PLANNING PROCESS REQUIRED BY THE FEDERAL-AID HIGHWAY ACT OF 1962.

Continued unilateral local planning of transportation systems having regional significance and impact can only further delay the construction of needed transportation facilities and aggravate center city/suburban relationships. The National Capital Region Transportation Planning Board is the officially des-

ignated agency for carrying out comprehensive, cooperative planning. While any local jurisdiction has the right to establish its own transportation policy goals and objectives, it is essential to the growth and well-being of the entire metropolitan community to understand and evaluate the regional implications of local decisions and to insure that alternatives have not been overlooked that might better serve the total transportation needs of the region while still respecting local planning policies.

- (2) THE DISTRICT OF COLUMBIA SHOULD UNIFY ITS TRANSPORTATION RESPONSIBILITIES UNDER ONE DEPARTMENT OF TRANSPORTATION.

This arrangement would contribute to the achievement of a more comprehensive understanding of and approach to the transportation needs at both the local and regional levels and could greatly improve the District's capability to evaluate total transportation needs at both the local and regional levels, and to more effectively utilize all of its transportation resources — automobiles, taxis, buses, rail rapid transit, commuter rail, airline, parking and terminal facilities — to satisfy the community's growing travel demands.

- (3) WORK SHOULD BEGIN IMMEDIATELY ON THE CONSTRUCTION OF THE RAIL RAPID TRANSIT SYSTEM IN THE DISTRICT OF COLUMBIA AND, AT THE VERY LEAST, THOSE ELEMENTS OF THE MAJOR THOROUGHFARE PLAN APPROVED BY THE D.C. CITY COUNCIL THAT ARE CONSISTENT WITH PREVIOUS HIGHWAY PLANNING PROPOSALS, SUCH AS THE CENTER LEG, POTOMAC RIVER FREEWAY AND THE SOUTH LEG.

This is necessary to insure the orderly construction of transportation facilities. In the implementation of these highway facilities, design options should be kept open wherever possible to allow for connections to other transportation facilities that are needed and developed through the comprehensive, cooperative transportation planning process for the National Capital Region.

- (4) PLANNING AND DESIGN TECHNIQUES SUCH AS EQUITABLE RELOCATION PAYMENTS AND HOUSING ASSISTANCE, THE JOINT DEVELOPMENT CONCEPT USING AIR RIGHTS, THE MULTIDISCIPLINARY

PLANNING TEAM CONCEPT,
TUNNELING AND LANDSCAPING
SHOULD BE UTILIZED.

AND ECONOMIC FACTORS, JUDGMENTS
AND EXPERIENCE WHEN MAKING
MAJOR TRANSPORTATION DECISIONS.

These techniques have been developed in recent years to minimize the impact of transportation facilities on homes and businesses and to insure that such facilities are properly integrated into the total urban development pattern. Utilization of these techniques whenever possible in current and future transportation planning activities will help provide the National Capital Region with a transportation system that will be of benefit to all of its citizens.

(5) MORE CONSIDERATION SHOULD BE
GIVEN TO PROFESSIONAL, TECHNICAL

Major transportation decisions in complex urban areas are based on a mixture of professional, technical, political, social and emotional factors and influences, and at any given point in time different weights are given to these different elements. Although political and emotional influences necessarily play an important part in the decision process, professional, technical and economic factors, judgments and experiences have been developed over many years. They need to be considered in determining the overall needs and adequacies of transportation facilities.

Prepared by:

The National Capital Section
American Society of Civil Engineers
April - 1969

D. A. Giampaoli, President
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1 Mr. Granum. The Potomac River constitutes a natural
2 barrier to the movement of traffic between the populous and
3 important economic and governmental areas which lie on either
4 side of the river. Steady progress has been made in providing
5 essential river crossings, but these have not been sufficient
6 to provide adequate service during heavy traffic periods.
7 Increase in traffic demand resulting from the related growth
8 factors has more than kept pace with the capacity of the added
9 facilities.

10 The "Transportation Plan, National Capital Region"
11 (1959) and the subsequent report, "A Plan for the Year 2000,
12 the Nation's Capital" (1961), prepared by the National Capital
13 Planning Commission, are the sources for the traffic patterns
14 and basis for the traffic projections which determine the needs
15 of the region.

16 In the development of those and continuing traffic
17 projections, full consideration has been given to the accepted
18 principle that, in the National Capital Region, the transpor-
19 tation problem can be solved only by the development of a
20 balanced system of highway and mass transit facilities. In
21 the forecasting process, it is therefore assumed that the
22 expected person travel load would split into two categories --
23 those using private vehicles and those using mass transit.
24 Even with liberal estimates for the mass transit usage, the
25 demand for movement by motor vehicle will be heavy and requires

1 an extensive, continuing highway development program. We
2 must have a reasonably free-flowing regional highway system,
3 with adequate links to and within the central city, to ensure
4 for the future a viable metropolitan area with a strong core
5 in the District of Columbia.

6 The need for an additional major highway crossing
7 of the Potomac River between Chain Bridge and Theodore Roosevelt
8 Island has long been recognized. In this general area, traffic
9 now crosses the Potomac on the Francis Scott Key Bridge which
10 operates in a highly congested condition during peak hours.
11 Furthermore, forecasts for the year 1985 indicate that traffic
12 demand will be more than double the capacity of Key Bridge.
13 The additional river Crossing, designated I-266, will relieve
14 the traffic at Key Bridge, and the new bridge and approaches
15 will be a far more efficient design for smooth flow of traffic,
16 and will reduce air pollution caused by the stop-and-go operation
17 of traffic on Key Bridge.

18 The new structure will also provide a direct crossing,
19 connecting I-66 in Virginia with the Potomac Freeway in the
20 District of Columbia. We urge that final design give full
21 engineering consideration to a proper balance of approach
22 traffic capacity with that of the bridge, and to means of
23 maintaining free flow of traffic through reversible lanes of
24 other future modifications.

25 The brochure entitled "I-266 Design Hearing Information"

1 presents two alternative designs for the proposed Three
2 Sisters Bridge. We conclude that both of these alternative
3 designs are technically feasible. Although the National Capital
4 Section has not checked the detailed design calculations, we
5 do not consider such a check necessary to assess feasibility,
6 since as conceptually envisioned, we find no insurmountable
7 engineering problems from the standpoints of traffic engineering
8 or of highway and bridge design.

9 For public safety, obviously the selected bridge must
10 be designed with the appropriate loading and to meet the estab-
11 lished standards of engineering practice and related factors
12 of safety. Moreover, equal care must be exercised during the
13 period of construction to ensure that the design is precisely
14 carried out. However, the best assurance of adequate design
15 and construction is selection of experienced and qualified
16 engineers for design, and a competent builder for construction.
17 The National Capital Section finds no reason to question the
18 qualifications of the firms or personnel involved to date.

19 In regard to the three-span prestressed concrete bridge,
20 there has been some doubt expressed concerning the long center
21 span. If selected for construction, this span would form the
22 longest bridge of its type in the world. We do not find this
23 intimidating, since similar bridges of nearly equal length have
24 already been constructed in Europe (and there is a list attached
25 to this statement) and are satisfactorily handling large traffic

1 volumes similar to those which will be imposed in this area.
2 Prestressed bridges have been constructed in this country since
3 1949, and there are no reasons to doubt the ability of our con-
4 struction industry to build the longest span prestressed bridge
5 here.

6 From an environmental engineering standpoint, we
7 studied the probable effects of the alternative bridges on air
8 pollution, water pollution and noise levels which might be
9 generated. We found no significant differences in the environ-
10 mental effects resulting from the alternative designs, and
11 therefore conclude that air, noise, and water pollution should
12 not be considered as factors in reaching a decision on the most
13 suitable choice between the two alternative designs. A similar
14 conclusion would apply to any other open deck bridge, built
15 on the same site, having similar length, width, road bed, and
16 use characteristics.

17 The American Society of Civil Engineers is as deeply
18 concerned as any segment of society about social and environmental
19 consequences. Our members are pledged, in the public interest,
20 to give careful consideration to such aspects of proposed develop-
21 ments, along with other costs and benefits to the community at
22 large, as well as to limited segments.

23 For the alternatives of design under consideration,
24 we find that the social factors are the same for other design.
25 No residences or businesses are displaced. Parkland trade-offs

1 and development are the same. Other social costs and benefits
2 are not affected by the choice of design.

3 However, it should be remembered that there is a
4 substantial social and economic cost in delay of a needed
5 project, or in doing nothing, since inaction results in economic
6 stagnation and decay. The continued viability of the community
7 demands that decisions be made and implemented.

8 As for aesthetics, the Commission of Fine Arts has
9 spoken very favorably in granting its approval of the 750-foot
10 prestressed concrete bridge. We support the Commission's view,
11 for we feel that the long span bridge has clean, simple lines,
12 and beautifully complements the multiple arch Key Bridge down-
13 stream, as well as the arch bridge along the George Washington
14 Parkway over Spout Run.

15 Moreover, the long, single span over the Potomac
16 does no damage to the Three Sisters Islands, provides maximum
17 opportunity for continued use of the river for recreational
18 boating, and from the water side forms an exceptionally attrac-
19 tive gateway to the Palisades area upstream. It is, we believe,
20 in keeping with the general visual theme of the Nation's Capital.

21 In conclusion, the National Capital Section of the
22 American Society of Civil Engineers supports early construction
23 of the Three Sisters Bridge, and recommends the long-span pre-
24 stressed concrete bridge as an appropriate solution to this
25 pressing need.

1 Thank you for this opportunity to be heard.

2 I will submit the list which I referred to in my
3 statement, "Prestressed Concrete Bridges," for inclusion in
4 the record.

5 Mr. Dugas. Thank you, Mr. Granum. We will place
6 it in the record at this point.

7 (The list referred to "Prestressed Concrete Bridges"
8 follows:)

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PRESTRESSED CONCRETE BRIDGES

- 1949 - First major prestressed concrete girder, in U. S., Walnut Lane, Philadelphia, Pennsylvania - 308 ft.; 160 ft. center span, 74 ft. side spans, postensioned.
- 1946 - Luzancy Bridge, Marne River, France - 245 ft. span, Postensioned girder.
- 1950 to 1965 - Over 300 prestressed concrete bridges with spans in excess of 250 ft. were built in Europe.
Source: Journal of the Prestressed Concrete Institute, February 1965.
- 1963 - Bendorf Bridge, Rhine River near Coblenz, Gernmany - Postensioned, box girder by cantilever method, 682 ft. span.
- 1966 - Lake Maricabo Bridge, Venezuela - 780 ft. span, Prestressed concrete with stays; many other spans and cuaseway.
- 1966 - Eastern Scheldt, Netherlands - 55 spans of 300 ft. each, prestressed box girder using cantilever method.

1 MR. AIRIS: Mr. Chairman, would it be possible just
2 to ask Mr. Granum one question?

3 I would like his opinion on one point.

4 MR. DUGAS: Yes, Mr. Airis.

5 MR. AIRIS: I know you are a professional engineer
6 of some outstanding capability, Mr. Granum, and I know apparently
7 from your statement that you have looked into this problem of
8 bridge design pretty carefully. As a professional engineer
9 would you have any qualms about going ahead if you were in the
10 Highway Department's position, about going ahead with this pre-
11 stressed concrete bridge even though not many of them are built
12 in the United States?

13 MR. GRANUM: No, sir.

14 MR. AIRIS: Thank you.

15 MR. DUGAS: Thank you, Mr. Granum.

16 I wonder if either Mr. Wickstead or Mr. Salem have
17 come into the room?

18 (No response.)

19 MR. DUGAS: Or Mr. Scheirer?

20 STATEMENT OF WILLIAM K. SCHEIER ON
21 BEHALF OF KALORAMA CITIZENS ASSOCIATION
22 AND CHAIRMAN OF THE FEDERATION OF CITIZENS
23 ASSOCIATIONS

24 MR. SCHEIRER: My name is William R. Scheier. I am
25 not only testifying for the Kalorama Citizens Association, but

1 as transportation man of the Federation of Citizens Associa-
2 tions.

3 As you know, the Federation is one of the plaintiffs
4 on the Three Sisters Bridge suit. It voted by a two to one
5 vote to join such a suit. So I think it makes the Federation's
6 position pretty clear about the bridge.

7 First I would like to note the absence of any member
8 of the City Council here today. This is especially puzzling,
9 since the hearing is supposed to consider not only the design
10 of the bridge but the social and economic effects of the bridge.
11 And while one might be able to take the position that the City
12 Council should not be interested in such detail as the design,
13 certainly it should be interested in the social and economic
14 effects of the bridge.

15 One cannot help but feel that the City Council, having
16 contemplated the order since 1969, just does not want to have
17 anything to do with the matter.

18 I will note that the subject of the hearing is just
19 on I-266 from Route 66 to Thirtieth and K, as I understand it.
20 I would like to point out that although I am not an engineer,
21 it would seem that a design of that length would affect the
22 design of the Potomac River freeway, at least the interchanges,
23 and also the design of 66, and that it would seem very difficult
24 to held design hdarings in isolation.

25 As for the design of the bridge, the Federal feels

1 the best design would be a blank sheet of paper, with nothing
2 to be put on it. We are against the bridge, we are against
3 any more freeways in the District of Columbia.

4 I think the best way to put this is to go back to
5 the Friday evening rush hour about three weeks ago, when there
6 was a light rain. And as WMAL said, the traffic downtown was
7 at an absolute standstill. I can vouch for this. It took
8 me an hour to get from Twelfth and Massachusetts to Rhode
9 Island.

10 We are going to see more and more of that if we build
11 more freeways. It is going to get even worse.

12 I expect to hear from the planners in the Highway
13 Department more and more of the following kind of talk. Yes,
14 we do have too many cars downtown, what we need to do is put
15 large parking garages at the exits of the freeways and limit
16 downtown to taxicabs and mini-buses and things like that. Once
17 that argument is made, I think the freeway can be demonstrated
18 to be ill-advised on the ground of efficiency. Because if you
19 have parking garages at the exits, it makes much more sense to
20 put parking garages at the entrances, because the land is cheaper
21 there, and the population is more dispersed, and therefore the
22 garages will not be so objectionable.

23 Of course, you have the problem, how do you get the
24 people in in that event? But instead of putting them in at
25 the rate of 1.3 per vehicle, put them on a bus, a train, a

1 subway car, and move them a lot more efficiently, and only take
2 up money for the land.

3 So I think on the ground of efficiency alone, unless
4 you can demonstrate that the freeway system is inferior to a
5 mass transit system, once you can see that there is too much
6 traffic downtown -- and I think it would be very difficult these
7 days to maintain that downtown could take much more traffic than
8 it has. Of course, the freeways have other disadvantages too.
9 They cause pollution, and they divide up neighborhoods. And in
10 an architectural and esthetic sense they oppress the city.

11 But I am aware that the Highway Department is half a
12 step ahead of that line of reasoning. In the hearing on the
13 North Central Freeway it was maintained that the purpose of the
14 freeway was not rush hour trips but recreational and shopping
15 trips. First of all, you could not prohibit any freeway from
16 being used during the rush hours. And secondly, during the
17 Monday rush hours you can move around this town pretty easily.
18 And to build a facility, a freeway like that, for the purpose
19 of saving a few minutes off non-rush hour trips hardly seems
20 worth the expenditure and the destruction.

21 Now, of course, the reason we are here today is not
22 because anybody wants the bridge, but because certain pressures
23 were applied from Capital Hill, and the City Council voted in
24 August 1969 to turn around and approve the bridge.

25 I have heard two arguments from various councilmen

1 as to why they took that vote. The first argument says that
2 the Council of the City was ordered to build the bridge by
3 the Highway Aft of 1968, and that therefore they had no choice.
4 But I think this reasoning is fallacious, because if they had no
5 choice, then it did not matter what they would do, and then it
6 did not matter whether they voted at all. So they did not
7 have to take the vote.

8 If they had to take the vote it had some meaning,
9 and if it had some meaning it did not mean they had to blindly
10 follow what happened on Capital Hill.

11 And this point has been documented in the decision
12 of Skelly Wright in the Court of Appeals. He held that
13 fundamental rights cannot be violated by economic regulation
14 without adequate protection to the public. And a form of that
15 protection is these hearings.

16 Another form of that protection would be a vote by
17 the City Council.

18 The second argument that has been advanced is that it
19 was necessary to approve the bridge in order to free the first
20 year subway funds.

21 This, I think, has been a more common argument. But
22 I think it should be pointed out in public that their argument
23 means that the person advancing the argument is willing to
24 build the entire freeway system in order to get the subway
25 system. Because nobody can be so naive, as was pointed out

1 at the time, nobody could be so naive as to think that the
2 entire subway money would be gotten by merely building the
3 Three Sisters Bridge. And of course that is exactly the way
4 it turned out, to get the second year subway money certain
5 people in Congress desire that you do something else. So anyone
6 who advances this argument is saying that they are willing to
7 build the entire freeway system in order to get the subway
8 system.

9 I feel this would be a disaster for the city. We
10 would be providing an efficient transportation underground while
11 simply destroying the surface.

12 In closing, Mr. Dugas, I would like to say that my
13 presence here today does not in any way indicate that I feel
14 that a design hearing is proper or legal at this time.

15 MR. DUGAS: Before we take our 3:30 break I wonder
16 if Mr. Wickstead or Mr. Salem have come into the room?

17 If not, we will take one more participant, and then
18 we will take about ten minutes.

19 Mrs. Valerie B. Kitchens.

20 STATEMENT OF MRS. VALERIE B. KITCHENS,

21 OF ARLINGTON, VIRGINIA

22 MRS. KITCHENS: I am just a private citizen. I live
23 in Arlington, Virginia. My name is Valerie Kitchens, and I
24 would like to register my opposition to the designs now proposed
25 for the Bridge known as Three Sisters Bridge, and to all designs

1 that may be proposed for this bridge. In fact, I wish to
2 register my opposition to building any bridge across the Potomac
3 River in the area of the Three Sisters Islands and Spout Run.
4 It is my firm conviction that any bridge in this area would
5 do irreparable esthetic harm to the Potomac River Palisades,
6 and to the lovely wooded area now adjacent to Spout Run and the
7 Spout Run Parkway.

8 Any bridge, no matter what its design, would also
9 have harmful environmental effects on the area because it would
10 encourage increased traffic in the form of private automobiles
11 through this area, and this in turn would lead to increased
12 air pollution.

13 Furthermore, the building of this bridge and its
14 approaches also would require the taking of additional homes in
15 Arlington -- which we in Arlington who wish to preserve our
16 residential neighborhoods oppose -- as well as the taking of
17 some of the precious little parkland we now have; at a time when
18 the value of parkland and open space has become so important, any
19 highway project which would reduce existing parkland is intoler-
20 able.

21 In this context, I wish to express my concern that
22 should any design be approved and the Three Sisters Bridge built,
23 the bridge will point like an arrow aimed at the heart of the
24 Glover-Archbold Park; highway planners and lobbyists undoubtedly
25 would soon start working on plans to put an expressway through

1 Glover-Archbold Park.

2 Is the Three Sisters Bridge being designed to ease
3 rush hour traffic congestion? If so, would it do more to solve
4 traffic problems than did the building of the Theodore Roosevelt
5 Bridge; or would another bridge merely encourage more people
6 to travel to and from work singly in their own cars during morn-
7 ing and evening rush hours, thereby increasing rather than
8 decreasing traffic congestion?

9 No matter how many bridges are constructed, all traffic
10 entering the District of Columbia during morning rush hours and
11 heading for the same general location must eventually come
12 together, and these cars must compete for a relatively limited
13 number of parking places. The greater the number of cars
14 entering town, the more areas where traffic must merge, and
15 the greater the competition for parking places, the greater the
16 risk of accidents will become. The mentality which can offer only
17 the solution "build another bridge" to the problems of traffic
18 congestion is obsolete and inflexible.

19 There is an alternative to designing and building any
20 bridge across the Three Sisters Islands as now proposed. This
21 alternative is to build a rail rapid transit system which would
22 pass through a tunnel under the Potomac River, preserve the
23 Potomac Palisades and Spout Run area parkland, and reduce
24 congestion and air pollution in the Arlington-D. C. area. By
25 diverting the funds allocated for bridge construction to

1 construction of the rail rapid transit system, moreover, the
2 rail rapid transit system could be built and put into operation
3 much faster than now planned. Proper planning of express bus
4 service to and from rail transit stations, and fring parking
5 areas where necessary, should do much more to reduce traffic
6 congestion than another bridge.

7 In conclusion, I oppose all designs for the Three
8 Sisters Bridge and urge that new route hearings be scheduled
9 before any bridge is built.

10 Thank you.

11 Mr. Dugas. Thank you very much.

12 We will take a ten-minute break at this time before
13 taking our next witness.

14 (At this point in the hearing a short recess was
15 taken.)

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AFTERNOON SESSION

3:50 p.m.

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3 Mr. Dugas. The hearing will be resumed.

4 Mrs. Lorraine M. Nye.

5 STATEMENT OF MRS. LORRAINE M. NYE,

6 CITIZEN, 3611 T STREET, N. W., WASHINGTON, D. C.

7 Mrs. Nye. I am here as a wageowner, taxpayer, a
8 property owner, a member of the Burleigh Citizens Associa-
9 tion, a daily commuter from the District of Columbia to
10 Virginia, a conservationist, and last but not least, as a
11 citizen, a citizen who is tired of being pushed around by
12 vested interest groups and having the rights that the Con-
13 stitution guarantees to us.

14 I am not going to take up your time by repeating the
15 many good arguments that have been made here this afternoon
16 for opposing the designs, all designs, any designs for Three
17 Sisters Bridge.

18 I would like to conclude simply by saying we oppose
19 all designs and we urge that the funds designated for the
20 Three Sisters Bridge be used instead to construct a rapid
21 transit system.

22 Thank you.

23 (Applause.)

24 Mr. Dugas. Thank you, Madam.

25 Mr. James B. Sullivan, Metropolitan Washington

1 Coalition for Clean Air.

2 STATEMENT OF JAMES B. SULLIVAN,
3 TECHNICAL ADVISORY COMMITTEE,
4 METROPOLITAN WASHINGTON COALITION
5 FOR CLEAN AIR

6 MR. Sullivan. I would first like to express my dis-
7 appointment that the Mayor and City Council don't see fit to join
8 us today at the hearing.

9 My name is James B. Sullivan. I live at 2125 Obser-
10 vatory Place in the District of Columbia and I am on the
11 technical advisory committee for the Metropolitan Washington
12 Coalition for Clean Air. My education lies in the field of
13 meteorology and oceanography, having received my Ph.D from the
14 Massachusetts Institute of Technology. My undergraduate train-
15 ing was in Civil Engineering and included some study of high-
16 way planning.

17 I am testifying today to urge the governments of the
18 District of Columbia and Virginia to fulfill their legal
19 responsibility and suspend construction of the Three Sisters
20 Bridge until an adequate study is completed which will determine
21 the bridge's impact on the air, noise and water pollution in
22 this region and the effect of that pollution on the public's
23 health.

24 The importance of such a study cannot be questioned.
25 Present pollutant levels in Washington and its suburbs are

1 already greater than those at which toxic effects in humans
2 have been measured. They contribute to the rising incidence
3 of chronic respiratory diseases such as lung cancer, bronchitis,
4 emphysema, and asthma. They aggravate heart disorders and
5 impair physiological functions such as vision and response
6 time. A study by the Public Health Service shows that such
7 levels will increase by two and three hundred percent in the
8 next fifteen years with the greatest increases taking place
9 in the outskirts of Washington. Calculations done by Dr.
10 Daniel Fisher of the Coalitions technical advisory committee
11 and myself indicate that, even if no freeways are built, half
12 of the people today using automobiles will have to switch to
13 mass transit if we are just to prevent an increase in the
14 present unhealthy levels of pollution.

15 This pollution threat has been totally ignored by
16 those responsible for the proposed D. C. freeway system. As is
17 noted by the Council on Environmental Quality's First Annual
18 Report, this threat has arisen largely from the neglect of
19 environmental considerations by the Federal Highway Administra-
20 tion and the state highway departments. This neglect has been
21 spawned by an overshadowing emphasis on costs and engineering
22 feasibility. The Three Sisters Bridge unfortunately, fits the
23 mold perfectly.

24 The National Environmental Policy Act passed in
25 January of 1970, seeks to redirect these misplaced economic

1 incentives by a basic reform in the way our society looks at
2 problems and makes decisions. Section 102 of the Act requires
3 that "a detailed statement by the responsible official on (i)
4 the environmental impact of the proposed action (ii) any
5 adverse environmental effects which cannot be avoided should
6 the proposal be implemented, (iii) alternatives to the proposed
7 action, (iv) the relationship between local short term uses of
8 man's environment and the maintenance of long-term productivity,
9 and (v) any irreversible and irretrievable commitments of
10 resources which would be involved in the proposed action should
11 it be implemented."

12 The regulations defining this hearing also call for
13 such a detailed assessment. Policy and Procedure memorandum
14 20-8, Department of Transportation, "requires State highway
15 departments to consider fully a wide range of factors in
16 determining highway locations and highway designs." Among
17 the "social, economic and environmental effects" which must
18 be discussed are "noise, and air and water pollution."

19 This environmental impact has not been assessed
20 for the Three Sisters Bridge or for any part of the D. C. net-
21 work. For the sake of the residents of Metropolitan Washington,
22 it must be completed before bridge construction goes any further.

23 Furthermore, the study cannot be done in a pro forma
24 way as have other highway studies. The following misleading
25 and distorted statements which are continually used by highway

1 proponents are not acceptable under any valid engineering
2 standard. These quotes have been taken from the Department
3 of Transportation's 102 statement required under the Environ-
4 mental Policy Act to the Council on Environmental Quality, and
5 they pertain to the Federal Aid Highway Act of 1970. The state-
6 ments have been used repeatedly to sell highways:

7 (1) "the construction of new highways or major
8 improvement of existing highways significantly decreases
9 congestion"

10 This statement avoids the crucial and accepted fact
11 that new freeway construction creates more traffic. This cre-
12 ation effect is primarily caused by the neglect of the external
13 social costs of pollution and congestion. Highways users are
14 not required to pay for the full cost of their automobile trip,
15 and hence, "overuse" the highways. In urban areas, new and
16 improved highways have promoted the use of personal vehicles
17 to such a degree that these unpaid social costs often surpass
18 the economic benefits derived.

19 This effect is demonstrated by a Bureau of Public
20 Roads study which shows a seven percent increase in traffic in
21 a "corridor" when a new section of Interstate System freeway is
22 opened in that corridor.

23 (2) "Because of the decreased congestion and increased
24 speeds resulting from new highways and improved highways, the
25 total amount of air pollutants emitted by motor vehicles

1 traveling on such highways is substantially reduced. . . for
2 example, one study showed that carbon monoxide generated per
3 vehicle mile is only 0.11 pounds on expressways, compared to
4 0.27 pounds on local streets and 0.42 pounds on Central Business
5 District streets." These arguments are all on page 13 of your
6 I-266 design hearing information. The same arguments, worded
7 in a different manner. That last one is worded in your pamphlet
8 as saying that traffic volume and speed are inversely related
9 as they effect air pollution. As vehicular speed increases and
10 becomes uniform, there is decrease on pollution emissions per
11 mile traveled. Thus, the pollution effect of increased traffic
12 volumes can be offset by higher and more uniform speeds.

13 That is a misleading statement for various reasons:

14 (a) It assumes decreased congestion. They increase
15 congestion because of the increased demand effect.

16 (b) It states that new and improved highways result
17 in increased speeds. In urban areas, this assertion is unfounded.
18 Since highways dump traffic in downtown areas, it is highly
19 unlikely that decreased congestion and increased speeds will
20 result in these areas;

21 (c) While it is true that carbon monoxide emissions
22 decrease with increasing speed and uniformity of engine oper-
23 ation, other pollutants like smog forming oxides of nitrogen and
24 lead increase;

25 (d) Highways encourage driving into the inner cities -

1 this increase in the total number of cars offsets the advantage
2 of any higher speeds and its effect on hydro-carbon and carbon
3 monoxide pollution.

4 The next argument that is used by highway proponents,
5 which is misleading, is that:

6 (3) "new and improved highways will provide greater
7 mobility to more people."

8 Issue is taken with the statement that new and
9 improved highways will provide greater mobility to more people.
10 The White House Conference on Civil Rights reported in 1966
11 that in the Watts area in Los Angeles "transportation diffi-
12 culties discourage job seekers and impose unfair costs on
13 workers least able to meet them." These difficulties, which
14 were a contributing factor to the 1964 riots, are caused by
15 over-emphasis on highways as the major mode of transportation
16 coupled with the fact that access to the use of an automobile
17 is limited among the poor. For these people, highways mean
18 decreased rather than increased mobility. We often hear cries
19 of "white men's roads through black men's homes."

20 (4) "improved highways provide substantially greater
21 safety per vehicle mile than older highways."

22 It is true that "per vehicle mile," improved highways
23 provide substantially greater safety than older highways. What
24 is ignored here are the safety effects of the congestion induced
25 by the economics of the Highway Trust Fund and the resultant

1 decay of mass transit systems. A balanced transportation
2 system would greatly reduce the carnage on our highways.

3 (5) "pollution control devices will solve the auto
4 emissions problems". This is also contained in your pamphlet,
5 on page 13. It says, "pollution emissions from 1969 model
6 automobiles so equipped are reduced by as much as 40 percent
7 from earlier levels."

8 Recent disclosures by the National Air Pollution
9 Control Administration indicate that between 75 and 80 percent
10 of the so-called controlled vehicles on the road failed to
11 meet the low federal standards. Experience has shown that the
12 tack-on technology requires constant inspection and maintenance
13 and degrades quickly after purchase.

14 In closing, I again urge the District and the State of
15 Virginia to initiate immediately a comprehensive environmental
16 impact study ;for the entire proposed D. C. and Virginia free-
17 way network including the Three Sisters Bridge. In the interest
18 of health and the quality of our lives, no construction should
19 begin on the Three Sisters Bridge or any other highway project
20 until the study is completed.

21 As Policy and Procedure Memorandum in the Department
22 of Transportation, 50-9 states, and this legally defines the
23 transportation planning process, it says:

24 "Citizen participation is needed at all stages of
25 the planning process beginning with the spelling out of goals

1 and objectives and extending through the choice between lines
2 of communication should be established and maintained which
3 will not only seek the view of those affected by proposed
4 programs but demonstrate to them in ways they understand that
5 their views receive full and sincere consideration. This may
6 well require the aggressive use of newspapers, radio and tele-
7 vision in addition to public meetings and organized citizens
8 committees."

9 Toward this end the Metropolitan Washington Coalition
10 for Clean Air has submitted guidelines for an air pollution
11 study and wishes to assist in a continuing way in the planning
12 and execution of the full environment study that is so desper-
13 ately needed.

14 I wish to add that my testimony today in no way indi-
15 cates that I think these design hearings are either legal or
16 proper at this time.

17 Thank you.

18 (Applause.)

19 Mr. Dugas. I wonder if you would be good enough to
20 let us reproduce your statement?

21 Mr. Sullivan. The only reason I didn't was because
22 I couldn't find a Xerox.

23 Mr. Dugas. We have that facility. I would like to
24 have it for the record. The Executive Secretary here will get
25 it reproduced and get it back to you, if you have a few minutes.

1 Mr. Sullivan. At this time, may I ask if there are
2 any questions on the guidelines that we submitted on August 4
3 to the Highway Department on the Air Pollution Study?

4 Mr. Dugas. Mr. Airis.

5 Mr. Airis. Thank you, Mr. Chairman.

6 I am familiar with your guidelines and, as you know,
7 the Department is now, as I mentioned earlier this morning --
8 you may not have been here -- doing a considerable amount of
9 surveys in that vein right now.

10 Now, we have some questions as to the validity of
11 some of your Society's policies, but generally we consider
12 air pollution to be one of the serious problems.

13 I was curious -- you are familiar, I am sure, with
14 the legislation that is in the Congress right now on cleaning
15 up the motor vehicle -- and I was curious as to what your atti-
16 tude was toward it or the attitude of your Society.

17 Mr. Sullivan. My attitude, I think, is the same as
18 a scientist'I talked to in the Department of Transportation,
19 who said he didn't think we were going to have any motor
20 vehicles in 1975, because those tack-on devices don't work and
21 if we keep going without the tack-on devices we will all be
22 suffocated.

23 I believe the only rational solution to the trans-
24 portation problem is a shift toward mass transportation and
25 an opening up of the trust fund into a transportation trust

1 fund or to put it back into the general revenue for funding
2 along with education and other social projects. That, coupled
3 with a development of an alternative to the internal combustion
4 engine, which doesn't seem likely by the auto industry in the
5 next five years.

6 Mr. Aires. Well, is your Society in favor the legis-
7 lation that is under consideration?

8 Mrs. Sullivan. We are in favor of the strictor
9 standards, the 90 percent reduction in emissions.

10 Mr. Aires. I see.

11 Mr. Dugas. Mr. Sullivan, just one more thing.

12 Have you finished?

13 Mr. Aires. I have finished, thank you.

14 Mr. Dugas. Outside of the membership in your coalition,
15 are you familiar with other consultants who may be of some aid
16 to the departments here concerned, to study the problems as
17 posed by you?

18 Mr. Sullivan. Yes, I am.

19 Mr. Dugas. Would you be good enough to furnish that
20 list to the Department, so we will have it available to us,
21 those sources.

22 Mr. Sullivan. Yes, I will. I have also prepared an
23 extension of the guidelines, am preparing an extension of the
24 guidelines that we submitted in August, and I would like to
25 both submit those to you and to get some feedback on them.

1 Mr. Dugas. I would certainly be delighted if you
2 would make the additions to the guidelines as part of the hear-
3 ing record. And you have until December 28 to get them in to
4 us. We would appreciate it very much. Thank you.

5 (Applause.)

6 Mr. Dugas. Is Mr. Henry Bradford here?

7 STATEMENT OF HENRY BRADFORD, NORTH
8 FOXHALL ROAD ASSOCIATION.

9 Mr. Bradford. Mr. Chairman and ladies and gentle-
10 men.

11 I represent the North Foxhall Road Association in the
12 District. At the end of November, I left for a trip abroad,
13 didn't think I would be back here, so I wrote a letter, after
14 discussing this with members of the Association. I would like
15 to read the letter briefly and since I am fortunate enough to
16 be here, just make a few comments after that.

17 It was addressed to the Honorable Walter Washington,
18 and dated November 29.

19 "Dear Mr. Mayor:

20 "This letter concerns the hearing to be held on
21 December 12 in regard to the design of the Three Sisters Bridge.
22 Your fellow citizens of this Association long fought against
23 the construction of the Three Sisters Bridge on the basis,
24 primarily that it was unnecessary and unduly costly to build
25 such a bridge at this point for the purpose of bringing

1 commercial traffic via Route 66 into the District of Columbia
2 at a lovely and unspoiled purely residential section of the
3 city. We still feel that way and have not changed our opinion
4 in any way. But the decision seems to have been taken despite
5 the wishes of the citizens of this area of Washington.

6 We would, however, appreciate your putting this letter
7 on the record for the above hearing. Since the decision has
8 been taken, we do wish to enter a plea that the design of the
9 bridge and its D. C. approaches should be approved so as to

10 (A) Guarantee the absolute minimum change or distur-
11 bance to this lovely, national area;

12 (B) Should maintain and preserve the attractive one-
13 family homes which characterize this lovely forested area of
14 the District;

15 (C) Should preserve the current high tax basis of
16 this area for the District and not debase it by ignoring (a)
17 and (b) above and reducing its value.

18 In other words, to achieve the above, the design of
19 the bridge when it reaches the District shore should turn
20 immediately east with its roadbed and approaches and proceed
21 east, going underground at the first opportunity."

22 There is another sentence that ends "very respectfully,
23 Henry B. Bradford, North Foxhall Road Association."

24 My comments are addressed more at the fact that I am
25 now aware that I am here, we are not supposed to discuss the

1 District side of this, that the design concerns only the bridge
2 and the Virginia side. This is a little bit like asking an
3 aircraft engineer to come and look at an aircraft with one
4 engine. And we have looked at this again and decided that
5 aircraft with one wing do not fly, and that we can hardly
6 approve a design which comes from nowhere and leads to nowhere,
7 when we don't know what the District side of the approaches
8 are going to be.

9 I have heard from the testimony this morning that
10 it is not going to be able to go underground, it won't go into
11 K and L Streets. It's quite clearly either going to go up
12 through Glover Archbald Park or up through Foxhall Road or
13 other areas like this, and it will result in reducing the tax
14 base of the District even further if this is done.

15 In final summary, I would simply like to add here
16 that the design being incomplete and going nowhere, although
17 we find the bridge itself aesthetically acceptable, should be
18 part of a total system of a road that goes from one point to
19 another and we cannot consider it out of context.

20 Secondly, I do agree with a number of comments that
21 speakers have made, that increased highways will increase the
22 problem. This is not the solution. It is more likely to lead
23 people to go out of the District of Columbia and do their
24 shopping in the suburbs and bring people in. After all, when
25 they come in, there is absolutely no place to go, parking is

1 prchibitive, you are lucky if you get your car back without
2 dents in doors and fenders, and it will not achieve the purpose.

3 Finally, we have heard a great deal about balanced
4 transportation. I say "balanced" in question marks because it
5 seems to me that all of the balance is on the highway side of
6 the fence and what we should do to achieve a balance is to have
7 some mass transit and a better busing system first and then
8 when we have a certain balance, we should in all honesty look
9 at the highway section of this again.

10 But if we concentrate only on the highways, the way
11 we seem to be doing, it is anything but balanced.

12 Thank you.

13 (Applause.)

14 Mr. Dugas. Thank you.

15 Mr. Ezekiel.

16 STATEMENT OF M. EZEKIEL, PRIVATE CITIZEN

17 Mr. Ezekiel. Mr. Chairman. I am speaking solely
18 as a seasoned commuter who has had a great deal of experience
19 traveling over various roads to get to downtown Washington,
20 expecially those from up the river and the crossing into Mary-
21 land.

22 In my own experience, I found that one of the biggest
23 bottlenecks in trying to get into Downtown Washington from the
24 extreme northwestern part of the city -- what is the point where
25 Foxhall Road --

1 VOICE: Can you drive?

2 MR. EZEKIEL: Yes, sir, I drive. -- MacArthur Boule-
3 vard and Whitehall Road all come together at one intersection
4 and from there on, the traffic just crawls for miles until it
5 dissipates itself down Whitehurst Parkway.

6 Now, what is proposed is to bring in further a road
7 across the river at that precise point which is already com-
8 pletely boxed up in the traffic every morning on the way to work,
9 despite some staggering hours of government employees in the
10 government agencies.

11 Without offering any authority as a road expert, but
12 merely as an expert in trying to get downtown to work through
13 the area you are talking about, I can simply say that putting
14 in this new bridge at the point indicated would just make what
15 is already a very badly traffic jammed area probably one of
16 the greatest traffic jams in all Washington.

17 Now, I don't know what the alternative is, except not
18 to build a bridge at that point.

19 Thank you.

20 (Applause.)

21 MR. DUGAS: Thank you, sir.

22 Mr. George Alderson

23 STATEMENT OF BRENT BLACKWELDER, ON BEHALF
24 OF GEORGE ALDERSON, FRIENDS OF THE EARTH

25 MR. BLACKWELDER: I am Brent Blackwelder, taking Mr.

1 Alderson's place. I would like to read the statement that we
2 prepared.

3 I am Brent Blackwelder, representing Friends of the
4 Earth and its international organization of 9000 members com-
5 mitted to the restoration, preservation and rational use of the
6 eaglesphere. Our Washington office is at 917-15th Street, North-
7 west.

8 Friends of the Earth joined with other organizations
9 in an amicus curiae brief in the litigation that led to this
10 hearing.

11 Friends of the Earth find the project completely
12 unacceptable. The Three Sisters Bridge is an unnecessary,
13 destructive project that would serve as a justification for
14 further unnecessary destructive projects, instead of helping
15 us to curtail traffic flow into downtown Washington where we
16 have enough cars already. The bridge would promote more unneces-
17 sary traffic with this attendant air pollution and crowding of
18 downtown streets.

19 The bridge also would deface one of the city's most
20 attractive scenes where the Potomac enters the city and thus
21 promote further disregard for the natural environment of
22 Washington. Building a bridge here would only move the traffic
23 bottleneck somewhere else and then the highway builders would
24 come back with another freeway proposal to eliminate that one,
25 and in the process wipe out more of the city.

1 We don't have to surrender to this self-perpetuating
2 rational. Although cars too often appear to be running our
3 city, people, not cars are supposed to be making the decisions.
4 It is time to take firm action to prevent traffic load from
5 increasing into Washington. The first step should be not to
6 build the Three Sisters Bridge. We are already far behind the
7 Europeans in building efficient mass transportation systems.
8 A decision to continue with the Three Sisters Bridge will be
9 a real setback for all of those who are concerned with the
10 development of more effective and economical means of trans-
11 portation. People drive cars because there is a lack of
12 efficient mass transportation in the city.

13 We are rapidly running out of space for more highways
14 unless we start to route expressways through our all too few
15 parks. Things will never get any better until we break out
16 of this vicious cycle by refusing to build more highways and
17 turning our energies instead to the construction of mass tran-
18 sit systems. Then the situation will begin to improve. People
19 then will stop driving downtown, preferring to use mass transit,
20 because it will cost less, will not involve parking problems
21 and will be much quicker in the rush-hour period.

22 The problem of air pollution is becoming more critical
23 each year and will continue to do so unless we can cut down on
24 the number of automobiles in our cities. Automobiles produce
25 some 60 to 80 percent of the urban air pollution. Mass transit

1 systems would enable us to make significant headway in our
2 efforts to combat air pollution.

3 Let me conclude by giving some statistics on the
4 efficiency of the automobile as compared with the train and
5 bus. The transportation corridor, one highway lane wide, can
6 carry a maximum of 3600 passengers per hour, given the standard
7 conditions of 65 miles per hour per vehicle, 1.5 people per car,
8 which is the estimated average that we have coming in and 140
9 foot space in between vehicles. Under these same conditions,
10 then, for buses, half-filled with people, buses will carry
11 60,000 passengers per hour, 17 times as many as the automobile.
12 And this is again half-filled buses. Half-filled trains can
13 transport 42,000 per hour, 12 times the number handled by the
14 car.

15 How long can we go on slowly strangling ourselves
16 to death with more and more bridges and highways, when other
17 alternatives are available to us?

18 That is the end of this statement.

19 (Applause.)

20 MR. DUGAS: Thank you, sir.

21 Mr. Nicholas A. Addams, Dupont Citizens Association:

22 STATEMENT OF NICHOLAS A. ADDAMS, PRESIDENT,

23 DUPONT CIRCLE CITIZENS ASSOCIATION

24 MR. ADDAMS: Mr. Chairman, members of the Committee.

25 My name is Nicholas Addams. As an individual, I am a practicing

1 attorney in Washington, not here representing a client. I am
2 here today in my capacity as President of the Dupont Circle
3 Citizens Association.

4 We have been allotted 15 minutes by your program, but
5 the hour is late, you have listened to many speakers. We will
6 not take the full 15 minutes. I will make a few remarks and
7 then turn the microphone over to Mr. Brown, who is the Associ-
8 ation's Chairman on Highways and City Planning, is also a member
9 of the Highway and City Planning Committee for the Federation
10 of Citizens Association.

11 Our Association has approximately 150 family member-
12 ship. Most families having more than one member, I have a
13 sizable number of residents, principally in the Dupont Circle
14 area.

15 We first would like to lodge an official protest
16 to this hearing being conducted at all. As you well know, the
17 Court of Appeals has under advisement a suit to determine the
18 legality in the first instance whether the bridge should be
19 built at all. Second, the Department of Transportation has not
20 held its corridor hearing yet, which it was suggested be held
21 almost a year ago.

22 Third, we note with displeasure, with all due respect
23 to Mr. Dugas, that the City Council has not seen fit to send
24 one of its representatives to this very significant hearing.

25 At the outset, we say that no design of this bridge

1 can in any way solve the ecology problem, the noise problem,
2 the air pollution problem, the taking of residential and business
3 property problem.

4 Whose properties will be taken? It will be the resi-
5 dents, it will not be the big businessmen, it will not go down
6 K Street, I understand. It will not go down L Street, meaning
7 the roads that connect to this bridge.

8 I noticed on your map you have little grey lines
9 which say "future hearings." Those little grey lines, I under-
10 stand now go through Glover Park and will come out someplace
11 other than K and L Street when they get past the park. Well,
12 that means my neighborhood, gentlemen. My neighborhood. The
13 Dupont Circle area, composed principally of residents and
14 special purpose small businesses.

15 We object to this continued wholesale removal of
16 residential and small business property to pacify or benefit
17 the highway-freeway-parking lot lobby and their support. There
18 is no doubt in very few people's minds, that this is the object
19 of continued road building in the face of almost unanimous
20 citizen opposition. I say citizen opposition. Those who
21 support the highways and freeways are not those living in the
22 paths of them or effected laterally thereby.

23 We note that there is no justification in terms of
24 density for this bridge. The Teddy Roosevelt Bridge, the last
25 time I heard, was about 50 or 60 percent used. In other words,

1 it had a capacity of 30 or 40 percent more still available.
2 In this era of emphasis on mass transit, in terms of buses,
3 subways, walking, if you will, bicycling for those who live
4 close enough, it is uncomprehensible that the people in terms
5 of the government push forward with such a bridge. They ignore
6 the demands of the citizens whom they are supposed to represent.

7 I refer, Mr. Dugas, especially to the City Council's
8 statement on parking lots. On June 20, 1960, it was reported
9 in the Evening Star, the City Council came out in favor of
10 de-emphasizing parking in the District of Columbia, by imposing
11 heavy levys on all day parkers who are not shoppers, meaning
12 the business commuter.

13 It is intolerable that the City Council's own view-
14 points on parking are not adhered to. And a bridge of this
15 nature will only compound the vicious circle -- more cars, more
16 parking lots; therefore we need more highways to get more cars
17 in, to get more parking. An unended circle.

18 I will close with these last few remarks relative to
19 the Honorable Congressman Joel Broyhill. You all read in the
20 paper that he recently withdrew his rider to the D. C. Emergency
21 Appropriation Measure, to withdraw any requirement about building
22 highways. I can't believe that Mr. Broyhill, who has supported
23 highways for so long, has suddenly seen the light.

24 What is significant in this is that he represents the
25 citizens of Arlington and the citizens of Arlington had been

1 vocal against I-66, which connects with I-266, whatever it is,
2 and connects with this bridge. Mr. Broyhill has a great repu-
3 tation for representing his constituency. I have no doubt when
4 it gets down to the nitty-gritty of it, Mr. Broyhill will come
5 out against I-66.

6 Now, I would like to turn the microphone over to Mr.
7 Brown, with the Chairman's permission.

8 MR. AIRIS: Mr. Chairman, would it be possible for
9 me to make one comment? And that is that the right-of-way of
10 the Glover Archbold Parkways has been quite a long time ago
11 turned over to the Park Service. It is not longer highway
12 right-of-way. It would preclude any development up through
13 the park.

14 MR. ADDAMS: Does it preclude development above K or
15 L Street into Dupont Circle area?

16 MR. AIRIS: As for that, that is a long way from this
17 project, and would be the subject of whatever is going to happen
18 east of 23rd Street.

19 MR. ADDAMS: I think the citizens of Virginia and the
20 citizens of the District have quite clearly said we don't want
21 any more highways, we are tired of having them run through our
22 cities and our residential areas. We are willing to live with
23 a standstill on the highway construction and take the consequences.
24 Perhaps such a stand would force our federal and local planners
25 to emphasize mass transit.

1 MR. AIRES: My point was, I wanted to be sure that
2 you understood that right-of-way in Glover Park is no longer
3 highway right-of-way.

4 MR. ADDAMS: I understand that.

5 STATEMENT OF PHILIP J. BROWN,

6 DUPONT CIRCLE CITIZENS ASSOCIATION

7 MR. BROWN: My name is Philip J. Brown. I live at
8 3901 Connecticut Avenue, Northwest. I belong to the Dupont
9 Circle Citizens Association. My family has been in this area
10 for many years, own considerable property in the District of
11 Columbia, being taxed around \$60,000 a year.

12 Mr. Prentiss was in here this morning, Mr. Lewis
13 Prentiss, who is the -- I think today he testified for the
14 Three A 's. He could have testified as Transportation Secretary
15 for the Federal City Council. He could have also testified as
16 a former member of the National Roadbuilding Association, he
17 could have also testified as a fund raiser for campaign funds
18 for the chairman of the Public Works Committee. He could have
19 also testified for the Washington Board of Trade's Transportation
20 Committee. And he said this morning that the only thing we
21 were supposed to talk about here today was that yellow piece of
22 stuff going over the water.

23 That is all Mr. Airis wants to talk about, is the
24 yellow piece going over the water.

25 But the bridge going over the water is totally

1 nonacceptable to the citizens of the District of Columbia because
2 the road has to go somewhere. What are the alternatives? Take
3 the Glover Archbold Parkway again. Run the north leg of the
4 inner loop through Florida Avenue. Tear up K and L and M
5 Street. Run an express highway down E Street and turn it into
6 the Pennsylvania Avenue Plan. Then to park a car, we need a
7 municipal parking authority, with the power of eminent domain.
8 And like th Broyhill Bill, and a \$50 million low overrun fund --
9 to take it off their tax roll, to provide nickel and dime
10 parking for commuters.

11 We want to strongly protest, and Mr. Dugas is a right
12 hand to the Mayor, I wish he would take this back to the Mayor,
13 if these groups like the Federal City Council, Downtown Progress
14 Board of Trade, with tax exempt status, the same status that
15 the Internal Revenue took away from the Sierra Club for lobbying
16 against freeways, we want to ask the District and the Internal
17 Revnue to investigate the lobbying by tax exempt status groups,
18 that it is illegal.

A-4

19 A statement was made in the paper the other day of
20 Miles Colean, Federal City Council; Knox Banner, Downtown Progress;
21 Yates Cook, the whole bunch of them, standing up and urging
22 Congress on the blackmail issue. This is lobbying, active
23 lobbying, and we protest this as citizens of District of Columbia.
24 We cannot compete with organizations that are able to raise
25 millions of dollars through this tax exempt status, who are

1 really lobbying for these roads. I think in the future, as
2 Mr. Nader says, this is going to become the issue. Now, the
3 reason we have been talking about the Three Sisters Bridge
4 here today, or the design of it or whatever, is because of
5 these groups, right in here. Our Washington News doesn't
6 report it, they are afraid to report it, I guess or they to
7 the groups. The Baltimore News American, these men who are
8 in here testifying here today were the men who raised the money
9 for the Public Works Committee that forced that bridge on this
10 city, that unwanted bridge. We protest this strongly. That
11 is all I have to say.

12 (Applause.)

13 MR. DUGAS: Thank you, Mr. Brown.

14 Mr. John W. Gill, Washington Board of Realtors.

15 STATEMENT OF JOHN W. GILL, WASHINGTON

16 BOARD OF REALTORS

17 MR. GILL: Mr. Chairman. I am John W. Gill, Chair-
18 man of the Transportation Committee of the Washington Board of
19 Realtors.

20 The Washington Board of Realtors does not purport to
21 be expert in bridge design but the members have confidence in
22 the engineers who have been engaged in designing the Three
23 Sisters Bridge and its approach roads.

24 The Washington Board of Realtors believes that the
25 three span, pre-stressed concrete bridge, from an aesthetic

1 standpoint, is superior to the six-span steel box girder bridge.

2 It is our understanding that the Fine Arts Commission
3 and the Metropolitan Council of Governments have also given
4 their approval to the three-span bridge.

5 The question of whether or not this type of bridged
6 is feasible from an engineering standpoint has been raised.
7 This bridge is almost an exact replica of the Bendorf Bridge
8 over the Rhine River near Frankfort, Germany.

9 The structural engineer who was engaged for this
10 bridge is Paul Weidlinger who is world reknowned as one of the
11 best in his field. The architectural firm of Howard, Needles,
12 Tammen and Bergendoff are among the best architectural engin-
13 eers in the United States. The Washington Board of Realtors
14 feels confident that the engineers and architects who have
15 been employed to design and construct this bridge are highly
16 qualified and we feel that, in fact, the three-span bridge
17 will provide a fast, safe and efficient link between the
18 State of Virginia and the District of Columbia.

19 In the event of a national emergency, this bridge
20 would provide a much-needed connection between the two juris-
21 dictions.

22 The Metropolitan area of Washington, D. C. is one
23 economic unit, but the District of Columbia is suffering
24 seriously and certainly one of the reasons is that we have a
25 poor transportatinn system. The residents of the inner city

1 are currently experiencing a high unemployment ratio and yet
2 there is a shortage of labor in the surrounding suburbs. It
3 is the opinion of the Washington Board of Realtors that if this
4 bridge were built the economic well-being of both Virginia and
5 Washington, D. C. will be improved.

6 Much has been said about air pollution and the auto-
7 mobile in this area. There is no question that the automobile
8 is a major air polluter here, but the answer is not to do away
9 with the automobile; the answer is to make an automobile which
10 emits far less pollutants. The Federal Government is well
11 along in its program to require the manufacturers of all auto-
12 mobiles to produce cars which emit less pollutants. When this
13 is done the problem will be greatly reduced. Something should
14 be said for mass transportation. As you know, the Metro is
15 progressing slowly. Mass transportation can never take care
16 of the total transportation needs for the Metropolitan area of
17 the District of Columbia. What the Washington Board of Realtors
18 has consistently proposed is a balanced transportation system.
19 The Three Sisters Bridge is an integral part of this balanced
20 transportation system.

21 The Board of Realtors is very sensitive to the views
22 of the residents in the area of the proposed Three Sisters
23 Bridge and it has carefully studied the design of the approach
24 roads in the District of Columbia and believes that the engineers
25 have done an excellent job with these approach roads as shown

of the total transportation needs for the Metropolitan area of the District of Columbia. What the Washington Board of Realtors has consistently proposed is a balanced transportation system. The Three Sisters Bridge is an integral part of this balanced transportation system.

The Board of Realtors is very sensitive to the views of the residents in the area of the proposed Three Sisters Bridge and it has carefully studied the design of the approach roads in the District of Columbia and believes that the engineers have done an excellent job with these approach roads as shown in Figure 2 of Page 3 of the Highway department booklet. We are concerned however, that never in the future should traffic from the Three Sisters Bridge be fed into the areas to the north including Foxhall Village, Wesley Heights, Spring Valley and American University Park. We feel further, that, by putting Route I-266 into a tunnel, as described, is an excellent idea and feel that it will greatly relieve the congestion which now exists in Georgetown. The re-location of Canal Road appears to be a sound suggestion.

1 in Figure 2 of Page 3 of the Highway Department bookley. We
2 are concerned, however, that never in the future should traffic
3 from the three sisters bridge be fed into the areas to the
4 north including Foxhall Village, Wesley Heights, Spring Valley
5 and American University Park. We feel further, that by putting
6 Route I-266 into a tunnel, as described, is an excellent idea
7 and feel that it will greatly relieve the congestion which
8 now exists in Georgetown. The relocation of Canal Road appears
9 to be a sound suggestion. By tunneling, through Georgetown,
10 will greatly reduce the noise factor.

11 In summary, on behalf of the Washington Board of
12 Realtors, I would like to say that the three-span pre-stressed
13 concrete bridge is greatly favored by the Board. The access
14 roads as proposed for the District's side in Figure 2 of the
15 Highway Departments folder appears to be very satisfactory.

16 Finally, the Board feels that the completion of the
17 Three Sisters Bridge will help to reverse the downward economic
18 trend which exists in the District of Columbia today.

19 I thank you.

20 MR. DUGAS: Thank you, Mr. Gill.

21 Mrs. Salisbury.

22 STATEMENT OF MRS. LORNA B. HUTCHINGS,

23 FOR MRS. CLARENCE A SALISBURY, NORTH

24 HIGHLAND CITIZENS ASSOCIATION OF ARLINGTON.

25 MRS. HUTCHINGS: Gentlemen, before I start, I wish

1 that the highway people had placed the 14 lanes of 66 to continue
2 on toward Rosslyn. I will let you put them in your mind where
3 66 stops on the map. If you just take a slight curve and go to
4 Rosslyn, there will be 14 lanes in there as the highways are
5 proposed now.

6 Now, our civic association area is within this area.
7 I will give my statement.

8 The President of the North Highlands Citizens Assoc-
9 iation, Mrs. Marion Salisbury, has authorized me, Mrs. Lorna B.
10 Hutchings, to make this presentation on behalf of our Citizens
11 Association. The north boundary of our community is Spout Run
12 and George Washington Parkway from Cleveland Street to North
13 Oak Street which is the area just above Key Bridge. We are an
14 old established residential area which is close in. I have
15 lived here for over 30 years and my family was raised here. We
16 have third and fourth generations growing up in our neighbor-
17 hood. There is much history including the oldest house in
18 Arlington, the Dawson-Bailey house, which has been preserved
19 by the County in its recreation and Parks program. We also
20 consider this area the beginning of the Palisades of the
21 Potomac River. These Palisades are one of the few close in
22 natural beauties of the area and at present, National Parkland.
23 Spout Run is a part of the Palisades and is National Parkland
24 which we believe should be preserved in its natural state.

25 The North Highlands Citizens' Association opposed

1 the building of the Three Sisters' Bridge and the access road
2 in November 1964. The Arlington County Board also opposed these
3 projects at that time. We believe the reasons we offered them
4 are stronger today than they were then. We have since had the
5 Highway Act of 1968 and the Procedures and Policies Memorandum
6 of 1968 as new laws and policies.

7 Briefly, our reasons are:

8 1. The bridge at this location ruins this area of
9 the Potomac River as a recreational and sports area. The rowing
10 crews of several high schools and colleges will be deprived of
11 this practice and meet area. Small water craft users also
12 enjoy these waters. Although the single span which has been
13 approved by the Fine Arts Commission allows for better use of
14 the waters than the double span design offered by the highway
15 department, we still maintain a bridge in this area is not in
16 harmony with the beauty use of the Palisades and river and
17 should not be built.

18 2. The need for the bridge should be restudied. New
19 facts are being disclosed as to where people live and work.
20 The government has relocated many of its agencies and facilities
21 in the suburbs. With the opening up of the Beltway, there is
22 much more employment in the suburbs. A recent survey in Mont-
23 gomery County disclosed that 70 percent of the labor force in
24 Montgomery County work in Montgomery County. This trend in
25 Arlington and Fairfax Counties is becoming more and more

1 evident. We don't have an exact figure in Arlington, but it is
2 way over 50 percent live and work in Arlington. They don't
3 cross the river to come to work anymore. And I understand in
4 Fairfax County, it is around 50 percent.

5 Therefore we question the need for additional lanes
6 of automobile and truck traffic across the Potomac River and
7 into the inner city. After Metro has gone into service, it
8 will transport many more commuters more rapidly and efficiently
9 than additional lanes of private carecommuters and take far
10 less land.

11 3. The air and noise pollution of our purely resi-
12 dential area has not been properly considered and researched.
13 If the highway departments proceed to build the highways as
14 presented to us this fall. Our neighborhood will have 14 lanes
15 of Lee Highway and I-66 as our south boundary and at least 8
16 lanes of Spout Run and I-266 as our north boundary. These two
17 massive highway systems will be approximately one fourth of a
18 mile apart. And you can see, it is just one long block.

19 We will be in this narrow strip of land

20 The 1r lanes of Lee Highway and 166 as planned is
21 definitely a potential health threat to our community. There
22 is no doubt but that the national level of carbon monoxide, air
23 and noise pollution will be exceeded. Then add the additional
24 8 lanes to our north, of Spout Run and the access road to
25 Three Sister's Bridge, spewing more carbon monoxide and noise.

1 I question whether the trees that might be saved during con-
2 struction could survive in this atmosphere to say nothing of
3 the health of the residents of the area. No one has informed
4 us what the noise pollution would be in decibels, but imagine
5 with me, if you will, the noise coming from each side, 14 lanes
6 to the south and in a quarter of a mile another 8 or 10. It
7 would be like living within a big bass drum.

8 4. We request the transportation experts to concen-
9 trate, and I mean concentrate and study -- on the balancing of
10 our transportation system to provide for the movement of people
11 and not cars. As our population increases this will become
12 more and more necessary and important from the social and
13 environmental aspect. We therefore oppose this bridge and its
14 access road until at least after Metro has been in operation
15 and an improved public transportation system has been put into
16 effect to handle the movement of people to and from work during
17 rush hours and not cars.

18 Thank you for this opportunity to tell you how
19 citizens feel about more bridges and highways.

20 I would like to add, I am Secretary of the Inter
21 Federation Council of Citizens, which is composed of the eight
22 federations in the Metropolitan area. That is the Arlington,
23 Alexandria, Fairfax County, Prince William, Prince George,
24 Montgomery and the two D. C. federations. The inter-federation
25 council took action last month to oppose both of the North

1 Central and Three Sisters Bridge, and all interstate highways
2 that would come into the inner city beyond the beltway.

3 (Applause.)

4 MR. DUGAS: Mr. Donald A Cook of the Fairfax County
5 Chamber of Commerce.

6 STATEMENT OF PETER FLOROS, FAIRFAX COUNTY
7 CHAMBER OF COMMERCE AND THE NORTHERN VIRGINIA
8 BOARD OF REALTORS.

9 MR. FLOROS: Mr. Chairman, I represent two bodies
10 today, the Northern Virginia Board of Realtors and the Fairfax
11 County Chamber of Commerce, if I might address myself in that
12 manner.

13 Mr. Chairman, members of the Highway Department. My
14 name is Pete Floros. I am here as the spokesman for the
15 Fairfax County Chamber of Commerce and the Northern Virginia
16 Board of Realtors. I am here to present the organization's
17 views on the designed proposals for I-266 through Arlington
18 County and the District of Columbia, and on the construction
19 of the Three Sisters Bridge.

20 Both of these bodies are public service organizations.
21 The Fairfax County Chamber of Commerce represents over 660
22 business and professional people and employment centers. The
23 Northern Virginia Board of Realtors represents nearly 1800
24 persons engaged in the professional practice of marketing
25 real estate.

1 We support the construction and the proposed design
2 of the I-266 through Arlington County and the District of
3 Columbia, incorporated in alternate three-span pre-stressed
4 concrete bridge designs, which I believe you see represented
5 by the exhibit on the top of the tripod.

6 Our support of the design proposals is based on the
7 fact that every effort appears to have been made to protect
8 and maintain the character of the surrounding terrain and that
9 a minimum of land taking is thus involved. No destruction or
10 alteration of existing neighborhoods will take place, and the
11 replacement of the Yule Street Bridge in Arlington with a
12 modern structure is an improvement that will continue to
13 connect neighborhoods and enhance the area.

14 Our further support, ladies and gentlemen, is based
15 on the fact that prime consideration has been given to the
16 protection and preservation of the heavily wooded parklands
17 in the Spout Run area. We are impressed that provisions have
18 been made for increased utilization by the public of this
19 recreation area by the inclusion of hiking and biking trails
20 along portions of the highways' right of way.

21 Further, that this ties in with Arlington County's
22 master plan for parks and open spaces. We are pleased, too,
23 that an item of historical significance which is now in private
24 hands will become part of the public domain since the designed
25 proposals call for the transfer of Fort Smith, a historical land

1 mark, to public ownership.

2 In this regard, pleasure has been expressed by many
3 in our organizations that the Potomac Palisades will be pre-
4 served and that there will be no alteration to the B&O Canal,
5 which is a national monument enjoyed by both visitors and
6 area residents.

7 No comment, it is felt is necessary on public services
8 or private public institutions, since it is apparent from the
9 design proposals that no churches, schools, fire stations, or
10 other similar public institutions and services will be disrupted
11 or involved in the construction of this project.

12 Prime concern, however, has been addressed to the
13 design character of the Three Sisters Bridge. The Fairfax
14 County Chamber of Commerce and the Northern Virginia Board of
15 Realtors strongly endorse the three span, pre-stressed concrete
16 alternate bridge design. This endorsement is based on the
17 aesthetic beauty of the structure, inasmuch as it is far more
18 graceful in appearance than the other six span proposal.

A-5

19 This design, which has received the enthusiastic blessings of
20 the fine arts commission, provides for a sweeping view of the
21 Potomac and preserves the character and the natural beauty of
22 the Three Sisters items.

23 It also provides a more picturesque entrance, worthy
24 the Nation's Capitol. But not engineeringly in conflict with
25 the surrounding natural settings and/or terrain.

1 We have also considered, ladies and gentlemen, the
2 designs from a safety factor in regards to the recreational
3 use of the river.

4 The elimination of the center pier does away with
5 the potential navigation hazard for those using the Potomac
6 for individual relaxation or, for competitive sports, such as
7 interscholastic and collegiate crew racing, and I might point
8 out that Georgetown University is my alumni.

9 We feel that it does not obstruct or interfere in
10 any way with the Three Sisters Island previously referred to
11 On the basis of these design criteria presentation, the Fairfax
12 County Chamber and the Northern Virginia Board of Realtors
13 strongly urges approval of the proposed project, especially
14 the three-span alternate bridge crossing the Potomac and the
15 letting of construction contracts at the earliest possible time.

16 May we comment in addition that not only does all of
17 Northern Virginia have a stake in the completion of the under-
18 taking, but that the citizens of the District of Columbia have
19 also much to gain when the project is completed. Time and again
20 the residents of the District and of Arlington County have
21 strongly voiced their complaints over the noise generated by
22 the heavy air traffic created by the increased use of National
23 Airport. Relief can only come from better utilization of the
24 Dulles International Airport.

25 But rapid access to the facility is tied up to the

1 completion of I-66 and I-266 and the Three Sisters Bridge.

2 Inasmuch as the tie-in of the Dulles access highway
3 is a feature of the overall engineering of this important
4 segment of the interstate highway system, increased usage of
5 Dulles International Airport can bring about better scheduling
6 which in turn will eliminate the need for citizens to make use
7 of the presently overcrowded roadway network which now takes
8 them to Washington National Airport.

9 The dispersal of governmental installations and of
10 several employment centers now makes this portion of the inter-
11 state system a two-way street. Not only will it allow suburban
12 residents to reach their places of employment in the central
13 city, but it will also allow inhabitants to reach the employment
14 complexes now located or being planned to be located in the
15 suburban regions. The eventual opening of this bridge and this
16 highway will provide relief from the presently overly congested
17 highways, and reduce not only traffic time but related costs.
18 It is anticipated that it will result in a dramatic reduction
19 in the accident rate of this region. Much is at stake, too, on
20 factors of orderly development.

21 From the inception of the planning for this project,
22 much of Fairfax County's long range planning and programs for
23 economic development have centered around the construction of
24 this highway. Public welfare also is heavily dependent in this
25 regard on an expanded economy and tax base, which could result

1 form potential new employment centers along the ultimate route
2 of I-66, and the resultant availability of jobs closer to the
3 places of employment and residences of our citizens.

4 I-266 and the Three Sisters Bridge are an important
5 part of this overall highway plan.

6 Again, on behalf of the Fairfax County Chamber of
7 Commerce, its over 660 business and professional people, and
8 employment centers that it represents, we would urge you ladies
9 and gentlemen for an early approval of the proposal designs,
10 plus the inclusion of any new ideas and technology that could
11 further protect and enhance our environment.

12 Thank you.

13 MR. DUGAS: Thank you.

14 I believe that concludes our agenda for this portion
15 of our hearing. We will now break for dinner. The hearing
16 will be resumed at 7:00 o'clock this evening in this place.

17 (Whereupon, at 5:00 o'clock p.m., the hearing recessed
18 for dinner.)

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1 THE HEARING WAS CALLED TO ORDER AT APPROXIMATELY
2 7:00 p.m., 14 December 1970, by the Hearing Officer, and the
3 following proceedings were recorded:

4 HEARING OFFICER DUGAS: The Hearing will come to
5 order. Our first witness for the evening session will be Dr.
6 C. Michael Hogan, representing the Committee of 100 on the
7 Federal City. Dr. Hogan?

8 WHEREUPON,

9 MR. ROBERT KENNAN,
10 APPROACHED THE MICROPHONE AND PROCEEDED ON TO TESTIFY AS
11 FOLLOWS:

12 MR. KENNAN: Mr. Chairman, my name is Robert Kennan.
13 I am a member of the Board of Trustees of the Committee of
14 100, and with your permission I shall introduce Dr. Hogan
15 and make a few remarks of my own before I do so.

16 I am the Chairman of the Committee of 100's Sub-
17 Committee. I and Dr. Hogan are presenting testimony this
18 evening for the Committee of 100 on the Federal City, a city-
19 wide civic planning organization, founded in 1924. The
20 Committee of 100 on the Federal City opposes construction of
21 the Three Sisters Bridge.

22 Mr. Hearing Officer, the Policy and Procedure
23 Memorandum, 20-8, under which these hearings are being held,
24 require certain highway officials to be present at the Hearing,
25 to be responsive to questions which may arise.

1 I have not been here so far today, Mr. Hearing, so
2 may I ask you to identify those those gentleman are (pointing
3 to several persons seated in the front of the audience and to
4 the right of the Hearing Officer and the reporter).

5 HEARING OFFICER DUGAS: Mr. Thomas F. Airis,
6 Director, Department of Highways and Traffic, District of
7 Columbia; Mr. H. M. Snead, District Right-of-Way Engineer for
8 the State of Virginia; Mr. D. D. Harris, Road Design Engineer,
9 for the State of Virginia; and Mr. A. K. Hunsberger, Director
10 of Engineering in the State of Virginia.

11 MR. KENNAN: Mr. Hunsberger, are you (pointing)?

12 MR. HUNSBERGER: Yes, sir.

13 MR. KENNAN: Thank you very much, Mr. Hearing Officer.

14 HEARING OFFICER DUGAS: Mr. Harris is sitting behind
15 you, sir.

16 MR. KENNAN: Thank you very much.

17 HEARING OFFICER DUGAS: Mr. Harris, would you mind
18 coming down now, coming down to the table and just pull up
19 this chair.

20 (Mr. Harris assumed a seat at the table with
21 the above-mentioned personnel)

22 MR. KENNAN: Mr. Hearing Officer, the Committee of
23 100 on the Federal City believes that this hearing should be
24 postponed. The Chairman of the Committee wrote to Mayor
25 Washington on November 30th, stating the reasons why we think

1 it should be postponed. A copy of that letter was sent to
2 you. I should like to introduce a copy of the letter into
3 the record at this time.

4 HEARING OFFICER DUGAS: It may be so introduced.
5 Will this be one of a series of exhibits, sir?

6 MR. KENNAN: Yes, it will, Mr. Hearing Officer.

7 HEARING OFFICER DUGAS: As EXHIBIT NUMBER 1 for
8 the Committee of 100.

9 MR. KENNAN: Thank you. There won't be many.

10 (A COPY OF THE ABOVE-MENTIONED LETTER IS ATTACHED
11 TO THIS RECORD OF PROCEEDINGS.)

12 MR. KENNAN: As the letter indicates, we believe
13 the hearing should be postponed until the courts have issued
14 a final decision in the so-called Three Sisters Bridge law-
15 suit that is presently pending before the United States Court
16 of Appeals for the District of Columbia Circuit. The issues
17 to be decided by the court may make this design hearing
18 unnecessary. Indeed it may result in a decision not to build
19 the Three Sisters Bridge or to build it at a different location.
20 Until the court has resolved those issues, we think this hear-
21 ing should not go forward. It is an unnecessary waste of
22 taxpayer's money and time. In addition, it appears that a
23 location hearing is necessary on I-66 in Virginia, a facility
24 into which the southern portion of the road under hearing to-
25 night will connect. At this point, I should like to ask Mr.

Exhibit #1 - Witness #32 Robert Kennan
~~Robert Kennan~~
COMMITTEE OF 100 ON THE FEDERAL CITY 203
1307 NEW HAMPSHIRE AVENUE, WASHINGTON, D.C. 20036

FOUNDED 1923

November 30, 1970

The Honorable Walter E. Washington
Mayor-Commissioner, District of Columbia
Room 520, District Building
14th & E Sts., N. W.
Washington, D. C. 20004

Re: Joint Design Public Hearing -
Proposed Interstate 266

Dear Mayor Washington:

On November 13, 1970, the District of Columbia Department of Highways and Traffic and the State Highway Commission of the Commonwealth of Virginia published a notice of a "Joint Design Public Hearing" on the Three Sisters Bridge portion of proposed Interstate 266. The notice stated that the hearing will be held at the Department of Commerce Auditorium on December 14, 1970 "in accordance with Title 23, U. S. Code, Section 128 and U. S. Department of Transportation Policy and Procedure Memorandum 20-8 dated January 14, 1969." I am writing on behalf of the Committee of 100 on the Federal City to urge you to postpone the hearing.

The hearing should be postponed (1) until a final judicial determination is made in the pending Three Sisters Bridge lawsuit, D.C. Federation of Civic Ass'ns. v. Volpe, and (2) until the corridor public hearing required by PPM 20-8 has been held for the entire Interstate Highway project in Virginia designated Interstate 66, between Interstate 495 (the "Capital Beltway") and Theodore Roosevelt Bridge.

As you know, the Committee of 100 is a plaintiff in the Three Sisters Bridge lawsuit. Among other things, the plaintiffs have alleged that a corridor public hearing on I-266, including the Three Sisters Bridge, is required by PPM 20-8 and that the Secretary of Transportation has not

DEDICATED TO MAKING WASHINGTON A GREAT NATION'S CAPITAL AND A BETTER PLACE TO LIVE

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given the approvals required with respect to that project by Sections 134 and 138 of the Federal-Aid Highway Act of 1956, as amended. The lawsuit is now before the United States Court of Appeals for the District of Columbia Circuit, and the court will decide these issues in the near future. As a result of the court's decision, the location of I-266 may be reconsidered and changed, or it may be decided not to construct I-266 at all. In any event, if the court holds that a corridor hearing must be held it would be necessary to hold a new design hearing. With the Three Sisters Bridge lawsuit in its present posture, holding the joint design hearing on December 14 will be futile and useless, requiring an unnecessary expenditure of time and money by governmental officials and persons wanting to testify.

A public hearing on the design of part of I-66 in Virginia from the Capital Beltway to Theodore Roosevelt Bridge was held on September 29, 1970 and apparently will be continued on December 7, 1970. The most recent previous public hearing on I-66 was held in October, 1958. PPM 20-8 requires that "[A] corridor public hearing . . . must be held, or an opportunity afforded . . . with respect to each Federal-aid highway project that . . . would have a substantially different social, economic or environmental effect. . . ." (Section 6a.) I-66 as proposed today would obviously have substantially different social, economic and environmental effects than I-66 as proposed in 1958. PPM 20-8 therefore appears to require a corridor public hearing on I-66. If such a hearing is not held it is likely that there will be litigation concerning I-66.

The location of I-66 in Virginia cannot be determined in advance of a corridor public hearing. Such a hearing must be held "before the route location is approved and before the State highway department is committed to a specific proposal," and the purpose of such a hearing is "to ensure that an opportunity is afforded for effective participation . . . in the process in determining the need for, and the location of, a Federal-aid highway." (Section 4a.; emphasis added.) As a result of the hearing, the Virginia Highway Commission may decide that I-66 is not needed or that another location is preferred. Another location for I-66, of course, would affect the need and location for I-266. Before a corridor public hearing is held on I-66 in Virginia, holding the design hearing on I-266 would be futile and useless.

If a public hearing is held on the specific location and design of I-266, it should include the specific location and design of the portion of I-266 along the Georgetown waterfront.

The official notice for the hearing on December 14 states that it will be conducted "to consider alternative designs for proposed Interstate Route 266 between a point near the intersection of Canal Road and MacArthur Boulevard in Washington, D. C., and a connection with the proposed Interstate Route 66 near Lorcom Lane in Arlington County, Virginia, including a proposed bridge across the Potomac River in the vicinity of the Three Sisters Islands." (Emphasis added.) The "point near the intersection of Canal Road and MacArthur Boulevard in Washington, D. C." appears to correspond to estimate section B2 on page 26 of the District Highway Department's 1970 Interstate Cost Estimate. The portion of I-266 that is excluded from the hearing includes the connections and approaches to the Bridge and is approximately 1.2 miles long, between estimate sections B2 and B4. No detailed design information has been made available to the public with respect to the excluded portion.

The excluded portion is an integral part of the Federal-aid highway project designated "Interstate 266." It was considered as part of that highway project at previous public hearings on I-266 in 1961 and 1964. In the pending lawsuit, Judge Sirica ruled that the Bridge project covered by his injunction includes the connecting roadways and approaches. There is no rational basis for excluding the design of part of I-266 from the public hearing on December 14.

If the design of part of I-266 is excluded from the public hearing on December 14, those preparing testimony for the hearing (including the Committee of 100) will be seriously prejudiced. It will be impossible for us to address ourselves to the economic, social and environmental effects of the design of the excluded portion or of I-266 as a whole. Furthermore, if construction begins on one portion of I-266 before a public hearing is held on the specific location and design of the remainder, the specific location and design of the remainder becomes, as a practical matter, a fait accompli. The second public hearing would be a meaningless formality.

For example, the Committee of 100 on the Federal City has urged that the Whitehurst Freeway be razed and an interstate highway constructed as a tunnel under the Georgetown

waterfront, with connections to MacArthur Boulevard and Foxhall Road. This proposal would require a substantial change in the design of I-266 shown schematically in Figure 2 on page 3 of the pamphlet titled "I-266 Design Hearing Information" and in the maps and models on display in the District Building. Others may wish to express views on the adequacy or utility of proposed connections between the excluded portion of I-266 and local streets in the District. Although these suggestions might materially affect the design of the approaches to Three Sisters Bridge, design information with respect to the excluded portion of I-266 is not now available in sufficient detail to permit members of the public to make meaningful suggestions.

For these reasons, we urge that the public hearing on December 14 be postponed and that any hearing on the specific location and design of I-266, if it is held, include the specific location and design of the portion of I-266 along the Georgetown waterfront.

Sincerely yours,

Grosvenor Chapman
Chairman

cc: Hon. Gilbert Hahn, Jr.
Members of the D.C. City Council
Thomas F. Airis
D. B. Hope
Julian R. Dugas

1 Snead, if I may, Mr. Hearing Officer, whether the Virginia
2 State Highway Commission contemplates holding a location
3 hearing on I-66 from the Capital Beltway to Theodore Roosevelt
4 Bridge pursuant to policy and procedure memorandum number 20-8?

5 MR. HUNSBERGER: I would prefer to answer the ques-
6 tion if in fact I may, sir. No, we do not contemplate hold-
7 ing a location hearing on Interstate Route 66 from the
8 Beltway to the Bridge.

9 MR. KENNAN: And this was "Mr. Hunsberger?"

10 MR. HUNSBERGER: That's right.

11 MR. KENNAN: Answering the question?

12 MR. HUNSBERGER: That's right.

13 MR. KENNAN: Thank you. In addition, Mr. Hearing
14 Officer, the letter from the Committee of 100 indicates that
15 when design public hearings are held on the Three Sisters
16 Bridge and connecting highways they ought to be held on the
17 whole high project designated I-66 from its origina in the
18 State of Virginia to its end in the District of Columbia.

19 This hearing tonight is being held on approximately
20 3/5ths of that road. The Committee of 100 and other members
21 of the public who would like very much to make design sugges-
22 tions about the design of the whole road, suggestions relating
23 to the excluded portion that have a bearing on the design of
24 the portion included in the hearing this evening have not had
25 sufficient information available for them to make the kind of

1 suggestions that are truly meaningful under the applicable
2 laws and regulations.

3 The hearing should cover the whole of I-266,
4 particularly since the hearing on the portion of I-266, is the
5 subject of this evening's hearing, does not even include an
6 EXIT ramp for vehicles traveling from Virginia. It does not
7 include an arm ramp for vehicles traveling from the District
8 of Columbia to Virginia. As a matter of fact, the connection
9 of I-266 that is excluded from this hearing will be, if it's
10 ever built, a mixing bowl that will make the Pentagon mixing
11 bowl look like child's play. It will, in effect, be a mixing
12 bowl on a roller coaster. To exclude this portion of I-266
13 from the hearing at present is wholly arbitrary, and we think
14 the hearing should be postponed.

15 There are other objections that we have to holding
16 this hearing at this time. First, design information on this
17 project, the portion that is included in the hearing, in the
18 form of the I-266 design hearing pamphlet, was not made
19 available to members of the public, to our knowledge, and we
20 checked carefully each day until November 17th.

21 According to my calculations, the Highway Departments
22 of Virginia and the District of Columbia allowed thirty days
23 notice for this hearing, plus Thanksgiving. The very minimum
24 that could be given under the regulation. This is a niggardly
25 attitude to public participation for a project of this magni-

1 tude involving many people, as many people as it does, the
2 Highway Department should surely have been required to give
3 more notice and to make the design information available to
4 the public for a longer period of time.

5 Second, the notice and the materials distributed to
6 the public were deficient in not referring to this hearing
7 as a hearing on the specific location and design of this high-
8 way. Sections 4-B2 of Policy and Procedure Memorandum, 20-8,
9 specifically states that a so-called design public hearing
10 shall relate to the specific location and design of the facility.
11 Because of the exclusive reference to the word "design" in
12 the notices and the information available to the public, we
13 think the public may well have been misled into thinking
14 that this hearing would be limited to design details.

15 Third, with all due respect, Mr. Hearing Officer,
16 we believe that you should not be chairing this hearing. We
17 believe that the Federal Highway Act and the regulations under
18 that Act require that persons with responsibility for making
19 decisions about highway planning, be responsible for presiding
20 over the location and design public hearings. In this
21 particular case, the persons who should be before me this
22 evening are Mayor-Commissioner Washington and the entire City
23 Council, D. C. City Council.

24 Finally, Mr. Hearing Officer, the Policy and
25 Procedure Memorandum under which this hearing is held states

1 in Section 8-A2, that the State Highway Department, in
2 preparing and sending public notice of these public hearings
3 must take certain steps: That it must mail copies of its
4 notices to certain groups and agencies. I would request,
5 on behalf of the Committee of 100, Mr. Hearing Officer, that
6 you as Hearing Officer request that the Virginia and District
7 Highway Departments subject for this record a detailed report
8 on their compliance with this section of Policy and Procedure
9 Memorandum #20-8, Section 8-A2.

10 At this point, I should like to ask the gentleman on
11 my left some questions.

12 MR. KENNAN: Mr. Hunsberger, is the Virginia Highway
13 Commission committed to a specific design proposal for this
14 project, I-266?

15 MR. HUNSBERGER: I think that is the purpose of the
16 public hearing, and that is to discuss the design plan proposal
17 of this particular phase of the proposed highway facility.
18 And the information that is received at this hearing will be
19 considered by the Virginia Highway Commission, before making
20 the decision to form a design.

21 MR. KENNAN: I believe, and correct me if I am
22 wrong, did you say that the Virginia State Highway Commission
23 is not presently committed to a specific design proposal?

24 MR. HUNSBERGER: That is true.

25 MR. KENNAN: Mr. Airis, is the District of Columbia

1 Committed to the specific design proposal for I-266?

2 MR. AIRIS: No, Mr. Kennan, not at this time.

3 MR. KENNAN: It is not?

4 MR. AIRIS: No.

5 MR. KENNAN: Mr. Hearing Officer, sir?

6 MR. AIRIS: For purposes of the hearing, of course,
7 you know this is the purpose of the hearing.

8 MR. KENNAN: Mr. Hearing Officer, I would just
9 like to read into the record a portion of the document
10 entitled, "STATEMENT OF HOUSE MANAGERS," accompanying the
11 conference report on the 1968 Federal Aid Highway Act. I am
12 reading from the Congressional Record, daily edition for July
13 25, 1968, from page H-7606, under a section captioned "Three
14 Sisters Bridge - I-266," and I am quoting:

15 "THE SPECIFIC DESIGN FOR THE BRIDGE WAS
16 APPROVED BY THE FINE ARTS COMMISSION ON
17 SEPTEMBER 20, 1967. THE DECISION OF THE
18 FINE ARTS COMMISSION IN THIS RESPECT SAFE-
19 GUARDS THE AESTHETIC VALUES OF CONCERN TO
20 SO MANY AND PRESERVES THE BEAUTY AND RE-
21 CREATIONAL CHARACTERISTICS OF THE POTOMAC
22 RIVER. THE DESIGN APPROVED BY THE FINE
23 ARTS COMMISSION SHALL BE CARRIED OUT PRE-
24 CISELY AS APPROVED WITH RESPECT TO MATERIALS
25 AND ARCHITECTURE."

1 Now, Mr. Airis, is the so-called two-span alternative
2 before us today essentially the bridge that was approved by
3 the FINE ARTS COMMISSION in September 1967?

4 MR. AIRIS: The bridge that was displayed on the
5 easel closest to you is the bridge that was approved by the
6 FINE ARTS COMMISSION.

7 MR. KENNAN: Now, having heard that statement
8 from the House Managers, Mr. Airis, are you still of the
9 opinion that the District of Columbia is not committed to a
10 specific design proposal?

11 MR. AIRIS: That is correct.

12 MR. KENNAN: Mr. Airis, has the six-span alternative
13 before us tonight ever been approved by the FINE ARTS
14 COMMISSION?

15 MR. AIRIS: No, it has not.

16 MR. KENNAN: Mr. Hearing Officer, I have given you
17 a number of reasons why this hearing should be "postponed."
18 On behalf of the Committee of 100, I am now asking you to ad-
19 journ it and postpone it until, first, the Federal Courts
20 have issued a final decision in the Three Sisters Bridge case,
21 until a location hearing is held on I-266; and for the other
22 reasons I have given; and to order that when a design hearing
23 is held on I-266 it will be held on the full project.

24 HEARING OFFICER DUGAS: You may proceed with the
25 rest of your presentation.

1 MR. KENNAN: You are not going to postpone the rest
2 of the hearing?

3 HEARING OFFICER DUGAS: No, I am not going to post-
4 pone the hearing.

5 MR. KENNAN: Mr. Hearing Officer, I have some
6 comments on this pamphlet called "I-266 DESIGN HEARING
7 INFORMATION." First, I would like to submit for the record
8 a letter which I wrote to Mr. Airis, and two responses from
9 him. The initial request is made on November 20, and that's
10 the date of my letter. He replied that he received my request
11 on November 24th. And the latter letter is a letter from
12 Mr. Airis to me, dated last Thursday, which I have noted on
13 the copy submitted here that it was "RECEIVED BY (ME) HAND
14 DELIVERY (AT APPROXIMATELY) 12:15 P.M."

15 HEARING OFFICER DUGAS: They may be received as
16 EXHIBIT #2 and #3 for the Committee of 100. That is,
17 they will be Exhibits #2, #3 and #4.

18 (A COPY OF THE ABOVE-MENTIONED LETTERS ARE
19 ATTACHED TO THIS RECORD OF PROCEEDING.)

20 HEARING OFFICER DUGAS: You may proceed.

21 MR. KENNAN: Mr. Hearing Officer, the partial
22 response to my questions to Mr. Airis. First, it was delivered
23 really too late for me to completely review before making my
24 presentation this evening. I recognize that if I were devoting
25 full time to this enterprise, I might have had an opportunity

*Exhibit #2 - Witness #32 - Robert Kennedy
W.C. Michael Nagan*

Suite 800 210

888 SEVENTEENTH STREET, N. W.
WASHINGTON, D. C. 20006

November 20, 1970

Mr. Thomas F. Airis
Director, District of Columbia
Department of Highways and Traffic
District Building
Washington, D. C. 20004

Re: Joint Design Hearing -
Proposed Interstate 266

Dear Mr. Airis:

I have requested permission for the Committee of 100 on the Federal City to present testimony at the Joint Design Hearing on Proposed Interstate 266 on December 14, 1970. I am writing to you to request information so that the Committee of 100 may adequately prepare its testimony.

You may know that the pamphlet titled "I-266 Design Hearing Information," which apparently was prepared by the firm of Howard, Needles, Tammen & Bergendoff, was first made available to the public yesterday, November 19. The notice concerning the hearing, however, conveyed the impression that all explanatory material would be available on Monday, November 16. I shall be grateful if you will explain why distribution of the pamphlet was delayed.

In addition, I wish to inquire whether the Howard, Needles firm was chosen to prepare the pamphlet on the basis of competitive bidding. If so, kindly indicate the names of each person or firm that submitted a bid and the amount of each bid. If not, kindly indicate the reasons why the Howard, Needles firm was selected to prepare the pamphlet. I shall be grateful if you will, in any event, indicate the total cost of preparing and printing the pamphlet.

The pamphlet contains on page 8 some rather extraordinary statements, the basis for which does not appear either in the pamphlet itself or in the materials listed on the mimeographed document titled "Interstate 266 - Pertinent Information Available for Public Inspection and Copying." I shall quote these statements below. Kindly provide me with the complete documentary basis for making each statement. If the documents are voluminous or extraordinarily difficult to copy, kindly

Mr. Thomas F. Airis
Page 2

advise me of a place and time for me to examine them that will be convenient for you or your associates. The statements are:

1. The value of travel time savings which are anticipated to accrue to passenger and commercial vehicle users of this proposed project has been estimated by comparing travel times via the proposed route with those of the fastest alternative route between the intersection of Spout Run Parkway and Lee Highway and the intersection of Key Bridge and M Street. These user savings are estimated to total more than 50 million dollars over 20 years.

2. Interstate highways also produce savings in vehicular operating costs. These include fuel, oil, tires, maintenance and depreciation. For this proposed project, users who would otherwise be routed via Lee Highway or Spout Run Parkway, George Washington Parkway and Key Bridge, will experience substantially reduced operating costs through the elimination of frequent speed changes and stop-and-go operation. These savings are estimated at more than 11 million dollars over 20 years.

3. The potential safety benefits of proposed I-266 can be estimated by comparing average accident and fatality rates of similar Interstate highways to those of Lee Highway and available alternate routes. For the 2 1/4 miles affected, such comparisons indicate an annual reduction of over 200 accidents and one to two deaths. These reductions can be directly attributed to the proposed new Interstate highway segment.

The pamphlet also states on page 8: "The direct and multiplying effects of the capital investment for construction would also product additional economic benefits." Kindly indicate what these "effects" are, what "additional economic benefits" would be produced, and the estimated dollar amount of each.

On page 12, the pamphlet refers to tax losses to Arlington County and says: "These tax losses, however,

Mr. Thomas F. Airis
Page 3

are far out-weighed by the increase in tax revenues that can be expected by virtue of the project's impact on the region's economy." Kindly indicate the estimated dollar amount of the expected increase and precisely which tax revenues are referred to in this sentence.

Reference is made on page 15 of the pamphlet to the annual recurring cost of operation and maintenance. Kindly indicate the estimated dollar amount of this annual cost for I-266 during the next twenty years and who will bear the cost. In addition, please indicate the cost of any borrowing that the District will have to undertake or has undertaken to meet its 10% share of the construction cost for I-266.

I recognize that it may take some time to answer these questions in detail, but I should very much appreciate having the answers far enough in advance of December 14 so that the Committee of 100 will have sufficient time to prepare its testimony.

Very truly yours,


Robert M. Kennan, Jr.

Chairman, Roads Subcommittee
Committee of 100 on the Federal City

cc: Mr. D. B. Hope
Mr. Julian R. Dugas
Hon. Gilbert Hahn, Jr.

Exhibit #3 - Witness #3.2 - Robert Kennan & W. C. Michael Hogan

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GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF HIGHWAYS AND TRAFFIC
415 12TH STREET, N. W.
WASHINGTON, D. C. 20004

ADDRESS REPLY TO
DIRECTOR OF HIGHWAYS AND TRAFFIC



NOV 24 1970

Mr. Robert M. Kennan, Jr.
Chairman, Roads Subcommittee
Committee of 100 on the Federal City
888 Seventeenth Street, N. W.
Suite 800
Washington, D. C. 20006

Dear Mr. Kennan:

This is written to acknowledge your letter of November 20, 1970 regarding the joint Design Hearing for proposed Interstate 266. We will be in further contact with you when the detailed answers to your questions have been assembled.

Sincerely yours,

T. F. AIRIS, Director
Department of Highways and Traffic, D. C.

*Exhibit # 4 - Witness # 32 - Robert Kennan
Rev. C. Michael Hogan*

21

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF HIGHWAYS AND TRAFFIC
415 12TH STREET, N. W.,
WASHINGTON, D. C. 20004

DEC 10 1970

ADDRESS REPLY TO
DIRECTOR OF HIGHWAYS AND TRAFFIC



Mr. Robert M. Kennan, Jr.
Chairman, Roads Subcommittee
Committee of 100 on the Federal City
Suite 8000
888 Seventeenth Street, N. W.
Washington, D. C. 20006

Re: Joint Design Hearing -
Proposed Interstate 266

Dear Mr. Kennan:

We have prepared answers to the questions in your letter of November 20, 1970, I hope they will aid in the preparation of your comments for use at the I-266 Design Public Hearing.

The explanatory material referenced in the newspaper notices was available beginning Friday, November 13, 1970. The booklet, I-266 Design Hearing Information, was available for distribution to the public on Tuesday, November 17, 1970.

The Department's consultant on designs for the Three Sisters Bridge--Howard, Needles, Tammen and Bergendoff--prepared the hearing booklet as part of its consulting agreement. We, therefore, did not request other proposals for the preparation of this document. Our best estimate of actual costs relating to the preparation of the booklet (writing, editing, etc.) is \$25,000.

The benefits referred to on page 8 of the booklet were based on various parameters and assumptions. The parameters and assumptions were used in conjunction with standard highway economics procedures to derive the estimated benefits. I will list the pertinent inputs used and a staff member will be happy to describe the calculations in detail if you can arrange a visit to our office at 415 - 12th Street, N. W. (Room 519).

Received by hand delivery 12:15 p.m. 12/10/70

RHK

Travel Time Benefits

1. Value of time saved	
a. passengers (per hour per passenger).....	\$3.00
b. commercial vehicle (per hour).....	5.56
2. Hours saved (annual)	
a. passenger vehicles.....	846,000
b. commercial vehicles.....	29,700
3. Travel speed, I-266 (mph).....	50
4. Travel speed, Lee Highway (mph).....	10

Safety Benefits

1. Death rate, Lee Highway, per 100 million vehicle miles, (1968).....	10.2
2. Accident rate, Lee Highway, per 100 million vehicle miles, (1968).....	1,220
3. Death rate, Virginia urban Interstate, per 100 million vehicle miles (1968).....	3.57
4. Accident rate, per 100 million vehicle miles	
Interstate, urban.....	189
Partially controlled access, urban.....	496

Operation Benefits

1. Passenger vehicle operating cost per 1000 miles	
At 10 mph (dollars).....	44.93
At 50 mph (dollars).....	36.53
2. Truck operating cost per 1000 miles	
At 10 mph (dollars).....	127.00
At 50 mph (dollars).....	102.70
3. Percent Trucks.....	5

4. Speed change cost, between 10 mph and stop, per 1000 cycles (dollars)	
Passenger vehicles.....	\$1.84
Trucks.....	13.84
5. Speed change cycles, four lane undivided highways per vehicle miles.....	3
6. Stops and idling	
Average time per stop (seconds).....	15
Average cost per 1000 hours idling passenger vehicles, (dollars).....	114
Average cost per 1000 hours idling trucks (dollars).....	215

All benefits were calculated with respect to a twenty year time period (1970-1990) and to an annual traffic growth rate of 2.75 percent. Whereas our traffic predictions range between a high and low forecast, the benefits on page 8 were based on the lower traffic projection.

The "multiplier" effect of public investment is a notion which is generally accepted by contemporary economists. Neo-classical economic analysis shows that a net investment causes a secondary expansion in income and production over and above the primary investment. Although an endless chain of secondary responding is set up, it is a dwindling chain. We expect that a major portion of the cost of I-266 would be spent on materials and services supplied by the Washington metropolitan area. It is not possible to identify precisely the "effects" of such expenditures and consequently we have not attempted to quantify the monetary gains in the region.

The offsetting of tax losses referred to on page 12 were based on the effect improved accessibility has on property values. According to research reported by the Highway Research Board, the prices of homes correlate with driving times to the central business district in Washington, D. C. At that time, a minute less of driving time was found to be equivalent to a \$65.00 premium in the price of houses. The resulting increased assessments on property were the basis for assuming offsetting tax revenues. We have not attempted to quantify the expected tax increases because they are subject to a host of other public and private decisions that would need to be conjectured.

The maintenance and operating costs of highway facilities, even though constructed with Federal assistance, are nevertheless, the

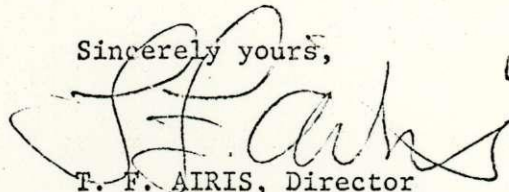
Mr. Robert M. Kennan, Jr.
Page Four

responsibility of the District of Columbia. These costs are not truly borne by D. C. residents alone because fuel taxes are levied on purchasers without regard to place of residence. The average annual maintenance cost of the I-266 project is estimated to be \$37,000 at 1970 prices. Assuming that those costs continue to rise in the future, we anticipate that by 1990 the \$37,000 will have doubled. This cost is derived from records for comparable facilities.

Borrowed funds are utilized for roadway construction, although these funds are set up to finance annual programs rather than individual projects. At present, the District of Columbia is authorized to borrow up to \$85,000,000 for highway construction. The cost of borrowing has been at a rate of 7 1/4 percent per year recently.

I sincerely hope these answers to your questions are adequate for your purposes. Please contact the Office of Planning and Programming by phone (629-3492) or in person (Room 519) for any desired clarification.

Sincerely yours,



T. F. AIRIS, Director
Department of Highways and Traffic, D. C.

1 to get in touch with Mr. Airis' people some time afternoon
2 last Thursday before I presented testimony this evening.
3 The pressure of my full-time occupation made this impossible.

4 HEARING OFFICER DUGAS: May I suggest that the record
5 will remain open in this case until the 28th of December, and
6 any other information that you may want to place in the record
7 beyond your testimony tonight, will be allowed, sir.

8 MR. KENNAN: Thank you, Mr. Hearing Officer. I
9 appreciate being reminded of that. The partial answers in
10 Mr. Airis' letter of December 10th, 1970 I think pretty much
11 speak for themselves. He gave me some figures to support
12 the extraordinary statements on page 8 of this pamphlet with
13 respect to travel time benefits, safety benefits, and opera-
14 tion benefits.

15 In looking at this letter, Mr. Hearing Officer,
16 I think that it just might--excepting a lot of, as Mr. Airis
17 put it, assumptions--excepting those assumptions it just might
18 be barely possible to conceive of some of these benefits, if
19 the District of Columbia and the State of Virginia suddenly
20 dictated that highway traffic could not increase from what it
21 is today over the next 20 years. You will note, for example,
22 that the travel speed assumed is 50 miles an hour. Well, this
23 is great on a theoretical basis. But you know and I know,
24 Mr. Hearing Officer, that this isn't the way it works out, in
25 urban highways. These assumptions ignore two essential facts

1 that have reported historically time and time again. First,
2 as an urban freeway is built it attracts more motor vehicles
3 to use it rather than alternative modes of transportation.
4 Second, the persons who are using those motor vehicles make
5 longer trips. The fact of the matter is that as a result of
6 these two facts, urban freeways soon become as congested as
7 the arterial streets they were designed to clear.

8 This 50-mile-per-hour assumption is ludicrous. I
9 asked Mr. Airis a further question about a statement on page
10 12 of the I-266 Design Hearing Information pamphlet. The
11 pamphlet referred to tax losses to Arlington County, and
12 said:

13 "THESE TAX LOSSES, HOWEVER, ARE FAR OUTWEIGHED
14 BY THE INCREASE IN TAX REVENUES THAT CAN BE
15 EXPECTED BY VIRTUE OF THE PROJECT'S IMPACT ON
16 THE REGION'S ECONOMY."

17 I asked Mr. Airis to kindly indicate the estimated dollar
18 amount of the expected increase and precisely which tax
19 revenues were referred to. He answered that the statement was
20 based on the effect of improved accessibility on property
21 values, and he referred to highway research board's study's
22 conclusion that prices of homes correlate with driving time to
23 the central business district in the Washington Metropolitan
24 Area. Indeed, he said, that according to the Highway Research
25 Board there's a \$65.00 per minute of driving time premium on

1 homes. As I understand it, this means that the closer you
2 get to the central business district the more your property
3 values increase to an extent of \$65.00 per minute of driving
4 time.

5 I suggest to you, Mr. Hearing Officer, that if this
6 is so, the most expensive home in the area should be located
7 in the Shaw Urban Renewal Area and not out in Potomac, Maryland.
8 It's just ridiculous.

9 I also asked Mr. Airis about some figures relating
10 to a statement buried in the back of the pamphlet about annual
11 upkeep. No figures were mentioned in the pamphlet. The
12 pamphlet simply says: Cost expended for highways--there are
13 two types. First, the capital cost of construction and
14 properly acquisition. Second, the annual recurring cost of
15 operation and maintenance.

16 Well, if Mr. Airis' response is correct no wonder
17 they didn't mention any cost, specifically, about operation
18 and maintenance. Mr. Airis tells me that it is expected that
19 the annual upkeep on 2.4 miles of I-266 will be \$37,000 per
20 year, and that that figure would double over the next 20 years,
21 based on 1970 prices. Now if I have figured this correctly,
22 and I am the first to concede that I am not a mathematician,
23 this equalled the total outlay over 20 years, without counting
24 any interest to approximately 1.1 million dollars. In my
25 view, this cost is not reimbursed from the federal government.

1 This comes out of the District Highway Fund, which brings me
2 to the District Highway Department.

3 I would like to submit finally one document for
4 the record, Mr. Hearing Officer. This is an article from the
5 Washington Post, dated November 28th, 1970, quoting Mr. Airis,
6 as saying that the Highway Fund is in bad shape and there isn't
7 sufficient money apparently or may not be to make badly needed
8 repairs to our roads and streets.

9 HEARING OFFICER DUGAS: It will be admitted as
10 EXHIBIT #5.

11 (A COPY OF THE ABOVE-MENTIONED DOCUMENT IS ATTACHED
12 TO THIS RECORD OF PROCEEDINGS.)

13 MR. KENNAN: As a matter of fact, the District
14 Highway Fund into which our gas tax goes and into which
15 vehicle registration fees go, is almost bankrupt. The House
16 of Representatives passed on a revenue bill today that does
17 not increase the gas tax and does not provide any additional
18 borrowing authority for the Highway Fund. In fact, 85.2
19 million dollars is already obligated on major highway con-
20 struction and major highway maintenance items. The state of
21 the streets in the city today is a shame. As a matter of
22 fact, I thought I probably would be delayed in getting here
23 because on my way down here, driving down Park Road I encountered
24 the Thomas F. Airis Memorial Pot Hole. My wife drives to work
25 at Catholic University on military road. And, Mr. DeGast that

Exhibit # 5 -
Exhibit # 32 -
Robert Kennan &
W. C. Michael
Hogan

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Street, Sidewalk. Repairs Needed, But So Are Funds

Washington's streets and sidewalks are falling into a state of serious disrepair and there is no money available to fix them, according to the city's director of highways and traffic.

"We are not proceeding with

the bread-and-butter street work needed to keep the city together," said Thomas F. Airis. "If we get a bad winter with a lot of freezes and thaws, we're really going to be in trouble."

The situation also could affect repairs on highways, but probably not the construction of such freeway projects as the Three Sisters Bridge or the proposed North Central Freeway to Silver Spring.

The city has used all the money in its highway fund and has not been given a renewal yet by Congress. A revenue bill now before the House District Committee does not include an extension of the highway fund.

Road construction and repair projects, except for emergency pothole fixing, are done by contract. The contracts are paid for with loans to the highway fund from the federal treasury. Money from gasoline taxes and car registration fees go into the highway fund and are used to pay back the loans with interest.

Congress put a ceiling of \$85.2 million on the amount of money that could be borrowed for the highway fund. That limit was reached last year.

In the current city budget, approved by Congress last July, the city asked for \$11.3 million for road and highway work, including \$3.4 million for street improvement. But because the ceiling had been almost reached, Congress approved only \$500,000 for work on the Three Sisters Bridge.

The projects requested in the current budget for which there was no money included a pedestrian overpass on Benning Road NE, repair work on the northbound span of the 14th Street Bridge, resurfacing of Chain Bridge and new safety features on the Anacostia Freeway. A final \$720,000 to complete work on the center leg of the Inner Loop Freeway alongside Third Street NW also was cut from the budget.

The city government had asked Congress for an increase in the gasoline tax from 7 to 8 cents a gallon, which would have produced an additional \$1.5 million in the highway fund this year. A House District Subcommittee rejected the increase, saying it would put Washington's gasoline tax out of line with the 7-cent rate in suburban Maryland and Virginia.

1 street is made hazardous because of the presence from Georgia
2 Avenue to North Capitol Street, of the Leonard DeGast Ruts.
3 Despite the overemployment in the D. C. Highway Department
4 there are probably enough sizeable pot holes on our streets
5 to memorialize every single one several times over.

6 We simply can't afford the maintenance cost of this
7 highway. Finally, Mr. Hearing Officer, I would like to ask
8 Mr. Airis one or two more questions relating to the safety
9 of the Three-Span alternative. I was astonished, Mr. Hearing
10 Officer. Mr. Airis told me that this pamphlet cost \$25,000.00
11 to produce (sic). Of course 10% of that only came from the
12 District Highway Fund--\$2500.00. Not once in this pamphlet
13 was it pointed out that serious doubts had been raised about
14 the safety, the structural safety of one of these alternatives.
15 I would like to read first a memorandum from Mr. Turner, a
16 Federal Highway administrator, and Mr. Schoffer, the Regional
17 Federal Highway Administrator. It is set out in full, in
18 the District Court - of August 3, in the Three Sisters Bridge
19 case. It appears at 316 FedSup, Page 792. And then I will
20 ask Mr. Airis some questions. Mr. Turner says:

21 "In our Memorandum of September 6, 1968, we
22 requested that a comprehensive feasibility
23 study be made for the proposed design which
24 would take into affect the curvature of the
25 end spans and skew of the abutments. We are

1 still concerned that the combination of the
2 adverse geometry of the superstructure, the
3 unconventional design detail, the extreme
4 lack of design experience in a structure of
5 this type and the complete absence of this
6 particular construction experience in this
7 country make the undertaking extremely
8 hazardous and fraught with danger. To the
9 best of our knowledge very little has been
10 accomplished to alleviate this concern."

11 This is a memorandum of March 1970. He goes on in this
12 memorandum, Mr. Hearing Officer, to quote from Section 109
13 of the Federal Aid Highway Act, and then goes on to say:

14 "At a meeting at my office on March 20,
15 1970 an agreement was made with Mr. T. F.
16 Airis, Director, Department of Highways and
17 Traffic, that a feasibility study would be
18 initiated to determine the proper cross-
19 section design for the bridge. In addition
20 to the design proposed by the District
21 of Columbia, one or more of a conventional
22 cross-section would be included in the
23 investigation. As a second phase of the
24 investigation, it was agreed that a scale
25 model of the section determined to provide the

1 optimum of engineering in aesthetic properties
2 would be constructed at a scale of about 1/15th
3 for the purpose of load testing in order to
4 verify the various design assumptions that must
5 be made by the designer. However, the model
6 testing phase will not be started until this
7 office is satisfied that the cross section to
8 be tested will provide safety, durability and
9 economy of maintenance that is required by
10 Section 109 of Title 23."

11 Mr. Airis, has the District of Columbia Department of Highways
12 and Traffic ever undertaken a feasibility study of the kind
13 mentioned in this memorandum?

14 MR. AIRIS: Well, first, let me ask you this. Is
15 that a letter to me?

16 MR. KENNAN: This is a memorandum from Mr. Turner
17 to Mr. Schoffer. The language contained here was paraphrased
18 and relayed to you, as I understand it, in a letter from
19 Mr. Hall, dated April 2, 1970.

20 MR. AIRIS: Well, in answer to your question, we
21 have undertaken model tests, and later after Mr. Turner wrote
22 that memorandum he said - Judge Sirica - that when the bridge
23 was built would be the safest bridge that was ever built.

24 MR. KENNAN: The District Department of Highways
25 has undertaken scale model tests?

1 MR. AIRIS: Yes, indeed.

2 MR. KENNAN: Has one been constructed?

3 MR. AIRIS: Which, the model?

4 MR. KENNAN: Scale model?

5 MR. AIRIS: Yes. We perceive preliminary results
6 on some features of it, but it is not yet completed.

7 MR. KENNAN: When, do you estimate, it will be
8 completed, Mr. Airis?

9 MR. AIRIS: Well, I don't really know. I will have
10 to "hunt" out the answer for you, but it is not in the next
11 week or so. It still a little time away.

12 MR. KENNAN: Are you satisfied, Mr. Airis, that the
13 safety of the Three Span Alternate can be determined before
14 these tests are completed?

15 MR. AIRIS: Oh, certainly. This is a mountain out
16 of a mole hill, because until you get your final engineering
17 design worked and finished, no one could say forsure, until
18 that is done, that any bridge is proper. But when the design
19 is complete, if something shows up in the model--and this is
20 the purpose, of course, of the model as I am sure you know,
21 Mr. Kennan, to verify your design criteria that you cranked
22 into it, and as soon as the information on the model becomes
23 available, if it is not right we send it back, you simply
24 go back and recirculate your design again and come up with
25 the correct criteria. That's the purpose. I don't think there

1 is any question at all about the safety of the bridge. You
2 are questioning it. We should take it aside and look it over
3 real carefully and let you talk to our designers.

4 MR. KENNAN: Mr. Airis, I don't want to appear
5 contentious. I am simply trying to establish for this record
6 what the status of your work is.

7 MR. AIRIS: I understand. I understand. You must
8 recognize that we went through considerable difficulty and
9 expense, if I may say so, to produce the information that
10 is collected in the opinion here and that I just read, and
11 it is for this reason that I am raising the point.

12 I think, if you will bear with me, Mr. Hearing
13 Officer, you said, just now, that until final design work is
14 completed you can't be sure about the safety of anything.

15 MR. AIRIS: No, I didn't say that at all.

16 MR. KENNAN: I am sorry. Perhaps I misunderstood
17 you.

18 MR. AIRIS: I think you did.

19 MR. KENNAN: Well, what did you say, Mr. Airis?

20 MR. AIRIS: I said that until the model tests are
21 complete your design criteria is not in its final stage; and
22 until you get your design criteria, the number of bars, the
23 space into the bars, the space in your reinforcement, the
24 tension reinforcement worked out and tested, you don't have
25 your design completed. Now, as to the safety of the bridge, it

1 can be made as safe as any other bridge. We all agree,
2 in the Department, as you well know, it has built a lot of
3 bridges around the Potomac and the Anacostia River here and
4 other places here in the District.

5 MR. KENNAN: Well, Mr. Airis?

6 MR. AIRIS: Let me finish, will you?

7 MR. KENNAN: Oh, I am sorry, I thought you were
8 through.

9 MR. AIRIS: And until you have finished your
10 design on anyone of those, an engineer can't say with a
11 hundred degree certainty that the design is complete, but as
12 for the safety of the bridge, certainly it's safe. The de-
13 signers will perform and get the proper criteria in it, and
14 this bridge will be safe.

15 MR. KENNAN: Mr. Airis, I suppose that we could stay
16 here all evening chatting about the Three Sisters Bridge. I
17 just want to make clear that in my understanding the 3-Span
18 alternative that is before us tonight is a novel project;
19 a pre-stress, concrete bridge of this length has not yet been
20 built anywhere in the world and it is very difficult, for that
21 reason, for me to understand why the Department's experience
22 with out bridges across the Potomac are really having a bear-
23 ing on this particular bridge. If I may add one word, Mr.
24 Hearing Officer, it is this: I looked around before I came
25 up to the podium at some of the statements that were made this

1 morning by representatives of the business community here in
2 Washington, and they read like a -- of praise -- for our
3 highway department, Mr. Airis and his associates. I would like
4 to say publicly, Mr. Hearing Officer, that I wholeheartedly
5 disagree with the statements. I think that the Highway Depart-
6 ment has done those businessmen as well as the large majority
7 of citizens in this city, a grave disservice, by the attention
8 that they have paid Interstate Highways over all other aspects
9 of transportation in the community. I would like to introduce--

10 HEARING OFFICER DUGAS: May I just interrupt you
11 just long enough to suggest that if you can get the statement
12 of James O. Granum, National Capital Section, American Society
13 of Civil Engineers. It may be of some interest to you.

14 MR. KENNAN: Thank you. I shall do that, Mr. Hearing
15 Officer. I should also point out, I suppose, in defense, that
16 a very large proportion of the members of the American Academy
17 of Civil Engineers are employed by State and Federal Highway
18 Departments across the country. I consider that not to be
19 an entirely objective source.

20 I should like to introduce, Mr. Hearing Officer, --

21 HEARING OFFICER DUGAS: Where would you get the bridge
22 builders from if you don't consider these people objective?
23 I mean, for my own information I am curious.

24 MR. KENNAN: Well, Mr. Dugas, the bridge builders are
25 engineers. That's very true. I was addressing myself to some-

1 thing completely different, and that is an appraisal of the
2 public service rendered by the Highway Department in the
3 District of Columbia. Now what I am saying is that in my
4 view the Society of Civil Engineers are not qualified, not
5 nearly as qualified as everyday citizens in this city, to
6 analyze the work that has been done by the Highway Department.

7 THE AUDIENCE: (applause)

8 HEARING OFFICER DUGAS: Let me be heard out. I am
9 sure the members of the public understand you, but I am not
10 sure that I do.

11 MR. KENNAN: Well, I want to make sure that you do,
12 Mr. Hearing Officer, so I will bear with you.

13 HEARING OFFICER DUGAS: May I ask you just one
14 thing: Are you suggesting that the citizens of the District
15 of Columbia perhaps have more expertise in safety factors
16 relating to bridges than do the members of the American Society
17 of Civil Engineers?

18 MR. KENNAN: Mr. Hearing Officer, I consider that a
19 loaded question, first.

20 HEARING OFFICER DUGAS: Yes, sir, it is.

21 MR. KENNAN: Let me say that, in defense, no, I don't
22 think that a person who is not trained as an engineer, who
23 doesn't have some engineering expertise can make technical
24 engineering decisions about safety, but when it comes to the
25 question of having safe streets and whether freeways as

1 distinguished from other forms of transportation are more
2 likely to achieve safe streets, then I think the people's
3 voice should rule.

4 HEARING OFFICER DUGAS: I understand.

5 MR. KENNAN: Now, I would like to introduce Dr.
6 Hogan at this time. Dr. C. Michael Hogan is Manager,
7 Environmental Program for Environmental Systems Laboratory,
8 a division of ESL INCORPORATED, Sunnyvale, California.
9 Dr. Hogan has come a long way to be with us this evening. We
10 are pleased and proud to have him available at this hearing.
11 Mr. Hearing Officer, at the conclusion of his presentation I
12 shall formally make the request of you again, and I ask that I
13 be recognized then.

14 HEARING OFFICER DUGAS: Dr. Hogan?

15 WHEREUPON,

16 DR. C. MICHAEL HOGAN,
17 Committee of 100 on the Federal City, approached the podium and
18 testified, in substance, as follows:

19 DR. HOGAN: My name is C. Michael Hogan. ESL In-
20 corporated has been retained by the Committee of 100 on The
21 Federal City to provide testimony on the expected environmental
22 impact of portions of the proposed I-266 highway. ESL In-
23 corporated in Sunnyvale, California is a research and develop-
24 ment corporation, which has been in existence approximately
25 seven years. We have on our staff approximately 190 pro-

1 professional staff members, most of whom are engineers, scientists
2 and mathematicians. The Environmental Systems Laboratory of
3 ESL is engaged in an environmental analysis, specializing in
4 the prediction and monitoring of air and noise pollution. We
5 are and in the recent past have been engaged in various
6 analyses for both private organizations and government. In
7 particular, on December 7th, 1970 ESL presented environmental
8 findings for the proposed I-66 highway through parts of
9 Arlington County.

10 My own background is in physics, having received
11 degrees from Princeton University and Stanford University. I
12 hold an additional position at present as Faculty Member of
13 Santa Clara University in California.

14 The principle results of the ESL investigation today
15 are:

16 (1) Insufficient data has been made public regarding
17 the detailed design of the proposed I-266 highway. In par-
18 ticular no thorough assessment can be made of the environmental
19 impact of the I-266 Potomac Crossing (Three Sisters Bridge)
20 without detailed designs of the highway segments and ramps
21 that connect to that bridge.

22 (2) A preliminary environmental analysis has been
23 conducted to predict carbon monoxide and sound levels near
24 the proposed I-266 highway as it passes over the Potomac
25 river bank area on the District of Columbia side. The results

1 show that there is a potential threat to the community health
2 in park and other areas up to at least several hundred feet
3 from the highway.

4 (3) Based upon the preliminary environmental
5 analysis ESL deems it imperative to conduct a more detailed
6 study of the environmental impact of the proposed I-266 before
7 any design plans are confirmed.

8 I shall elaborate on each of these three points
9 in succession: In performing a meaningful environmental
10 analysis in which one not merely generates numbers but tries
11 to assess the real impact of any project upon community health
12 and well-being one needs reliable and accurate data about the
13 proposed project. In particular, ESL has conducted an analysis
14 of the noise and air pollution effect of the I-266 highway and
15 has sought data which has not been available to ESL for making
16 this type of analysis. To elaborate and become somewhat
17 technical, I state that in the prediction of noise pollution
18 one needs to know the detailed geometry of the roadway with
19 respect to the community. One needs to know the placement of
20 various objects, buildings and the structure of the terrain
21 because of the complex nature of acoustic propagation. One
22 also needs to know a detailed inventory of the sound sources
23 --that is, detailed estimates of not only the number of
24 vehicles crossing in one day but the number of vehicles by
25 hour and the vehicle mix broken down into automobiles and

1 trucks, preferably trucks broken down into gasoline and diesel
2 powered. One also needs to know the detailed meteorology of
3 the region. Much of this ESL has been able to obtain through
4 Department of Commerce channels.

5 Similarly, in predicting air pollution impact upon
6 the community one also needs to know the detailed geometry
7 of the roadway with respect to the surrounding area, the
8 meteorology and a detailed emission inventory.

9 All of these things, of course, are ultimately im-
10 portant because it is necessary to know the exact placement
11 of the roadway relative to people who are the recipients of
12 the environmental impact.

13 Now I should like to discuss briefly the philosophy
14 of the environmental calculations that were performed in order
15 that the somewhat technical nature of the results not be mis-
16 leading in any way. The philosophy of the predictions of the
17 air noise pollution was, as I said earlier, not merely to
18 generate numbers relating to the environmental effects but to
19 generate numbers which relate intimately to the people that
20 must bear those environmental effects. So that in our very
21 units of measurement, our very mode of calculation, we in-
22 corporate this type of principle. In particular, when we
23 calculate noise effects, the units of measurement are referred
24 to there as the DVA Scale. The DVA Scale is a commonly used
25 scale by acoustical scientists to rate relative intensity of

1 sounds. I will make some comments on the interpretation of
2 that scale a little later. The unit used in the prediction
3 of air pollution is parts per million of concentration. This
4 measure is extremely important because the human subjects whom
5 are affected by the air pollution actually experience the
6 air pollution at their own location, and, therefore, becomes
7 somewhat unimportant what the actual tonnages of emissions
8 are and much more important what the concentration of a
9 pollutant carbon monoxide are at the location of a person.

10 I shall now review the preliminary environmental
11 analysis that ESL has performed. We have investigated the
12 impact of air and noise pollution upon the surrounding area
13 of I-266. We find that there is significant environmental
14 impact in both air and noise pollution which will be elaborated
15 in the detailed statements and interpretation that follow.
16 It is very important to note at this point the rather conserva-
17 tive assumption that went into these predictions. That is,
18 ESL addressed cases that were meaningful enough to be con-
19 sidered but did not address the cases that would lead to the
20 most severe or extreme pollution episodes. In particular,
21 in order to calculate noise effects, the model used assumed
22 only one passing vehicle, a truck, so that the effects of other
23 automobiles or other noise sources--for example, aircraft are
24 completely ignored in this analysis in order to give a con-
25 servative estimate about the environmental impact. I shall now

1 display a slide showing the relative noise annoyances on the
2 dBA scale.

3 Figure 2.: The scale is prepared so that the results
4 that follow can be interpreted in terms of reference sound
5 levels that we ordinarily are accustomed to hearing.
6 On the righthand side, one sees opposite the various dBA levels
7 representative situations which are typical of those dBA levels.
8 So that we see at the lower extreme 20 dBA is represented as a
9 sound studio for extremely quiet conditions. 50 dBA is a
10 moderate type of noise enclosure that one would encounter in
11 a normal business office. 90 dBA on the upper extreme is
12 that level of noise that would be experienced a few feet
13 away from a Jack-Hammer out on a city street. On the lefthand
14 side we see several levels not related to specific noise sources
15 but related to comments that are available on the noise. We
16 see the 0 point that's chosen to be the threshold of hearing.
17 We see at the extreme top one has the threshold of pain which
18 is induced by the sound level. Intermediate comments are
19 made from 40 to 75 dBA. We have various comments, some are
20 HUD DESIRABLE - as far as noise levels recently established.
21 The upper bar around 75 dBA indicates the point at which
22 occasion noises at this level will very likely cause community
23 reaction. This particular somewhat objective remark is docu-
24 mented in the paper "CAN NOISE RADIATION FROM HIGHWAYS BE
25 REDUCED BY DESIGN?" a State of California publication. With

1 reference sound levels in mind I shall now demonstrate some
2 results of computer compilations which ESL has made predicting
3 the noise exposure in the general vicinity of the proposed I-266
4 on the District of Columbia side. The schematic drawing
5 illustrates an elevated roadway with a truck going by. The
6 contour lines through the Diagram (Figure 1.) represent places
7 of equal intensity, equal sound intensity throughout the field.
8 One has a verbal scale representing the number of feet that
9 any particular observer is from the base level. One has on
10 the horizontal axis the distance that one is from the source,
11 the vehicle.

12 As we can see, up to approximately 230 feet from
13 the roadway one has significant noise levels. Referring to our
14 standard slide of a moment ago, we see that most of these
15 levels - will generate what is referred to between vacuum clean-
16 er and jackhammer (Figure 2.). We also see that the levels
17 are above some of the HUD noise level recommendations and we
18 also see that the levels are generally above that likely to
19 produce community complaints. I should indicate, although it
20 can't be shown entirely on this slide, that significant noise
21 level persists out beyond 300 feet, and depending on one's
22 subjective measure and how much noise he can tolerate, may be
23 significant up to 1000 feet.

24 Similarly, we will look at now a set of standards
25 for carbon monoxide (Figure 3.) ESL has predicted the likely

1 carbon monoxide exposure of the same I-266 road vicinity,
2 and in order to interpret these results we should follow some
3 of these reference levels indicated in a spot. We see again,
4 on the righthand side, one lists several typical facts that
5 are reported in the literature. Most of these effects have
6 been demonstrated only in their statistical occurrence, as most
7 health effects due to pollution are. One sees as low as 8
8 parts per million carbon monoxide may have an observed physio-
9 logical effect upon human beings. One sees that more extreme
10 levels around 30 parts per million may have a considerable
11 effect upon people. It's interesting to note the bottom of
12 the righthand side of the slide - that the average ambient
13 carbon monoxide concentration in urban United States. This
14 I stress is an average over many parts of the city. What
15 we are looking at are the acute effects that measures around
16 meaningful and considerable portions of the roadway; in the
17 general area of 4 to 6 parts per million of carbon monoxide
18 is also estimated to be the current District of Columbia
19 type average carbon monoxide concentration although no really
20 reliable data exists since not enough monitoring positions are
21 available throughout the District of Columbia to verify that
22 kind of level. On the lefthand side, one again sees a couple
23 of important guidelines. The 10 parts per million guideline
24 is important because it represents the National Air Pollution
25 Control Administration's recently adopted guidelines. Around

1 five parts per million should be, or the five to six parts
2 per million are the proposed Washington, D. C. guidelines for
3 carbon monoxide. I should mention that the National Air
4 Pollution Control Administration has also gone on record as
5 indicating 5 parts per million of carbon monoxide would be a
6 desirable level to lift the carbon monoxide concentration.
7 We see up near the upper lefthand corner a couple of extreme
8 carbon monoxide concentrations which have been measured near,
9 respectively, New York City and Los Angeles Freeway inter-
10 change.

11 I will present some of the ESL findings on predicted
12 carbon monoxide concentration in the vicinity of I-26. Please
13 recall the indicated levels in this slide. I should mention
14 before interpreting the slide itself some of the important
15 assumptions that went into the compilations which were very
16 conservative. The meteorological conditions, one speed of
17 5 miles per hour and stability class are such that they will
18 be encountered 30% of the time in the District of Columbia area.
19 That is to say, 30% of the time, in the morning rush hour, one
20 will actually experience carbon monoxide levels above these
21 values. Sometimes considerably above these values. The cal-
22 culations also assume that every vehicle on the roadway is
23 equipped with 1974 air pollution control emission devices.
24 Whether or not the vehicles in 1974 will actually have those
25 devices remains somewhat problematic, but in order to present

1 a conservative estimate we assumed that type of equipment. We
2 also assumed that the speed of all vehicles on the roadways,
3 50 miles per hour - again a conservative assumption - in the
4 sense that reduced vehicle speeds which are sometimes a
5 certainty will tend to increase the model calculations of car-
6 bon monoxide. Now to interpret the slide. (See Table 1.)
7 We have made calculations for four representative distances
8 from the roadway. The roadway is illustrated again as the
9 elevated vehicle goes by (See Figure 3.) The calculation,
10 I must point out, was made for the entire projected stream of
11 traffic not just one vehicle. The calculations that were
12 made for three representative types: 0 feet ground level;
13 5 feet, approximately the height of a human observers head;
14 and 13 feet (See Figure 3.) The calculations were made,
15 as summarized here, for 4 distances from the roadway and are
16 thus presented in the red. One sees that in the ground level
17 vicinity at 0 - 5 feet concentration of 7 to 10 parts per
18 million of carbon monoxide are seen to occur. We can compare
19 this then with the earlier slide that showed us that 10 parts
20 per million is the desired - the proposed National Air
21 Pollution Control Administration guideline. So that these
22 levels indicating routine occurrences of carbon monoxide are
23 right at that level. We can be assured, then, that the levels
24 that will derive from this roadway configuration will be above
25 the proposed Washington, D. C. guideline; above the desirable

1 National Air Pollution Control Administration guideline, and
2 many times when one has wind velocities such as 1 or 2 miles
3 per hour - will reach into the 20 to 30 parts per million
4 range indicated to be typical of Los Angeles and New York
5 City, major freeway interchanges, now, and which were suffi-
6 cient to cause prominent damage in human beings.

7 Let me quote from the Design Hearing Information,
8 page 9:

9 "THE DISTRICT OF COLUMBIA AND THE SURROUNDING
10 METROPOLITAN AREA REPRESENT A NATIONAL HISTORIC
11 TRUST."

12 Indeed there are many national monuments in this particular
13 area and one can see for himself what some of the typical
14 environmental facts would be, not only from the people in
15 this area but the sights of this national historic trust.
16 Before a more specific analysis can be made for any one of the
17 sites, one would have to have more detailed information than
18 is now available on the design of the roadway. I should also
19 like to point out several comments in the Design Hearing In-
20 formation, page 13, which are so patently unobjective that
21 they should be brought for public notice. One statement
22 reads, and I quote,

23 "THE FINDINGS ALSO CONFIRM THAT ADDITIONAL
24 REDUCTION OF NOISE IS GAINED FROM HIGH DENSITY
25 TREE PLANTINGS ALONG THE RIGHT-OF-WAY."

1 The use of tree plantings along roadways has for
2 some time been dispelled as reasonable means of noise reduc-
3 tion. I merely refer to a document cited earlier for details
4 of this analysis and a more extensive bibliography, - the
5 paper, "CAN NOISE RADIATION FROM HIGHWAYS BE REDUCED BY
6 DESIGN?" By referring to several well-known experiments,
7 very small noise reduction can be achieved by high density
8 tree plantings, and this statement I find to be extremely mis-
9 leading to a person who is not versed in acoustic propagation.

10 The second statement I quote from the DESIGN HEARING
11 INFORMATION:

12 "RELATIVELY FEW PEOPLE WILL BE AFFECTED BY
13 NOISE, SINCE ALL RESIDENCES ARE 150 FEET
14 OR MORE FROM THE PAVEMENT."

15 Again, objective evidence has shown on the noise
16 contour predictions, indicates that this is a misleading
17 statement since significant levels of noise will extend well
18 beyond 150 feet beyond the roadway.

19 The third comment I quote from the DESIGN HEARING
20 INFORMATION states that:

21 "THE MOST EFFECTIVE CONTROL OF NOISE IS AT THE
22 SOURCE."

23 I would like to expand one sentence on that which
24 is not mentioned in the DESIGN HEARING INFORMATION as an
25 alternative, that one way to control noise at the source is

1 to eliminate the highway.

2 THE AUDIENCE: (applause)

3 MR. HOGAN: I should now like to elaborate on the
4 third point, which I mentioned in the introduction and that
5 is more detailed analysis that ESL deems should occur in order
6 to assess the environmental impact on the area surrounding
7 I-266. There are several tasks that one needs to perform and
8 I will try to be somewhat specific about these tasks. Some of
9 these will be entered into the record when I finish reading
10 from them.

11 In particular, in order to calculate noise levels in
12 the detailed way that they should be one needs to acquire de-
13 tailed drawings of the proposed roadway and adjoining terrain,
14 including all alternate designs.

15 One needs secondly to acquire a detailed description
16 of the meteorological conditions in the area around the Three
17 Sisters site.

18 One need thirdly to acquire the traffic statistics
19 expected for the Three Sisters site.

20 And lastly, one needs to use the existing noise pre-
21 diction model to calculate the noise levels that can be expected
22 in the vicinity of the proposed I-266 near the Potomac Crossing.

23 For a through air pollution analysis on merely one
24 substance, carbon monoxide, it is recommended that a study
25 including the following forecast, be conducted.

1 One, construct a statistical description of the wind
2 field at the proposed Three Sisters Bridge site.

3 Two, acquire available data of CO concentrations for
4 an elevated roadway that has similar mean wind conditions, air
5 turbulence and traffic burden, as the proposed Three Sisters
6 Bridge site.

7 Three, test existing diffusion models against the
8 data acquired in task two, to determine which model will best
9 predict CO concentrations near the Three Sisters site.

10 Four, apply the best diffusion model together with
11 the statistical description of the wind field to predict CO
12 concentrations at the Three Sisters site.

13 In order to indicate what would be involved in such
14 an analysis I merely state that the scientific tools for
15 performing such an analysis exist. You have seen an example
16 of their results tonight.

17 ESL so estimates an approximate cost of such a
18 more complete environmental analysis to be \$50,000.

19 Again, I would like to summarize the three principle
20 findings that ESL has in its environmental impact analysis.

21 Insufficient data has been made public in order to
22 make a detailed environmental type analysis.

23 Two, a preliminary environmental analysis has been
24 conducted and it has been found that there is a significant
25 potential threat to the community's health, in park and other

1 areas up to at least several hundred feet from the highway.

2 Three, based on the preliminary environmental analysis
3 ESL recommends a more detailed study in order to assess the
4 actual environmental impact of the proposed I-266.

5 I now enter into the record, a brief summary of
6 the CAPABILITIES & FACILITIES of the Environmental Systems
7 Laboratory of ESL Incorporated; and I enter into the record
8 a summary of the ENVIRONMENTAL FINDINGS FOR THE PROPOSED I-266
9 HIGHWAY AT THE PTOMAC RIVER CROSSING performed by ESL.

10 HEARING OFFICER DUGAS: They will be admitted as
11 Exhibits #6 and #7. Thank you, Doctor. May we have them.

12 (THE ABOVE MENTIONED EXHIBITS ARE ATTACHED TO THIS
13 RECORD OF PROCEEDINGS.)

14 MR. KENNAN: Mr. Hearing Officer, I am sure that
15 you must have been impressed as I was by Dr. Hogan's testimony.
16 On the basis of the testimony he has presented here, we of
17 the Committee of 100 on the Federal City request and urge
18 that the Highway Departments of the District and Virginia
19 hold a new design hearing of I-266, after the necessary fore-
20 cast data have been prepared and distributed to the public, and
21 after a detailed an environmental impact analysis has been un-
22 dertaken of the kind Dr. Hogan has suggested for the whole of
23 the highway project designated I-266. We think that this at
24 a minimum is required by Title 23 of the United States Code,
25 Section 128(a), by the Policy and Procedure memorandum 20-8,

Exhibit # 7 - Witness # 32 - Mr. C. Michael Hogan 237

**ENVIRONMENTAL ANALYSIS FINDINGS FOR
THE PROPOSED I266 HIGHWAY AT THE
POTOMAC RIVER CROSSING**

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Leda C. Patmore
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December 11, 1970

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ENVIRONMENTAL ANALYSIS FINDINGS FOR
THE PROPOSED I266 HIGHWAY AT THE
POTOMAC RIVER CROSSING

1. INTRODUCTION.

ESL Incorporated has been retained by the Committee of 100 on The Federal City to provide testimony on the expected environmental impact of portions of the proposed I266 highway. The principal results of the ESL investigations to date are:

- (1) Insufficient data has been made public regarding the detailed design of the proposed I266 highway. In particular no thorough assessment can be made of the environmental impact of the I266 Potomac Crossing (Three Sisters Bridge) without detailed designs of the highway segments and ramps that connect to that bridge.
- (2) A preliminary environmental analysis has been conducted to predict carbon monoxide and sound levels near the proposed I266 highway as it passes over the Potomac river bank area on the District of Columbia side. The results show that there is a potential threat to the community health in park and other areas up to at least several hundred feet from the highway.
- (3) Based on the preliminary environmental analysis ESL deems it imperative to conduct a more detailed study of the environmental impact of the proposed I266 before any design plans are confirmed.

Details of the above three points are given in the following sections.

2. DESIGN FEATURES OF I266 REQUIRED FOR AN ENVIRONMENTAL ANALYSIS.

There is a large quantity of data needed to make a valid study of the environmental impact of the proposed Three Sisters Bridge. Much of this data is not available at this time.

Not only is the design of the bridge itself important, but details are needed on the roadway on either side of the bridge. One must know exactly where these roadways are to be located so that the interaction between the roadway and surrounding terrain can be calculated. In studying air pollution, the calculations of turbulence patterns are dependent on this interaction. Similarly in noise studies one must know what the surrounding terrain looks like in order to account for reflection and diffraction of the sound waves.

The length, width, and height of the roadway are also very important, as is the design of any supporting structure that might be present. All of these effect the way the pollutants are dispersed. For example, if the ramps leading to the bridge are built on solid structures one can expect eddy effects along the supporting structure. In the case of noise studies it is important to be able to define exactly where the sources are. If the roadway shapes either upward or downward it can affect both air and noise pollution. For example, trucks going up an incline tend to be noisier than trucks driving on flat terrain.

Details of the expected traffic burden are also needed. One has to know how many vehicles are to be expected in order to do any calculations. One needs to know not only the number of vehicles, but also what types of vehicles that are expected and in what proportions.

2. -- Continued.

In summary, to make a meaningful study of air or noise pollution, specific details of the roadway must be known. This includes the exact location of the roadway, the design of supporting structures, the dimensions of any traffic barriers, the type of surface that will be used, and the design and location of any adjoining range. Also one must have detailed contours of the terrain surrounding the proposed roadway.

Finally one needs to have detailed traffic statistics. These statistics must contain the absolute number of vehicles predicted, and the mix of cars, gasoline trucks, diesel trucks, and buses expected. One must have figures on how the speed of the vehicles will vary and whether the vehicles will be accelerating, decelerating or moving smoothly. All these statistics should be given not only in terms of average load, but also in terms of peak loads and for other times of interest such as late evening.

3. PRELIMINARY ENVIRONMENTAL ANALYSIS.

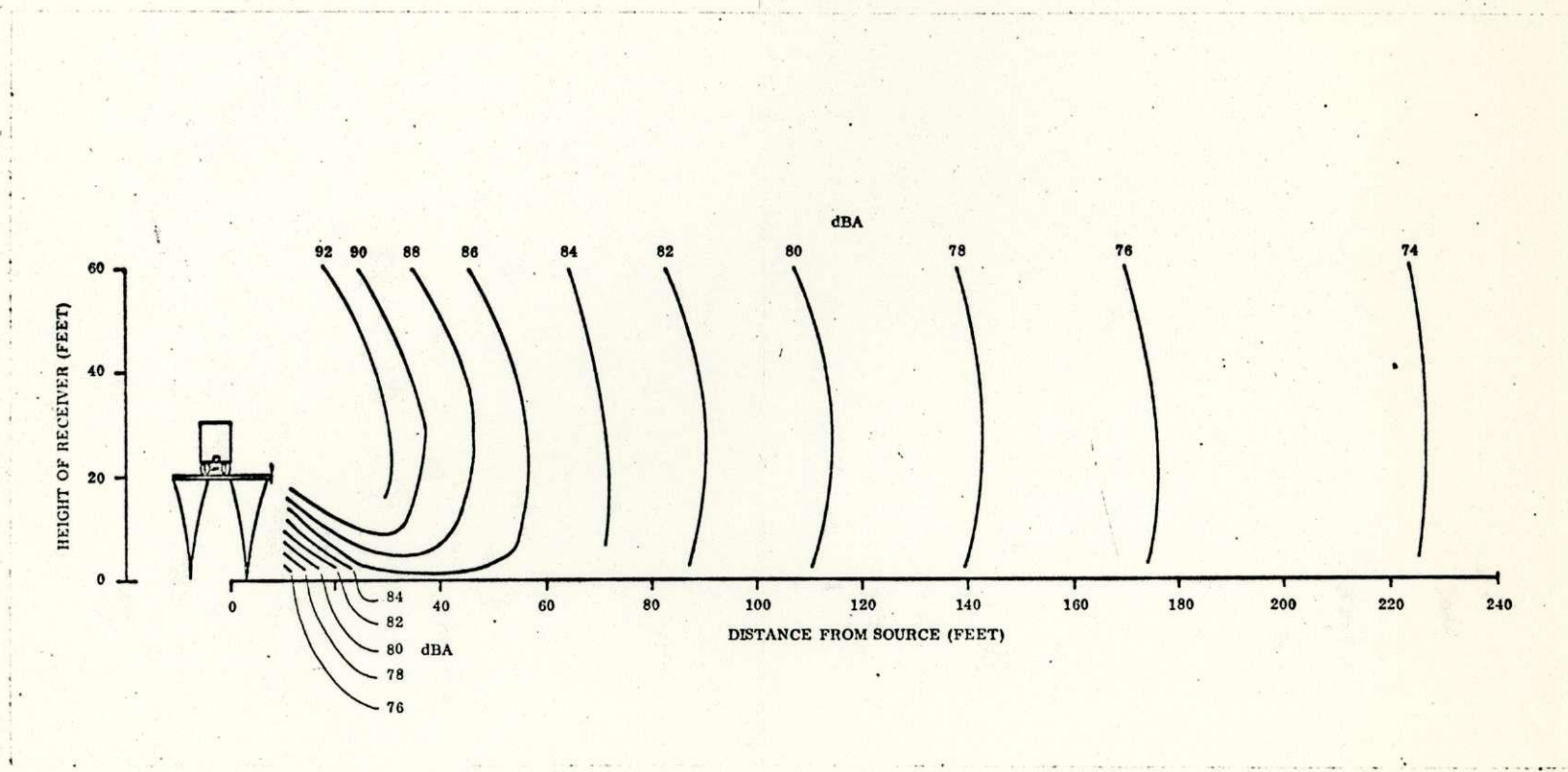
A simplified model was used for the preliminary estimates of noise levels. This was necessitated by the fact that the data need^{ed} for running an actual case was not available.

The model used consists of a single truck located on a 20' roadway. It was assumed that the truck was in the outside lane and travelling at a speed of 50 mph. A noise level of 93 dBA measured at 25' from the truck was used. The predicted noise contours are shown in Figure 1.

Figure 2 can be used to relate these figures to sound levels normally heard. Also the noise levels should be compared to standards shown in this figure.

In spite of the lack of definitive design data, some preliminary estimates of carbon monoxide (CO) concentrations were made. The roadway was considered to be an elevated line source, at a height of thirteen feet from the ground, with a maximum hourly ~~one-way~~ traffic burden of 9,000 cars per hour and ^{A MAXIMUM} ~~an average~~ hourly one-way traffic of ~~4,500~~^{6,000} cars per hour. The CO emission rate used, per car, was 23 grams/mile, which represents 1974 standards for a car travelling 50 miles per hour. The wind speed was taken as five miles per hour, yielding CO concentrations which are actually exceeded 30% of the time (when wind speeds are less than 5 miles per hour). The air turbulence was considered to be moderately stable.

Projected CO concentrations were computed for various distances from the roadway, at ground level and heights of five and thirteen feet. These figures are given in Table 1 and are illustrated in Figure 3. For purposes of comparison, note that harmful effects from CO have been observed at concentrations 8 parts per million (ppm); that present NAPCA guidelines for maximum eight-hour CO concentrations



9
 Figure 1. Predicted Noise Levels in the Vicinity of Proposed I266. The Area Shown is the District of Columbia Side of the Proposed Three Sisters Bridge.

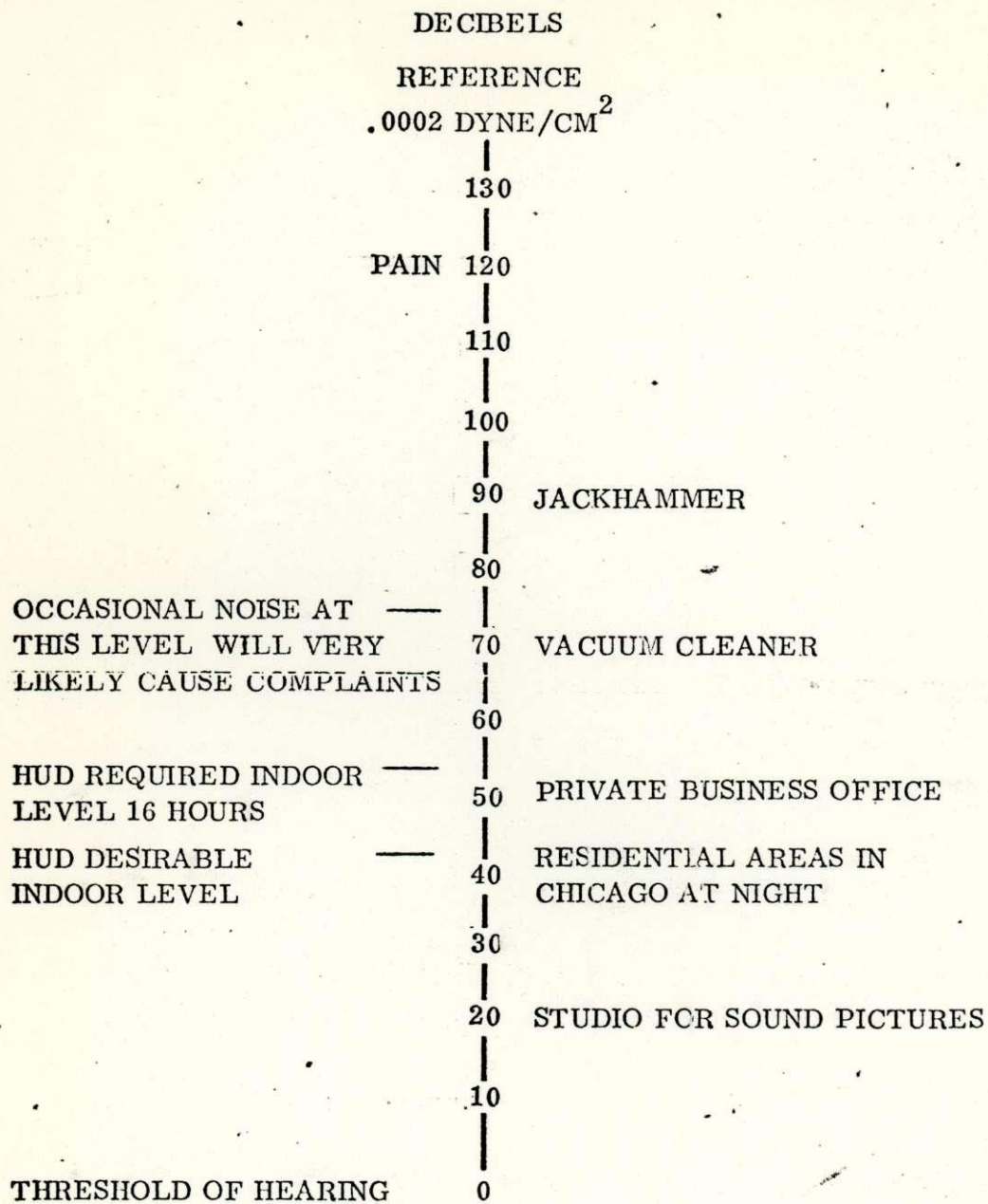


Figure 2. Reference Sound Levels Measured in dBA

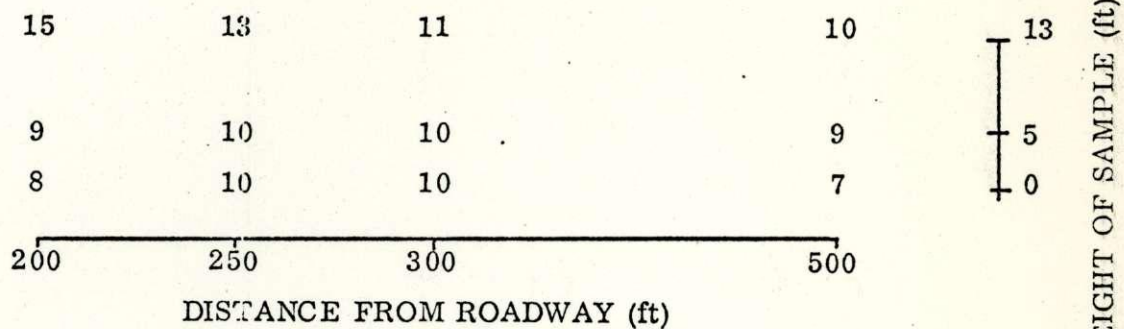
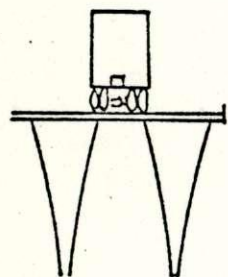


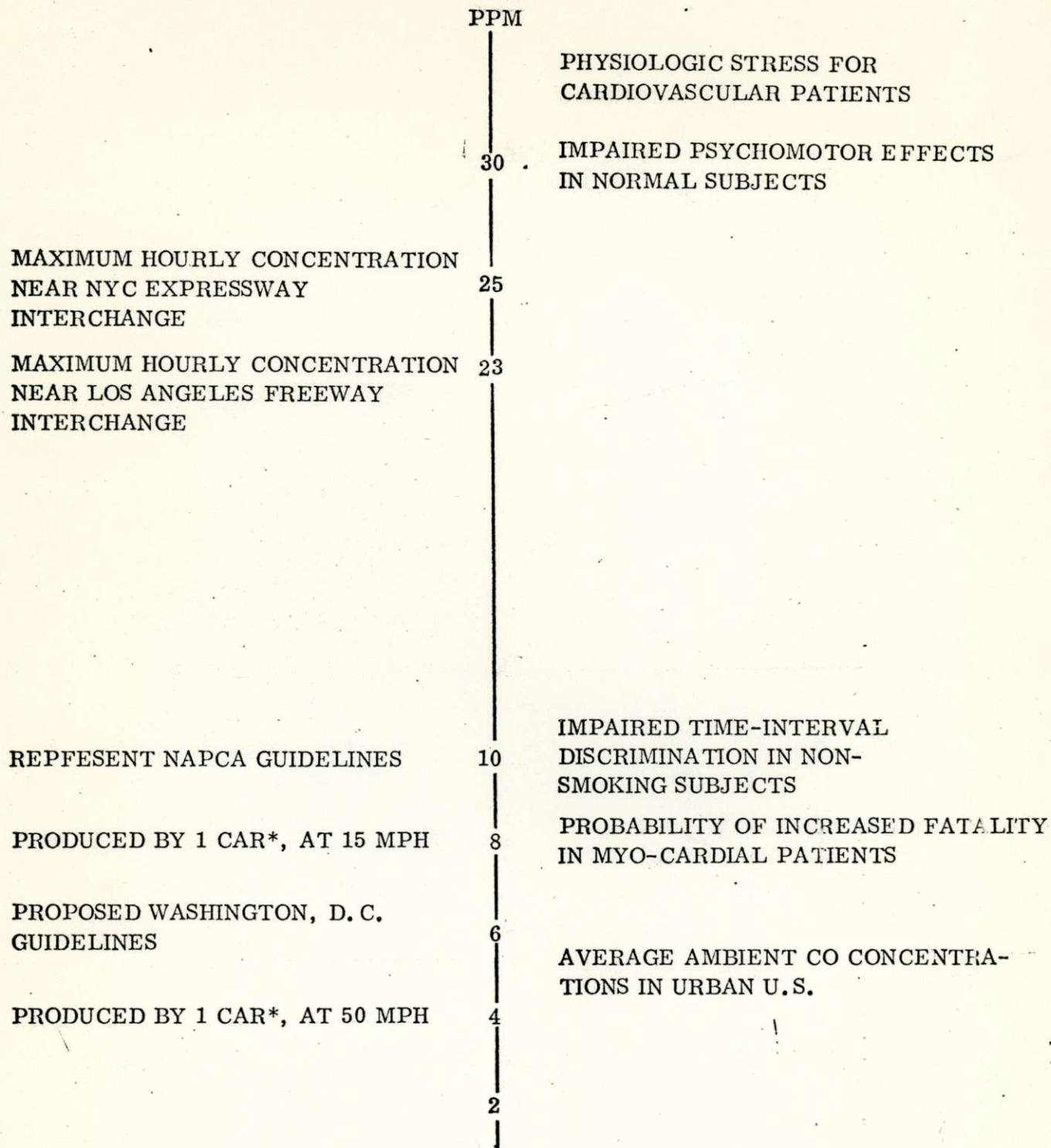
Figure 3. Carbon Monoxide Concentrations in PPM in the Vicinity of I 266 Near the Potomac River Crossing.

3. -- Continued.

are 10 ppm, and that proposed Washington, D. C. guidelines call for eventual restriction to 5 ppm (see Figure 4).

Table 1.

<u>Distance from Roadway (ft)</u>	<u>Ground Level Concentration (ppm)</u>	<u>5' Concentration</u>	<u>13' Concentration</u>
200	8	9	15
250	10	10	13
300	10	10	11
400	11	9	10
600	10	9	8



*With 1974 standards emission control; without diffusion. This is equivalent to a car travelling through an unvented tunnel 6 feet high and 6 feet wide.

Figure 4. CO Concentrations Related to Health and to Current Measurements and Guidelines

4. PROPOSED STUDY.

Based upon the preliminary environmental analysis, ESL deems it imperative to conduct a more detailed study to analyze the impact that I266 will have on the environment. There are two distinct areas that should be studied in more detail. First one must determine what noise levels the surrounding area will be subject to. Second one should study how the air quality of the surrounding area will be affected.

The noise levels near the proposed roadway are dependent upon the detailed design of the roadway, the traffic statistics, the meteorological conditions and the nearby terrain and buildings. The noise study proposed in a more detailed environmental analysis consists of four tasks.

- (1) Acquire detailed drawings of the proposed roadway and adjoining terrain, including all alternate designs.
- (2) Acquire a detailed description of the meteorological conditions in the area around the Three Sisters site.
- (3) Acquire the traffic statistics expected for the Three Sisters site.
- (4) Use the existing noise prediction model to calculate the noise levels that can be expected in the vicinity of the proposed I266 near the Potomac Crossing.

Air pollution resulting from vehicular traffic on a roadway is a function of the local meteorological conditions, geographical features and physical characteristics of the roadway.

4. -- Continued.

Of primary importance in air pollution prediction models is the statistical description of the wind structure in the area of interest. Such a description should include hourly estimates of the mean wind together with the standard deviations of the lateral and vertical wind directions.

In order to obtain reliable estimates of carbon monoxide concentrations which would result from the proposed Three Sisters Bridge, it is recommended that a study including the following four tasks be conducted:

- (1) Construct a statistical description of the wind field at the proposed Three Sisters Bridge site.
- (2) Acquire available data of CO concentrations for an elevated roadway that has similar mean wind conditions, air turbulence and traffic burden, as the Three Sisters Bridge site.
- (3) Test existing diffusion models against the data acquired in task two, to determine which model will best predict CO concentrations near the Three Sisters site.
- (4) Apply the best diffusion model together with the statistical description of the wind field to predict CO concentrations at the Three Sisters site.

Utilizing existing meteorological data collected by the National Oceanic and Atmospheric Administration, it would be possible to formulate a statistical description of the wind field that would be adequate for air pollution predictions. To predict concentrations near the roadway, the effects of the roadway on the near wind field

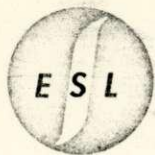
4. -- Continued.

should be considered. Published studies of wind tunnel simulations may be applicable in estimating perturbation effects of the roadway.

There are several diffusion models that may be used to predict CO concentrations from an elevated roadway. Because of the complexity of turbulent diffusion it is not a priori clear what magnitude of random errors and biases is to be expected, nor is it obvious from theoretical considerations which model is most accurate. To provide a basis for model selection, it is necessary to use available experimental data.

After determining the best model for the test site, the corresponding standard deviation of prediction errors, and the perturbed wind field at the proposed Three Sisters site, it would be possible to make reliable estimates of the probable carbon monoxide concentrations due to the Three Sisters roadway.

ESL Incorporated estimates that a sufficiently complete environmental impact analysis could be conducted for the I266 Potomac Crossing within a period of six months at a cost of approximately \$50,000.



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CAPABILITIES & FACILITIES

The Environmental Systems Laboratory is a skilled interdisciplinary group engaged in modeling, simulation, and systems analysis of some of the features of the environment most crucial to supporting man himself. In addition products are emerging from the Laboratory which enable the remote monitoring of environmental data and which offer the hope of dispersing fog and removing the particulates from industrial stack effluents.

Environmental Telemetry and Multiple Sensing.

A system for remote collection of environmental data has been developed, fabricated, and operated successfully. This economical system allows simultaneous monitoring of a number of unmanned distant sensing stations. The present stations lie up to 300 miles away from the ESL computer center in Sunnyvale, to which the digital data stream is transmitted in real time. The remote stations may be activated by commands from the central ESL computer center; in turn an operator can monitor the environmental data returning from the sensors in real time. The operator can then send commands to the distant sensors to change gain, sampling rate, or apply calibration signals. The data flows directly into the ESL IBM 360/44 computer for preprocessing and the generation of a compact magnetic tape for future use.

Extracting information from multiple sensors which only indirectly monitor an environmental quantity is a challenging task. Examples of this are simultaneous sensing of several gaseous pollutants and remote measurements

of temperature lapse rate in the lower atmosphere. We have developed computer codes to aid the selection of sensors and the design of such systems. In addition sensitivity analyses are provided to determine the validity of the inferred data.

Urban Noise Prediction.

The trend of generally rising urban noise levels exacerbated by the proliferation of the automobile has presented a somewhat new problem for urban planners. We have developed a computer model of urban noise propagation which predicts noise contour maps for different emission sources, urban geometries, and meteorological conditions. Such a tool can be very valuable for urban planners to evaluate alternative designs in order to minimize the aggregate noise in an urban area. This field is a good example of the interdisciplinary strength in our Laboratory, for an understanding of urban meteorology is essential to the prediction of noise pollution.

Thermal Pollution.

The growing power demands of a highly industrialized society create side effects of potential harm to the environment. One form of thermal pollution occurs when natural waters are used to cool an industrial facility, returning heated water hazardous to indigenous water species. We have developed means of simulating this process on the digital computer so that planners may intelligently select design options to reduce the receiving waters to an acceptable temperature. A thorough analysis involves the proper choices of cooling towers, ponds, operating cycle, and heated water injection. We are also pursuing a statistical analysis in order to take into account the meteorological factors involved.

Meteorology and Air Pollution.

Weather prediction has acquired a new urgency with the awareness of the tonnage of pollutants continually injected into the air. We are developing models and computer tools for the forecasting of thermal inversions and dispersal power of the atmosphere which allow the assessment of the harm of that pollution. We are also examining the prediction of the complex chain of events creating photochemical smog as well as long term geophysical effects such as the buildup of carbon dioxide in the atmosphere.

Aerosol Dynamics.

Both natural aerosols such as warm fog and man-made aerosols such as particulates are prominent features of the environment. We are developing models of aerosol dynamics to allow a further understanding of some of their complicated properties. In addition we are evolving systems which may be useful in dispersing warm fog on a large scale as well as systems for the source control of particulate emissions.

Population Dynamics and Ecosystems.

Environmental effects are of interest primarily as they effect the human population and natural ecological structure. Consequently we have made innovations in the modeling and simulation of ecosystems in order to predict the effects of toxic substances, oxygen reduction, breeding area deprivation and other environmental factors. A natural extension of this work has been to establish the maximum sustainable harvest of a natural resource. Also strategies for pest control should always be evaluated in terms of a model which considers effects upon the total ecology. Finally, human population dynamics are being simulated in order to cope with the effects of world food supply, aid to underdeveloped countries, and alternate birth control strategies.

Facilities.

The Laboratory is contained in ESL's 65,000 square foot main building which consists of offices and equipment development laboratory space. Onsite an IBM 360/44 computer serves the scientific and business computing needs. This computer has a memory augmented to 384K bytes. In addition an IBM 1130 computer is located on site for scientific computing of smaller scale. A variety of computer peripherals such as high speed printers, 4 Model 2314 disc packs, plotter, cathode ray display, and remote terminals permit efficient exploitation of the computers by our programming staff. In addition there are a variety of special purpose digital interfaces as well as over \$1 million worth of laboratory capital equipment for development purposes. The ESL research libraries contain more than 9,000 technical documents and subscribe to about 250 technical periodicals. A full time staff of four librarians is maintained because of the importance of obtaining materials in a timely fashion.

1 because we need this information in order to make the kind of
2 suggestions on major design features called for by that regula-
3 tion, and we think it is also called for by D. C. Code,
4 Sections 7-115, 7-109, and 7-122, which require for all high-
5 ways in the District, public hearings, after the preparation
6 of detailed plans that show precisely and accurately the im-
7 pact each highway will have on adjoining property. That
8 completes the statement of the Committee of 100 on the Federal
9 City.

10 THE AUDIENCE: (applause)

11 HEARING OFFICER DUGAS: Thank you, Mr. Kennan.

12 A SPECTATOR: Mr. Hearing Officer, I would like to
13 know why all these lights are on when the TV picture cameras
14 aren't on.

15 SAM ABBOTT: Who is that group over there by the
16 way (pointing to a crew on stage)? Identify them.

17 A SPECTATOR: I can't see anything.

18 A SPECTATOR: What group is that over there, F.B.I.,
19 or Highway Department?

20 SAM ABBOTT: Who are you?

21 HEARING OFFICER DUGAS: May we have Mr. Wendell
22 Daniel.

23 SAM ABBOTT: What is the group over there? And
24 why do we have to have these lights?

25 A SPECTATOR: Do we have to be subjected to these

1 lights like this?

2 SAM ABBOTT: I would like to know, who are you?

3 Who are you? Let's have your identification.

4 A CREWMAN ON THE STAGE: You come up here and I will
5 show it to you.

6 SAM ABBOTT: Tell me now, who are you? Speak up.

7 A SPECTATOR: "What" gives you the right to stand
8 up and make special statements.

9 SAM ABBOTT: Who are you (indicating the crew on
10 stage)?

11 HEARING OFFICER DUGAS: Officer, could I get some
12 order back there, please.

13 SAM ABBOTT: Who are you with?

14 HEARING OFFICER DUGAS: Mr. Daniels? Mr. Daniels?

15 WHEREUPON,

16 WENDELL DANIEL,

17 SOUTH MANOR NEIGHBORHOOD ASSOCIATION, APPROACHED THE PODIUM

18 AND TESTIFIED, IN SUBSTANCE, AS FOLLOWS:

19 MR. DANIEL: I must object. I think the lights are
20 a little bright also.

21 HEARING OFFICER DUGAS: Mr. Daniel, Mr. Airis has
22 said that he would like to ask one or two questions of Dr.
23 Hogan. Doctor, would you be available to answer some questions
24 of Mr. Airis?

25 DR. HOGAN: Certainly.

1 WHEREUPON,

2

DR. C. MICHAEL HOGAN

3

COMMITTEE OF 100 ON THE FEDERAL CITY, APPROACHED THE PODIUM

4

AND TESTIFIED, IN SUBSTANCE, AS FOLLOWS:

5

MR. AIRIS: Mr. Chairman, may I go ahead?

6

HEARING OFFICER DUGAS: You may go ahead.

7

MR. AIRIS: Thank you.

8

MR. AIRIS: Doctor, I am Mr. Airis, and I am the

9

local Highway Director for the District of Columbia, and this

10

is Mr. Hunsberger, representing the Highway Department of

11

Virginia. I am impressed with your presentation. I do have

12

a couple of questions. First, in your submittal are there

13

detailed arithmetic to back up your statements?

14

DR. HOGAN: We have submitted in our summary all of

15

the numbers that went into the calculations. We have not sub-

16

mitted detailed arithmetical calculations, partially because

17

most of the detailed calculations were performed on computer

18

codes and therefore no record exists of the calculations.

19

MR. AIRIS: Well, you must have some key?

20

DR. HOGAN: Yes.

21

MR. AIRIS: Could you furnish that to us?

22

DR. HOGAN: We shall make every effort to get that

23

data into the record.

24

MR. AIRIS: Very well. Good. Number one, what

25

tests did you make in this area, field tests I mean, to back

1 up this theory?

2 DR. HOGAN: I am glad that you asked this because
3 I had forgotten to make a point earlier. It's important in
4 this regard. All of the noise models that we have prepared
5 have been validated using State of California Division of
6 Highways experimental data, and this as you are implying
7 in your questions is extremely important in the use of any
8 noise prediction to have a thorough field analysis to support
9 these calculations. We have available material that shows
10 the substantiation and validation by the field measurements,
11 by the State of California.

12 MR. AIRIS: In the District here?

13 DR. HOGAN: The field tests were made in the State
14 of California.

15 MR. AIRIS: Not in the District?

16 DR. HOGAN: There were no tests made in the District.

17 MR. AIRIS: All right. This is "noise" that you
18 are talking about, the noise tests?

19 DR. HOGAN: Yes.

20 MR. AIRIS: All right. Now let me ask you this: are
21 there any supporting data on the field tests in the District
22 on your theory for carbon monoxide?

23 MR. KEENAN: Do you understand the question, Dr.
24 Hogan? It is a little unclear to me.

25 DR. HOGAN: It is somewhat unclear to me.

1 MR. AIRIS: I will rephrase it again, Mr. Kennan.
2 Have you any tests, field tests, in the District on your carbon
3 monoxide distribution from roadway output?

4 DR. HOGAN: Well, we made use of all the available
5 experimental data on the field measurements of carbon monoxide.

6 MR. AIRIS: You did not?

7 DR. HOGAN: No, ESL did not make any.

8 MR. AIRIS: All right. Thank you. Now, just one
9 last thing: I wanted to point out that we have done con-
10 siderable field testing here and are still doing it, as I
11 pointed out in my opening statement. And I can't reproduce
12 your findings on this. I would just like you to know that.

13 DR. HOGAN: Could I make a comment on that point?
14 I think that's very important. That it is virtually im-
15 possible to simulate by field tests alone the effects of
16 carbon monoxide concentrations because the roadway traffic
17 of the proposed roadway is so much greater than anything that
18 exists now and is certainly different from anything that
19 exists now. Therefore, ESL sees the necessity to employ a
20 predicted tool which has been based upon projecting non
21 validated experimental data and models into situations for
22 which somewhat incomplete data as in any non-existing roadway
23 occurs.

24 MR. AIRIS: Yes, doctor, but don't you check them
25 out? You don't just give theory. You check them out, don't

1 you? The field tests - the models?

2 DR. HOGAN: That's correct. The models have been
3 validated. The principle point I am making is that it is im-
4 possible to make field experiments that exactly replicate the
5 results we have presented now because the I-266 roadway does
6 not exist and there is no way to experimentally simulate the
7 flow of traffic that we would expect on that roadway. We have
8 done an analysis based upon experimental evidence and theory -
9 theoretical projects that can be made, based upon existing
10 data.

11 MR. AIRIS: We have many other roadways that carry
12 equal loads or greater loads.

13 DR. HOGAN: Right. And the model has been validated
14 for such roadways.

15 MR. AIRIS: With field testing?

16 DR. HOGAN: Yes.

17 MR. AIRIS: With field testing?

18 DR. HOGAN: Yes.

19 MR. AIRIS: May I see them? I mean when you send
20 them in would you send them in for the record please. I
21 would like to see those because our record of field testing
22 can't duplicate anything that you come up with.

23 MR. KENNAN: Mr. Hearing Officer, I would have to
24 object to this. I think it is perfectly legitimate for Mr.
25 Airis to direct a few questions to Dr. Hogan. I think

1 it's not legitimate for him to argue with Dr. Hogan.

2 MR. AIRIS: I don't intend to, Mr. Kennan. Those
3 were a few simple questions. I am not a lawyer but you are,
4 and I couldn't direct a cross-examination if I tried. But
5 I think this is relevant.

6 DR. HOGAN: Well, I think it is very important to
7 comment on this last point: The heart of other experimental
8 data was presented. In particular, we saw on one slide results
9 of carbon monoxide measurements at two freeway interchanges,
10 which the specific point made in that slide is that levels
11 exceeding 10 parts per million--in fact, in this case up to
12 20 ppm are known to occur in experimental situations. So that
13 those are two specific pieces of evidence we have introduced
14 to show this kind of level is, in fact, encountered, in parts
15 of the environment which are not pleasant.

16 MR. AIRIS: My point was, I wanted to add parti-
17 cularly, if you had any field tests in this area on your
18 carbon monoxide computation based on field tests, in this
19 area.

20 DR. HOGAN: I would think the answer is we make
21 use of all field tests that were known to us taken in the
22 District of Columbia, which includes considerable public
23 health service data all of which we took into account in
24 making the projection.

25 MR. AIRIS: But you did not have to take any yourself?

1 DR. HOGAN: I personally did not take any.

2 MR. AIRIS: I mean your company.

3 DR. HOGAN: ESL did not take any special tests in
4 the District.

5 MR. HUNSBERGER: Dr. Hogan, in your analysis you
6 used 30 ppms and rated it by the distance from the roadway
7 as a reducing density of ppms. Is this from an actual
8 analysis that you have made?

9 DR. HOGAN: I am sorry, I am not following your
10 question. Now, I think you used 30 ppms as a guide in your
11 slide, am I correct?

12 DR. HOGAN: Well, what the slide meant to show is
13 that there are many danger points, and 30 ppms is not the only
14 danger point. That was one at which one specific physiological
15 effect seemed to occur.

16 MR. HUNSBERGER: That was one maximum that you had?

17 DR. HOGAN: I believe that was the maximum.

18 MR. HUNSBERGER: Now, and you have rated this along
19 in a kind of scale of ppm that you get further from the roadway.
20 I believe your slide also indicated that about 500 feet from
21 the roadway would be a danger in your ppm. quantity. Am I
22 correct in this - 500 - I believe - 7 parts per million are
23 shown at 500 feet?

24 DR. HOGAN: Yes, 7 parts per million are shown at
25 500 feet.

1 MR. HUNSBERGER: This is based on 30 ppm at the
2 roadway?

3 DR. HOGAN: No, this is incorrect. This is based
4 upon the projected flow of traffic, no assumption.

5 MR. HUNSBERGER: Well, what did you base this on
6 at the beginning.

7 DR. HOGAN: The specific assumptions are listed in
8 the testimony we have entered in the record, and I can - well,
9 they are based on a maximum hourly two-way traffic burden of
10 9,000 cars per hour, which I believe are official District
11 figures for this section of the roadway. The carbon monoxide
12 emission rates are 23 grams per mile, which represents 1974
13 emission standards for a car travelling 50 miles per hour;
14 and the wind speed and other meteorological factors are as
15 indicated.

16 MR. HUNSBERGER: What ppm does this give you at
17 roadway surface?

18 DR. HOGAN: We didn't explicitly calculate the
19 concentration at the roadway surface. For one reason, the
20 results are exceedingly high at the roadway itself. Another,
21 the prediction models are not thought to be reliable for pre-
22 dicting at the roadway itself.

23 MR. HUNSBERGER: That's the point that I am making.
24 That this is not a definite science that we are talking about.
25 I know of conditions and studies that have been made where

1 the actual concentration was 100 ppm at the motoring level,
2 and at 160 feet from the roadway they dissipated until there
3 wasn't any. So, for that reason, I was asking about your con-
4 centration at roadway level and still containing 7 parts per
5 million at 500 feet from the roadway. So this indicates from
6 the studies that have been made that this is not a definite
7 science and that one making the determination, and under the
8 worse conditions, certainly couldn't say at a particular point
9 that a distance from the roadway would indicate a hazard to
10 the community at that particular area.

11 MR. KEENAN: Mr. Hearing Officer, may I say for
12 Mr. Hogan in answering, that as I understand it the record
13 will be open for 10 days after the hearing closes. I take
14 it the gentleman from the Virginia is free to submit any re-
15 buttal or evidence that he wishes to, and it can be submitted
16 during that period.

17 MR. HUNSBERGER: It wasn't my point to submit any-
18 thing specific, Mr. Chairman, it was just one point that I
19 wanted to make for those that are in attendance and for those
20 that are listening, who might get the idea that this is a
21 definite science - one which we can put our finger on - the
22 exact amount of area danger as compared with an area that is
23 not dangerous.

24 DR. HOGAN: Well, I think many areas of contemporary
25 technology upon which we rely daily for health and well being

1 are based upon what you would probably under the same definition
2 call inexact sciences. I think Mr. Kennan pointed out the
3 record is open for your submittal of any additional evidence.
4 We have submitted scientific testimony which we believe to be
5 relevant to the case. We think it speaks for itself and we
6 don't think that any conclusion such as the nature of the
7 science being exact or inexact should be allowed to prejudice
8 the testimony, but we would very happy to see additional
9 testimony rendered by the District or by any other body because
10 we feel that it is important to bring all possible scientific
11 light on this question.

12 MR. AIRIS: Mr. Chairman, we certainly would be glad
13 to listen to the doctor. If he would submit his detailed
14 computations it would be quite helpful.

15 DR. HOGAN: Thank you.

16 MR. AIRIS: And as I understand it, he is going to
17 do that.

18 HEARING OFFICER DUGAS: Now, before we go further,
19 are all the lights that are presently on absolutely necessary
20 for the benefit of the media and the press and photographers,
21 because if not, let's cut them off. If we don't need them let's
22 cut them off.

23 PERSON FROM THE PRESS: Mr. Chairman - Mr. Hearing
24 Officer, we were prepared for Mr. Wendell Daniel, and we were
25 waiting for him.

1 HEARING OFFICER DUGAS: Mr. Daniel, I understand
2 this is for your benefit, sir.

3 WHEREUPON,

4 MR. WENDELL DANIEL,
5 SOUTH MANOR NEIGHBORHOOD ASSOCIATED, APPROACHED THE PODIUM AND
6 TESTIFIED, IN SUBSTANCE, AS FOLLOWS:

7 MR. DANIEL: Well, I found my way here, and there
8 is a small light here (indicating on the podium).

9 THE AUDIENCE: (laughter)

10 MR. DANIEL: If you wish to, you may turn them off.

11 HEARING OFFICER DUGAS: Can you bear with us just
12 a moment to let Mr. Kennan get his material.

13 (ALL THE EXHIBITS WERE GIVEN TO THE REPORTER TO
14 BE ATTACHED TO THE RECORD.)

15 A SPECTATOR: What has the light got to do with
16 Mr. Daniel, I would like to know? I wish you would cut the
17 lights off, I am getting a headache.

18 A SPECTATOR: Do we need the media, or do they need
19 this hearing?

20 HEARING OFFICER DUGAS: Well, that makes it public.
21 I would suggest that if you are bothered by the light that
22 you move down a bit or move back a bit, and we will take
23 about two or three minutes for you to make the adjustment out
24 of the lights if they are bothering you.

25 (THE LIGHTS WERE ADJUSTED)

1 HEARING OFFICER DUGAS: There is plenty of space
2 toward the front.

3 You may proceed, Mr. Daniel.

4 PERSON FROM THE PRESS: Mr. Chairman, if the audience
5 feels that there should be no press perhaps they should vote
6 on it.

7 HEARING OFFICER DUGAS: Mr. Daniel?

8 MR. DANIEL: My name is Wendell A. Daniel and I am
9 appearing here in behalf of the South Manor Neighborhood
10 Association. Our association covers some 70 square blocks in
11 the north central area of D. C. and we represent some 1500
12 families. This month marks some four and one-half years of
13 active involvement by our association in the transportation
14 problems of the city.

15 We were among the original party-plaintiffs in the law-
16 suit to block construction of those freeway segments approved by
17 the National Capital Planning Commission in 1966. We are also
18 plaintiffs in the present suit concerning the proposed Three
19 Sisters Bridge which is the subject of these hearings, and we
20 stand ready, individually or in collaboration with other groups,
21 to challenge in the courts any attempt to build this bridge
22 based upon the premise that these hearings satisfy the pro-
23 cedural requirements of the D. C. and Federal Statutes.

24 We view these proceedings as a complete farce and an
25 effort to circumvent the legal requirements and the democratic

1 process. Nonetheless, we are prepared to offer an alternate
2 design that is acceptable to us, and perhaps to other groups,
3 if the D. C. government is willing to start anew and follow
4 all of the legally, prescribed procedures required in approving
5 any new bridge or roadway.

6 Our plan calls for a river crossing just north of
7 Theodore Roosevelt island to coincide with the Metro line to
8 Rosslyn, Virginia. Both roadways are to be contained in a
9 double-decked tunnel under the Potomac River bed with the
10 auto roadway on the upper deck.

11 Access to and egress from this river crossing on
12 the D. C. side would be provided by the section of Route 695
13 north of the "E" street expressway and on the Virginia side by
14 the George Washington Memorial Parkway. The tunnel would pass
15 under Virginia Avenue, proceed westward under the river bed
16 and surface on the Virginia side just east of the George
17 Washington Memorial Parkway. We believe that this plan
18 satisfies the requirements of the 1968 Federal Aid Highway
19 Act, but we hasten to add that the adoption of this or any
20 design is unacceptable until all legally prescribed procedures
21 are followed.

22 In closing, we would like to register our objections
23 to the form and nature of these hearings, and we want it clear-
24 ly understood that our appearance here in no way constitutes
25 an endorsement of the validity of these proceedings.

1 THE AUDIENCE: (applause)

2 HEARING OFFICER DUGAS: Before you go, did you
3 have something further?

4 MR. DANIEL: Before I leave, I would like to ask one
5 question. I would like to know to whom I am speaking other
6 than Mr. Dugas and the school kid (indicating the reporter).
7 The lady on the left, who is she?

8 HEARING OFFICER DUGAS: She is our clerk.

9 MR. DANIEL: So, in effect, there is only one hearing
10 officer?

11 HEARING OFFICER DUGAS: That is correct.

12 THE AUDIENCE: (applause)

13 HEARING OFFICER DUGAS: Mr. Haas?

14 WHEREUPON,

15 MR. CHARLES E. HAAS,

16 CITIZEN, 3727 Jocelyn Street, N. W., Washington, D. C.,

17 APPROACHED THE PODIUM AND TESTIFIED, IN SUBSTANCE, AS FOLLOWS:

18 MR. HAAS: I would like to make two comments concern-
19 ing the social, economic, mainly - environmental considerations
20 beyond which the usual engineering, economic computations
21 in the design of bridges and highways involve. The first one
22 is a kind of selfish thing, a kind of selfish personal thing:
23 Concerning the I-266 crossing - the design, it's an automobile
24 bridge. The immediate effect of building this crossing into
25 the District or of any dumper freeway is to induce more and

1 more people into the city in their own automobiles and this
2 has been and will continue to be disastrous.

3 THE AUDIENCE: (applause)

4 MR. HAAS: The fluctuation of D. C. - the District
5 of Columbia - declines. Why? Because it becomes more and
6 more unhealth, unbearable to live here. I say that as a
7 resident. And I mean the inability to get around the city,
8 to walk from 13th and Pennsylvania Avenue up to 13th and K
9 Street, without being hit by a car, without waiting for 7
10 traffic lights, without being able to breathe. I live about
11 7 miles from my work, which is at 7th and D Southwest and I
12 commute on D. C. Transit everyday. In the afternoon, it
13 takes 50 to 55 minutes to make the trip from my work to my
14 home in the District, which is about an average speed of about
15 7 miles an hour. This is utterly ridiculous. I spend about
16 two hours a day on the bus commuting 14 miles, for \$.80, and
17 Congress and the District of Columbia Highway Department see
18 fit to spend \$35 million to bring more automobiles, more
19 commuters in their own automobiles, into the District of
20 Columbia. This means that commuters, say, 20 miles out of
21 Virginia supposedly can travel to the District at less time
22 than it takes me to get down to my work. This is grossly un-
23 fair to the other D. C. residents - and me - both now and in
24 the future, if this crossing is built. The automobile traffic
25 generated downtown will another half hour onto my daily commute.

1 For this reason, people have moved from the city and is
2 probably why my family will also move. Instead of building
3 this highway, the city must aggressively attempt to reduce
4 the number of automobiles seduced into the city by reducing
5 downtown parking.

6 And it is really hard to believe, all the knowledge
7 we have today about the environment of downtown cities,
8 right next door or across the street next to the District
9 Building where the Coast Guard Building was, the Coast Guard
10 Building was replaced by a black top parking lot.

11 I have worked for the Coast Guard, and what a great
12 place it would be to go out and eat lunch where that parking
13 lot is right now.

14 The second thing to be done is to restrict the auto-
15 mobiles from downtown streets; and the third thing is not
16 build any more gateways.

17 THE AUDIENCE: (applause)

18 MR. HAAS: The economy of the District of Columbia
19 unlike other large cities does not depend on a great industrial
20 or business environment. To use this argument - the need for
21 people to drive to their businesses and stores - is a phony
22 argument, I believe.

23 The business of downtown District of Columbia is
24 the Federal Government. The second environmental thing that
25 I would like to do, I would like if possible to show a movie,

1 and the movie is set up and ready to go. It is about 10
2 minutes. It is by Marshall Mc....., and it is entitled,
3 "THE BURNING WOOD," and it concerns the Sp... Expressway
4 in Toronto, Canada.

5 (AT THIS POINT THE MOVIE WAS SHOWN)

6 THE AUDIENCE: (applause)

7 MR. HAAS: I don't think I can add anything.

8 HEARING OFFICER DUGAS: Thank you very much, Mr.
9 Haas.

10 MR. AIRIS: Mr. Hearing Officer, could I ask him
11 one short question.

12 HEARING OFFICER DUGAS: Mr. Haas?

13 MR. AIRIS: Mr. Haas, I am the local Highway Director
14 here in D. C.

15 THE AUDIENCE: (applause) (loud comments)

16 MR. AIRIS: I would like to just ask you, if I were
17 to say that you have an ally in your local Highway Department
18 in advocating proper control of parking in downtown, and that
19 your local Highway Department was a leading exponent in attempt-
20 ing to prevent the use of the Coast Guard site for parking
21 rather than a bus station, would you believe that?

22 THE AUDIENCE: (laughter)

23 MR. HAAS: I would believe it but I still see your
24 name in the back of this document (indicating).

25 THE AUDIENCE: (laughter and applause)

1 HEARING OFFICER DUGAS: Mr. Capezzer, is that
2 right? Mr. Capezzer.

3 WHEREUPON,

4 MR. FRANK M. CAPEZZERA,
5 APPROACHED THE PODIUM AND TESTIFIED, IN SUBSTANCE, AS
6 FOLLOWS:

7 MR. CAPEZZERA: Yes, sir.

8 HEARING OFFICER DUGAS: May we have a copy for the
9 record and for the reporter here.

10 Would you proceed, Mr. Capezzer.

11 MR. CAPEZZERA: Surely.

12 (LOUD COMMENTS FROM AUDIENCE)

13 HEARING OFFICER DUGAS: Proceed, Mr. Capezzer.

14 MR. CAPEZZERA: My name is Frank M. Capezzer. I
15 represent The Greater-Washington Alliance to Stop Pollution,
16 Inc., known also as GASP, which is the Environmental Law
17 Society of The George Washington University Law School. GASP
18 is funded and staffed by law students of that Law School drawn
19 together by a mutual concern for the preservation of the en-
20 vironment and a desire to effect the cessation of pollution
21 of all kinds.

22 The organization is dedicated to using the law to
23 regain and maintain the public's right to a clean, natural and
24 balanced environment.

25 GASP is officially and publically against the Three

1 Sisters Bridge Project and related highways and neither offers
2 nor accepts an alternate highway plan.

3 THE AUDIENCE: (applause)

4 MR. CAPEZZERA: We first call attention to the con-
5 sequences of building the Three Sisters Bridge and the
6 related freeways as prescribed by H.R. 16000, none of which
7 would be beneficial to the people of the District of Columbia,
8 the outlying suburban population and the nation as a whole.
9 The results of highway construction at the present time, an
10 activity which threatens environmental catastrophe, are obvious,
11 perhaps too obvious for those governmental representatives
12 directly responsible.

13 Simply stated, more highways encourage more cars;
14 more air and noise pollution; less land for recreation; less
15 land for housing, desperately needed; increasing traffic
16 problems in a city with the highest number of automobiles per
17 square mile, and precious few areas in which to park these
18 automobiles. Of course, the increased volume of automobiles,
19 inevitable if new highway corridors are created, will raise a
20 demand for more parking facilities, which cannot be furnished
21 without the further destruction of a quality existence still
22 potentially possible within the nation's capital. More autos
23 entering the city will subsidize the presently intolerable
24 levels of air pollution existent. Dr. Patrick J. Doyle,
25 President of the American Health Foundation, and Chairman of

1 the Department of Community Medicine & International Health,
2 Georgetown University of Medicine has said:

3 Motor vehicles emit over 350,000 tons of
4 carbon monoxide into our D. C. area every
5 year and it would be a travesty of the
6 public interest to proceed with the con-
7 struction of a system which may greatly
8 increase the deterioration of our environ-
9 ment without carefully calculating all of the
10 effects.

11 Our organization notes the support which the larger
12 corporate entities of the area's business community lend to
13 the proposed highway system. Their rationale is that increased
14 road mileage would increase travel to urban shopping locali-
15 ties, lower the cost of transportation of wholesale commodi-
16 ties and thus would pass substantial savings on to the consumer.
17 (The postulation contains an ultimate misconception.) Without
18 question, an increased highway system means literally and
19 figuratively a "two-way street." Urban dwellers of all socio-
20 economic backgrounds will be encouraged to patronize the
21 burgeoning suburban and outlying shopping areas in efforts to
22 facilitate parking. The trend today is clear, that business
23 communities in the interior of large metropolitan areas are
24 being abandoned as virtually inaccessible due to the frighten-
25 ing lack of urban mass transit. Urban shopping areas within the

1 city, while sometimes one or two miles or a fraction thereof
2 from private homes, cannot be reached without great difficulty
3 by auto, which is the overwhelmingly predominant means of
4 transit.

5 The answer to the problem is certainly not more high-
6 ways which encourage virtual traffic stoppage within the city
7 and mass exodus away from its shopping areas.

8 The choking of the great American city is not merely
9 atmospheric when more private vehicles are brought in, but
10 also economic. GASP does not imply that highway development
11 must be curtailed to imprison city dwellers, but rather to
12 allow inner mobility still possible if mass transit systems
13 are instituted in the alternative to more highways.

14 We have touched briefly on the physical, environmen-
15 tal and economic ramifications of unchecked highway proliferation
16 but perhaps the most important consideration is that of people.

17 Growth and progress can become no more than cancer
18 if the welfare and opinions of the popular majority are placed
19 in a position subservient to ten year old blueprints and blind
20 systems purporting to offer solutions, but actually failing to
21 address the realities of inundating asphalt and poisoned air.

22 A recent poll in the District of Columbia reveals
23 an overwhelming opposition to the proposed highway and bridge
24 plan. Until recently, popular opinion has been ignored or
25 given token consideration. An example of the flagrant disregard

1 for an informed public in opposition to the Three Sisters
2 Bridge is the long and bitter conflict between those who re-
3 quested as their legal right, public hearings on the project
4 and those who sought to ignore their opinion, for various and
5 obscure reasons.

6 The opponents of the Bridge do not offer obscure
7 reasoning. They will no longer lament the loss of homes,
8 clean air, parks and tolerable noise levels; they will retain
9 them and the constitutional rights and freedoms that they
10 enhance. The homes the North Central Freeway will take re-
11 portedly come to 223, and it will displace 121 small businesses.
12 The lost housing is low income housing and virtually irreplace-
13 able at the present time.

14 Proponents of the highway complex abhor the threats
15 of non-support and disaffiliation with governmental agencies
16 and channels by a Washington population that neither wants
17 the highway system nor can survive it if it is instituted and
18 the highway supports label such attitudes as blackmail. They
19 fail to realize that the function of agency is to carry out the
20 will of the people. Ultimately, failure to heed the popular
21 opinion by taking refuge in outdated statistics and ancient
22 efficacy studies and the like, constitutes a breach of public
23 trust which precludes public faith and support. We maintain
24 that the attitudes of the Bridge and highway supporters are not
25 a result of mere corruption and disinterest -- these attitudes

1 are born in ignorance. No person apprised of the multiple
2 dangers of the Bridge, could support it under any circumstances.

3 Once again we can weigh the loss of parklands, natural
4 formations, historical sites, clean air, visual beauty, toler-
5 able noise levels, decent urban dwellings, community integrity
6 and pride and when integrated they represent the loss of a
7 viable existence in the Washington-metropolitan area.

8 While human beings can adapt to changing surround-
9 ings, such accommodation is not without an intolerable price.
10 One thing is certain, they cannot breathe poisoned air. They
11 suffer psychological trauma beyond measure when insidiously
12 insulted by concrete and removed from nature.

13 President Nixon, when referring to pollution of all
14 kinds and specifically to automobile pollution said, "...
15 unless we start moving on it now...believe me, we will not
16 have an opportunity to do it later..." The President's state-
17 ment is not an empty one. GASP is not arguing an "issue", in
18 the current political jargon, rather GASP is calling for a cure
19 for a disease which is epidemic and terminal to societal harmony
20 and human existence. The cure is available and the market for
21 it is universal. That cure, the deliberate and immediate
22 cessation of environmental pollution from all contributing
23 sources must be implemented.

24 What are the elements necessary to effect the cure?
25 In large measure the elements are those traditionally venerated

1 by the American people. First, the cure requires a massive dose
2 of courage on the part of elected and appointed public trustees
3 on all levels. The area of application will be against private
4 business lobbies, far removed from the real national welfare.

5 Such application will serve to support and implement
6 public opinion thus fostering real rather than rhetorical
7 attacks on environmental destruction. Second, the cure requires
8 the wisdom of a realistic approach. Highway supporters allege
9 that they are realistic, GASP disagrees. Highways will not
10 serve a population rendered infirm by a debilitating environ-
11 ment; highways will help create that environment.

12 The time to meet the challenge is now --this very day.
13 The President has said that 10 years from now will be too late,
14 and we feel he is correct. Mass transit systems must be built
15 immediately and intelligently. The critics of environmental
16 preservations would assert that the latter's arguments are
17 emotional. Indeed, we of the Greater-Washington Alliance to
18 Stop Pollution are emotional about saving our environment.
19 But our emotion is soundly based on facts, relevant and real
20 facts, which others choose to ignore or refuse to examine,
21 through fear or ignorance. A massive and immediate change in
22 national approach to automobile and highway proliferation, to
23 resource destruction and the disintegration of life-style will
24 be unsettling and uncomfortable to be sure. The new approach,
25 however, will allow survival. Growth spirals, gross national

1 products, political parties and private industry do not exist
2 without people who are healthy vital and intelligent. Our
3 people need clean air and water, natural beauty, areas for re-
4 creation and esthetic harmony with their world. The cries of
5 possible doom no longer form an alarmist, Malthusian dirge;
6 these cries beckon us all in a direction where we may save that
7 which is worth living for in America and on our Earth. The
8 Three Sisters Bridge must not be built. Thank you.

9 THE AUDIENCE: (applause)

10 HEARING OFFICER DUGAS: Miss Leavitt? Mrs. Leavitt?

11 WHEREUPON,

12 MRS. HELEN LEAVITT,

13 APPROACHED THE MICROPHONE AND TESTIFIED, IN SUBSTANCE, AS
14 FOLLOWS:

15 MRS. LEAVITT: I wore high heels on the assumption
16 that I would be at the right level of the microphone. Can
17 everyone hear me? Okay. My name is Helen Leavitt, and I
18 live at 1807 19th Street, N. W., Washington, D. C., and I have
19 lived there for 9 years now. I have been a resident of the
20 District of Columbia for 12 years. I became a Student of
21 Transportation and particularly highway transportation as a
22 result of my home being located in the path of the North
23 Leg of the Inner Loop. I recently wrote a book on the now
24 entire subject of the Federal Highway Program, entitled
25 "SUPER-HIGHWAY - SUPER-HOAX." I would like to begin, Mr. Dugas,

1 Gentlemen, members of the Press, and the audience, by saying
2 that I feel that we are all insulted tonight at this hearing.
3 The very fact that we have to come to this hearing I think is
4 insulting to every person in this room.

5 THE AUDIENCE: (applause)

6 MRS. LEAVITT: I am including proponents of the bridge
7 as well as opponents, and also highway officials who are sitt-
8 ing at my left. I say this because we have had overwhelming
9 opposition to this bridge since before 1964. We have had
10 hearing, after hearing, after hearing. Citizens from Virginia
11 and the District of Columbia, and even Maryland, have come in,
12 and objected to building this bridge.

13 Now I would like to say that I realize that the two
14 gentlemen - you gentlemen - did not order this project. I
15 realize, Mr. Dugas, you didn't order it either. But I am
16 a little bit shocked to look at the roster of witnesses to
17 find that the people who did order it are not here to testify,
18 and I include the particular congressmen, such as big John
19 Klysinski from Chicago; George Fowler, our fine neighbor in
20 Baltimore; William Kramer from Floriday; Ed Edmonston from
21 Oklahoma. I would like for these Congressmen, if they are
22 that interested in the District of Columbia that they would
23 order these freeway projects built, that they come here and
24 testify so before the public.

25 THE AUDIENCE: (applause)

1 MRS. LEAVITT: They were so interested in this
2 particular project, the Three Sisters Bridge and the attendant
3 freeways that will be connected with it, that they were willing
4 to break their own house rules and the Congress of the United
5 States in order to ram this through; they defied overwhelming-
6 ly D. C. and Virginia citizen opposition to what is happening
7 to our Capitol City. And why? Because as Joel T. Broynhill
8 in Arlington keeps telling us, we, the Congress, must protect
9 the Federal interest of the District of Columbia, and that's
10 why we can't have Home Rule.

11 Well, do you think it is in the best interest of the
12 Federal Government to engulf our monument in an island of
13 Concrete, parked automobiles, parking lots, and pollution? I
14 don't. I don't think these gentlemen have thought about what
15 they are doing.

16 This past summer an inspector examined the Washington
17 Monument and described it as a fizzing alka seltzer as a result
18 of the air pollution that is eating away at the granite on the
19 Monument. Do you want that to happen, not only to the monu-
20 ment, but to our lungs, to our children's lungs? I think not.

21 Now, Mr. Airis, you can check my figures. I got
22 them from your office this morning.

23 THE AUDIENCE: (laughter)

24 MRS. LEAVITT: Mr. Airis has been very cooperate when
25 I have talked to him. Now everyday 555,000 automobiles enter

1 the District of Columbia, according to your figures, Mr. Airis,
2 and some of these you gave me back in June. I presume they
3 may have even increased at this point. Each day that means
4 that one million, one hundred and ten thousand motor vehicles
5 cross the District Line, either coming in or going out.

6 Your office this afternoon told me that the con-
7 struction of the Three Sisters Bridge will add an average total
8 of ninety-five thousand more trips per day. Does this make
9 sense in the Nation's Capit⁰l, which is already engulfed in
10 freeways; whose central business district is already inundated
11 --? Sixty percent of our downtown most precious property is
12 already devoted to the moving and storage of automobiles. Now
13 several people discussed pollution here tonight and this after-
14 noon. This gentlemen raised the question of how much research
15 had been done in the area of pollution. Well, if you read
16 the HEW criteria standards you will find that they have quite
17 a bit of medical evidence as to the damaging effects of carbon
18 monoxide particularly, and I can give you those references.
19 I would be glad to provide them for the record. I don't have
20 them with me. But HEW is recommending a health and safety
21 standard. Carbon Monoxide had 9 parts per million parts. Now
22 in 1967, there was an abatement conference here in the District
23 of Columbia and you can get the conference report. It is very
24 interesting reading. Three separate pollution counts were
25 taken on three separate major arterials in the city. You might

1 interested to know that a five minute maximum level of
2 66 parts of carbon monoxide per million parts was found to
3 be in evidence on Shirley Highway. Again, I say, the
4 recommended safe standard is 9; this is 66. In downtown D. C.,
5 in my neighborhood, which is around Dupont Circle and around
6 K Street, in that area the maximum 5 minute level reached 93.
7 I think Dr. Hogan could give you some interesting descriptions
8 on what could happen to you with a prolonged dose. The reading
9 on Connecticut Avenue from Dupont Circle to Chevy Chase Circle
10 was 56 parts, per million parts.

11 Now Iococcao, the Vice President of the Ford Motor
12 Company in September of this year stated, with the present
13 technology and the present rate at which they are able to
14 advance they will not be able to meet the 1975 - 1976 clean
15 air standards. Now I am sure that Henry Ford is an honorable
16 man. I intend to take his word for it. They cannot clean up
17 the internal combustion and let us stop arguing about it and
18 accept the fact that we are not going to be able to produce
19 the pollution level. Now I brought along tonight a book
20 entitled, "ENVIRONMENTAL QUALITY." The first annual report
21 of the Council on Environmental Quality, transmitted to the
22 Congress, August 1970. You will find on page 77, the very
23 last sentence begins "The data on present level of pollution
24 in our urban environment, the projected increase in urban
25 traffic in the years ahead and the performance of pollution

1 control systems under actual driving conditions make it clear
2 that even applying stricter standards in 1975 will only pro-
3 long the downward curve in vehicle emissions until the middle
4 of 1980s. After that, carbon monoxide levels will again rise
5 because of the sheer number of automobiles on the roads and
6 highways. Do we want to provide the highways for these auto-
7 mobiles? No. This will only increase our pollution problems.

8 It is also interesting to note that Secretary of
9 Transportation Volpe recently addressed the American Associa-
10 tion - American Transit Association, and he commented to these
11 gentlemen that it was time for them to gear up to prepare for
12 providing alternative forms of transportation, looking forward
13 to the day when the automobile would be banned. I find it
14 very interesting that Secretary Volpe has not taken a position
15 of the Three Sisters Bridge, which would support the statement
16 he made to the transit officials. I think the transit
17 officials are trying to provide us with alternative forms of
18 transportation. Unfortunately, all of our funding is going
19 into highways.

20 Let's get back to the highway trust fund. So, I
21 find Mr. Volpe's statement to be somewhat inaccurate. His
22 actions do not conform to his words, and I would like to see
23 him and I would like to see also President Nixon to take an
24 interest in the District rather than to hop in a helicopter
25 with Secretary Volpe and fly around the city and comment, as he

1 did; as they passed the missing bowl and Shirley Highway the
2 President commented, "Ummph, I am glad I don't have to drive to
3 work." In '72 he may not.

4 THE AUDIENCE: (applause)

5 MRS. LEAVITT: I will just make one other comment
6 in closing, and that is to quote Congressman Ed Edmonston of
7 Oklahoma, who voted on the 1970 Highway Act for all of the
8 provisions for highway construction in the District of
9 Columbia. One of the Congressmen who is in sympathy with those
10 of us who live in the District got up on the floor of the
11 House and said, and I am paraphrasing now, that there was
12 overwhelming opposition to building these freeways. It was
13 unfair of the Congress to ram them down the throats of the
14 residents of the District of Columbia. Congressman Edmonston
15 replied to this, and I quote, "If there is a decision made
16 with regard to highways in the District of Columbia that local
17 people in the city do not approve of it is certainly no unique
18 experience." I will guarantee the gentleman that it has
19 happened in dozens and hundreds of countries and towns, dozens
20 and hundreds of cities and towns across the country. Well, it
21 is time to reckon with the fact that this is not democracy,
22 it is tyranny. Thank you.

23 THE AUDIENCE: (applause)

24 HEARING OFFICER DUGAS: Mr. Brooke?

25 WHEREUPON,

MR. TYRRELL W. BROOKE,

1 APPROACHED THE MICROPHONE AND TESTIFIED, IN SUBSTANCE, AS
2 FOLLOWS:

3 MR. BROOKE: My name is Tyrrell W. Brooke, I live
4 in Vienna, Virginia. I wish to testify as an individual, as
5 the former Chairman of a City Planning Commission in Ohio, and
6 as a resident of our metropolitan Washington area. I wish to
7 testify because I love our City.

8 All of us who live and work in or near our Nation's
9 Capital are vitally affected by and are greatly concerned with
10 the vitality, health and welfare of Washington, D. C.. We are
11 concerned first because Washington is the Capital of our
12 country, belonging to all of us. We are concerned secondly be-
13 cause we are all part of a single economic unit which depends
14 for its existence on a lively, healthy and economically viable
15 central city.

16 Cities owe their existence to man's need to interact
17 with other men economically, socially and culturally. That
18 interaction provides jobs and improves the quality of man's
19 life. A city, if it is to continue to exist, must provide a
20 central location which is easily accessible to great numbers
21 of people. A city which people cannot use because they cannot
22 get to it or move about in it will fail. The parks, the
23 stadiums, the symphony halls, the circus arenas, the boxing
24 rings, the parades, the shops, the citadels of commerce, the
25 halls of Government -- those things which help to sustain us all.

1 -- exist because people have been able to get together, to act
2 and react with each other.

3 If our city provides easy access and central location
4 the work of National Government can proceed, the greatest
5 names in popular entertainment can perform for us, sports
6 figures can thrill us, symphony orchestras can play for us,
7 workers can work and money can be spent. If people do not have
8 easy access to the city it will die as surely as will a plant
9 cut off from its sources of energy. People are what make a
10 city, people are what its all about. People react with people,
11 people spend money with other people, people create jobs for
12 each other -- Washington, D. C., our city, is people.

13 We are here today to discuss the design and location
14 of a bridge -- a bridge of concrete and steel perhaps but a
15 bridge which was conceived in the mind of man, will be built
16 by the hand of man and which will be used by man. A bridge by
17 people, for people; a bridge to unite our community, to save
18 our city. A bridge which symbolizes our recognition of the
19 fact that we are not and cannot be separate embattled camps
20 but are instead one community of people dependent upon each
21 other. I support your proposals and endorse the design
22 of the bridge as well as the location chosen for it.

23 Although the need for people to make our city great
24 may be self evident, the need for the economic vitality created
25 by these people is critical. People create jobs, jobs provide

1 money, money sustains life and improves the quality of our
2 lives. To prevent people from using the city and to prevent
3 them from spending their money in the city, so that the city
4 withers and collapses, is a monstrous crime committed against
5 the residents of the city, against the inhabitants of the
6 region and against the citizens of the United States whose
7 capitol city we hold in trust.

8 Those who would prevent the construction of this
9 bridge ruthlessly consign the people of this city to economic
10 death. Perhaps they do so out of ignorance of the economic
11 facts of life, perhaps for some sort of hope of private gain
12 or personal recognition, perhaps they oppose the bridge be-
13 cause they want the central city to die, hoping somehow to keep
14 the business and money in their own suburbs.

15 SAM ABBOTT: Is that why you live in Fairfax?

16 MR. BROOKE: Whatever the case, the facts are that
17 jobs, and money, are leaving our city. We have heard that
18 tonight. Daily the drum roll goes on: The Geological Survey
19 to Reston; HEW to Rockville; Main Navy to Arlington; Gartenhaus
20 Furs to Maryland; TRW to McLean; American Automobile Associa-
21 tion to Merrifield. Every day brings another headline, more
22 vacant office space, more "going out of business" sales. We
23 must not stand idly by, we cannot insist on the status quo, we
24 must change, we must realize that Washington is people and we
25 cannot resist change except at our peril, we must build the

1 roads, the subways, the bicycle paths, the bridges that
2 people use. We must stop telling people what we think they
3 ought to be doing and recognize at last the power of the people.
4 Read the Schermer report prepared for the National Capital
5 Planning Commission in June of this year, over half of the
6 federal jobs in GSA controlled space are now outside of the
7 city limits. An NCPC staff study which was released on
8 December 3, 1970 claims that the GSA now leases more space
9 in the Virginia suburbs than it does in the Central District
10 of Columbia and that GSA leased space has increased 172% in
11 the past eight years. The November 27, 1970 Department of
12 Labor Monthly Report on Employment, comparing employment in
13 October 1970 with October 1969 for the District of Columbia
14 and for the Region, shows employment in the retail food in-
15 dustry down in the District, up in the suburbs; stable in the
16 Wholesale trade in the District, up in the suburbs; down in
17 the transportation industry in the District, stable in the
18 suburbs; stable in the District eating and drinking establish-
19 ments, up in the suburbs. These figures and others from many
20 sources all tell the same story -- the offices, the stores,
21 the support facilities are leaving and with them go their
22 taxes, the disposable income of their employees and the jobs.

23 Why is this? Conventional wisdom will supply a
24 ready list of Washington's problems as long as your arm and
25 everybody has his favorite solution. Underlying all else is the

1 simple truth that people work, and spend money, in places that
2 they can get to easily. This is summed up nicely in the Coun-
3 cil of Government's 1970 Report "Perspective on Growth in the
4 Washington Metropolitan Area" wherein it is stated that "Trans-
5 portation improvements over the last decade have done little
6 to reduce travel time from the suburbs to downtown Washington.
7 As a result, the significance of downtown Washington as the
8 economic heart of the region has been eroded." Westgate,
9 Montgomery Mall, Reston, Tyson's Corner, Columbia.

10 All of us want the same things for our city, we want
11 it to be a fine place to live, a place to earn a living, a
12 source of cultural and social stimulation, a great Capital of a
13 great Nation. By recognizing that change is inevitable, that
14 the balanced transportation system we've all talked about in-
15 cludes provisions for all of the methods of transportation
16 that people use -- and taking action to insure that all of
17 these modes of transportation can and do operate efficiently,
18 we will attain our common cause.

19 Cities are for people, bridges are for people. I
20 urge you to proceed with the design and location of the Three
21 Sisters Bridge as you have planned it so that, for the people,
22 we can Save our City.!!

23 HEARING OFFICER DUGAS: We are going to take a 10
24 minute recess to give our reporter a little rest.

25 (BRIEF RECESS HELD)

1 (THE HEARING WAS CALLED TO ORDER AT 9:30
2 14 December 1970.)

3 HEARING OFFICER DUGAS: Mr. Neal Martin?

4 WHEREUPON,

5 MR. NEAL MARTIN,

6 APPROACHED THE PODIUM AND TESTIFIED, IN SUBSTANCE, AS

7 FOLLOWS:

8 MR. MARTIN: I am Mr. Neal Martin. I am an American
9 University Student, studying to be a kindergarden teacher.
10 First of all, let me be on record as being totally against
11 this hearing. I believe it is illegal and immoral. The Mayor
12 and the City Council are not here listening and I believe they
13 should be here listening. Furthermore, the Three Sisters
14 Bridge was illegally forced upon the District of Columbia by
15 Congress and we have a court suit pending on that matter.
16 However, when instances of inhumanity occur it is our
17 responsibility as human beings to stand up against them, and
18 in this instance, a hearing which is basically a farce. The
19 proposed designs all have one thing in common, and that is
20 they are designed to carry automobiles into the District of
21 Columbia. I would like to explore some of the myths which I
22 cannot believe, as a person of logic and a person of reason,
23 how they can be perpetuated. One of them: "More highways,
24 easy access." You know, it sounds logical on the surface,
25 but it is my observation when freeways are built they attract

1 more cars into an area. Of course they attract more traffic
2 jams. I live up around Chain Bridge, and when that George
3 Washington Parkway there was a dirt road I could drive right
4 through there, but now that it is a paved road I have to wait
5 sometimes an hour to get through that light. A freeway over
6 that location on the Potomac River, coming from an area which
7 has been already stated that will double in population very
8 soon, attracting more cars into the District, I doubt seriously
9 that that will mean easy access for people.

10 There is something that I read in that folder that
11 the Highway Department put out. "High speed highways will re-
12 duce emissions thus pollution." And that's probably true,
13 when a car is moving and not standing still the emissions will
14 be less. However, when a car is stalled on a bridge because
15 of traffic jam, I doubt if the effect is any different from
16 stopping at lights, and this indeed will happen if freeways
17 are built.

18 Well, air and noise pollution will be reduced any-
19 way. In 1974 we will have some new controls and maybe we
20 could, you know, line the freeways with sound-proofing and
21 that will stop that. But there is another kind of pollution,
22 and that cannot be stopped, except for a cartoon I saw last
23 Sunday which showed a man driving up to the bank and spraying
24 something on his car that would reduce itself - to a toy-size
25 car, but I doubt we'll discover this. And, of course, downtown

1 progress and Federal City Council has a solution for this:
2 more parking, destruction of small businesses; destruction of
3 a new up and coming commerce that I saw in the area - they
4 intended to destroy, and of course, destroy homes, homes that
5 people live in; homes that people will probably be given a
6 place above the freeway to live in. Okay, another myth: people
7 should be induced to come to D.C. to spend money. Well, that
8 sounds good, sounds logical. But when you think about the
9 fact that most businesses in the District of Columbia are owned
10 by people who live outside the District of Columbia and come
11 in every day and drain the District of Columbia, just as a
12 mother country would drain a colony. You know, logically,
13 I think people should remain out of the city or at least pay
14 some kind of tax for the use of the city facilities.

15 THE AUDIENCE: (applause)

16 MR. MARTIN: You know, these arguments that I see,
17 you know, I say, "Is this stupidity?" I don't believe so. I
18 believe that you people are men of intelligence. I don't
19 believe it is ignorant, I am sure you realize that rapid
20 transit can carry more people in less time than freeways. Why
21 do you still want to build freeways? I cannot understand that,
22 and one possible reason is -- you should have a great big
23 \$ sign here. The Highway Department does not make money off
24 of subways. "A balanced transportation system." That means
25 lot of freeways, lots of jobs, lots of money for the developers.

1 MAURICE A. DAVIS,

2 APPROACHED THE MICROPHONE, AND TESTIFIED IN SUBSTANCE AS
3 FOLLOWS:

4 MR. DAVIS: Mr. Chairman, as President of the
5 Brookland Civic Association I bring greetings on behalf of
6 our citizens and association. I am here to testify on behalf
7 of the organization. I would like to take this opportunity
8 to talk about the social environment, environmental and
9 economic effects of the construction of the Three Sisters
10 Bridge. First, I would like to make reference to the socio-
11 logical aspects of the life of this city today.

12 Some months ago Jack Anderson wrote the story in
13 his column about the drug problem in this city. The column
14 went on to say that the Justice Department knew about a well-
15 known underworld figure sent to Washington to step up the dope
16 traffic. It seems as though the Justice Department knew about
17 this and that it became a party of the second part. The scheme
18 is to dope up the grass roots, and I mean black people
19 specifically, of the District of Columbia, thereby creating
20 apathy, preventing citizens' opposition, at least to say that
21 the government could keep some kind of control on the protest
22 movement. Now let's focus our attention on the Brookland
23 community. Where does Brookland fit into the total picture
24 of our existence in this city today? Let me take this
25 opportunity to give you a birdeye's view of Brookland. Brook-

1 land is comprised of middle-class income families, and a mix-
2 ture of upper and lower income families, coupled with educa-
3 tional institutions, and some light industrial complexes,
4 also with religious organizations in its midst. The ratio of
5 population is comprised of about 70 to 80% black. This is a
6 rather unique community. The goals of this community are --
7 the citizens of this community want to be compatible to that
8 of the Georgetown community, the characteristics of being
9 viable and stable. The citizens are aware of what the city
10 planners' objectives are, and call your attention to them.
11 They are as follows: The construction of the Three Sisters
12 Bridge, which serves a link to the North Central and of course
13 the biggest item, the North Central Freeway.

14 Brookland being the only biggest prime land possible
15 left in the District of Columbia that could be assembled for
16 the big land grabbers. Naturally, the city wants to change
17 zoning from low density to high density. Of course this will
18 provide a feeder system for the subway when it does come
19 through Brookland; to provide parking for the suburban commuter
20 the kiss and tell style. The citizens of Brookland are aware
21 of these economic and environmental inconsistencies that
22 jeopardize by creating chronic discord - discourse - and ad-
23 verse circumstances for all concerned. Most of our residents
24 are retired: government employees, school teachers, clerks,
25 policemen, firemen, and other professionals, and non-profess-

1 ionals, who plan to spend the rest of their lifetimes in their
2 quiet and quaint community. The freeway will destroy the
3 covenant that the community has enjoyed over the years. It
4 has been said that construction of the Three Sisters Bridge
5 will eventually force building the North Central Freeway. A
6 project that will be forced down the throats of black people.
7 Needless to say, if Brookland was all white the city planners
8 would not chose Brookland to build a freeway. Brookland
9 citizens will not be sacrificed for this white man's folly.

10 The last word "folly" - in case you don't know what
11 it means, it means in Webster the state of being "foolish."

12 THE AUDIENCE: (applause)

13 MR. DAVIS: Now, I want to elaborate a little bit.
14 Let's state that the hearing here tonight is illegal. Brook-
15 land Civic Association is prepared to take legal action,
16 against this bridge, and also against the North Central Free-
17 way. I would like to elaborate a little more on the basic
18 design of this bridge. This bridge is designed to push black
19 people out of Washington. Who is at fault for the white
20 people moving out of Washington? The white people themselves
21 are at fault. They didn't want to live beside niggers. That's
22 what you call us. Now I had better stop here because I don't
23 want to get angry because I might tell you a few more things
24 that you may not like. Oh, that's all right. Oh, yes, I
25 just would like to say this: It has been said that the Brook-

1 land Civic Association was poorly organized. I want to say
2 right now that Brookland is by no means poorly organized.

3 THE AUDIENCE: (applause)

4 MR. DAVIS: I just want to show you this chart.

5 (EXHIBITING A CHART TO THE HEARING OFFICER AND
6 AUDIENCE.)

6 MR. DAVIS: See this organizational chart. I want
7 all the people to see it. This is what runs the Brookland
8 Civic Association: 21 Committees; 32 slots. Also, I am the
9 organizer and coordinator of the Upper Northeast Business
10 and Professional Association. There again, we are pooling our
11 resources to fight this freeway.

12 SAM ABBOTT: What about the 69 homes in your area?

13 MR. DAVIS: Oh, yes, speaking about the 69 homes.
14 Mayor Washington made available two homes for our Youth
15 Center. The Highway Department, Mr. Airis there, kicked in
16 \$6,000.00 to renovate these homes. Somehow or other they are
17 playing games. Not too long ago Congress issued a press
18 release that they are going to force the city to build the
19 North Central Freeway. Right after that, I was given a call
20 by acquisition of the D. C. Real Estate Department to turn in
21 the keys of these homes. Dr. Henry Robinson made a statement
22 in the news that we didn't touch base with the citizens. Well,
23 I am here to tell you that we didn't apply for the use of these
24 homes; the city did all this. They made all the arrangements
25 for us. They told us that they were going to give us these

1 homes for a community center. And you are talking about the
2 generation gap. Well, I want to tell you, our leaders are
3 gutless. And no wonder the children today, the kids today,
4 don't have no respect for them.

5 I want to tell you that in Brookland those homes
6 will be restored and will be returned to the community and
7 we plan to make the city build us a community center com-
8 parable to the one on Connecticut Avenue up in Chevy Chase.
9 We only ask for these homes on a temporary basis; but we in-
10 tend to make the city build us a community center comparable
11 to the one--I repeat--comparable to the one on Connecticut
12 Avenue near Chevy Chase Circle.

13 THE AUDIENCE: (applause)

14 HEARING OFFICER DUGAS: Reverend Lynch?

15 (No response.)

16 HEARING OFFICER DUGAS: Mr. John P. Carter?

17 (No response.)

18 HEARING OFFICER DUGAS: Joan Knight?

19 WHEREUPON,

20 JOAN KNIGHT,

21 D. C. WILDERNESS COMMITTEE, APPROACHED THE PODIUM AND

22 TESTIFIED, IN SUBSTANCE, AS FOLLOWS:

23 MISS KNIGHT: I am Joan Knight, and I am a citizen
24 of D. C. I live at 5846 Sherry Hill Place, Northwest. I will
25 not testify for the D. C. Wilderness Committee because I have

1 changed my testimony as a result of what I have heard today
2 and haven't had a chance to check with the others. I want to
3 start with a series of three questions. You have heard them
4 before. I just want to endorse them by asking them again.

5 The first is, who are we talking to?

6 Why are we talking to Mr. Dugas? I don't understand
7 it. Why isn't the Mayor here? Why isn't the City Council
8 here? I read the handout that DCTC provided this morning about
9 the legality of who makes the decisions, and it convinced me
10 totally that they should be here. If they are not interested
11 enough to listen to us then I seriously doubt that they will
12 take the trouble to read the transcript.

13 The second question: Why are we having hearings
14 while the case regarding the bridge is still in the courts?
15 It's totally beyond me.

16 The third question: Why are we having hearings when
17 Virginia may decide not to go route 66? I wish to say for the
18 record that the fact that I have a statement does not mean
19 that I recognize these as legal hearings. For the above three
20 reasons, I personally do not think they are legal.

21 It appears to me that the proud freeway forces in
22 this town are trying to create the impression from the media
23 that opposition to this road is only the work of a few
24 "die-hard" freeway fighters. This is the impression I got
25 recently from television and in newspapers. I don't believe it

1 is true. I also realize that what appears in the media of
2 course is generated by and filtered through big business.
3 DCTC sometimes uses some loaded words. Some people don't like
4 them but I think they have got a point. This morning in the
5 handout they used the words "money mafia." They explained
6 what they meant. They pointed out that they used that
7 terminology because these types of businessmen, in the name
8 of profit or perhaps in the name of simulating the economy,
9 seek to control our lives and our country. I think they have a
10 point.

11 Meanwhile, anti-freeway citizens groups experience
12 bitter frustration. Why were the TV cameramen told not to
13 photograph the group of citizens quietly holding signs to
14 protest the bridge at the start of the hearings this morning?

15 The groups opposing these roads do not have full
16 time workers; they have no money; they do not have what are
17 called friends in Congress; they do not have connections in
18 the media; they have no effective role in decision making
19 processes because they cannot offer trade-offs or deals. This
20 is how the power groups with vested interests accomplish their
21 political business. The citizens stand only on principle.
22 They see the bridge as a moral issue, it's as simple as that.
23 The Nixon-Natcher Memorial "Bridge" across the Three Sisters
24 Island is opposed by all citizens.

25 THE AUDIENCE: (applause)

1 MISS KNIGHT: Is opposed by all citizens who under-
2 stand all the social and environmental issues there involved.
3 In November of 1969, the citizens showed how they felt in a
4 citizens referendum. 85% of nearly 12000 voters opposed the
5 Three Sisters Bridge and its connecting freeway system. On
6 the basis of logic alone, it is absurd to think that D. C.
7 Citizens would actually chose to have more cars in their city.
8 We have heard hundreds of points made that explained that.
9 I want to add one: We don't want our new subway system to
10 fail because of lack of ridership. This is what may happen
11 if we encourage commuters to use their cars. Since this is a
12 design hearing, I want to make one comment on the designs that
13 have been presented to us.

14 Let's assume I am a transportation expert. My job
15 is to get the maximum number of people from Virginia into
16 D. C. during rush hour. I probably went to college to study
17 transportation so that I remember some basic facts. I know,
18 for example, that studies have been done showing that tr
19 will transport 12 times the number of people that automobiles
20 will. These studies were very realistic. The assumption was
21 made, for example, that the trains were only half-filled. Then
22 why aren't we given a third design alternative, with train
23 tracks on it? Better yet, why don't we use existing rail
24 lines to transport commuters now? They are there. I want
25 to close by reading something that was said by Michael ..

1 who at the present time is the Acting Assistant Secretary
2 for Environmental Assistance in the Department of Transpor-
3 tation. This is from a DOT News Release. It's not a news
4 release, it's just a release. He made the statement at an
5 annual meeting of the National Trust For Historic Preservation
6 in Charleston, South Carolina on November 7th of this year:

7 "Our office receives a constant flow of
8 letters appealing to Secretary Volpe
9 to intervene in local transportation
10 issues. Our experience with these
11 letters especially those objecting to
12 transportation projects because of their
13 adverse environmental impact has been
14 that the citizens' objections are
15 generally well thought out, often well
16 documented, and almost always deserving
17 of serious study and comment"

18 He then lists suggested criteria for transportation planning
19 processes that would include citizens in one meaningful way.

20 "My first criteria is access to the system
21 in meaningful terms. Too often citizens
22 have been presented with a plan for
23 approval. The critical decisions were made
24 and then the citizens were permitted to be-
25 come involved. My second criterion calls for

1 consideration of the citizens' view in the
2 broadest sense by the planner. If a planner
3 rejects a proposal which the citizens put
4 forth the citizens are entitled to know why
5 in plain and simple terms and citizen parti-
6 cipation should be more than a cosmetic,
7 which is a fight after the fact to make
8 decisions appear to have more community
9 participation and support. Third,
10 citizen participation should start with the
11 articulation of community goals and values
12 and the relationship of the transportation
13 plan to these goals. To me this means that
14 citizens have the right to suggest that a
15 transportation project should be realigned
16 or not built at all if it conflicts with
17 current community values."

18 HEARING OFFICER DUGAS: Thank you.

19 THE AUDIENCE: (applause)

20 HEARING OFFICER DUGAS: Has Mr. Parks come in
21 yet?

22 MR. PARKS: Yes, sir.

23 HEARING OFFICER DUGAS: We are waiting for you,
24 sir. You are on time.

25 WHEREUPON,

MR. ELDRIDGE V. PARKS,

1 APPROACHED THE MICROPHONE AND TESTIFIED, IN SUBSTANCE,
2 AS FOLLOWS:

3 MR. PARKS: Ladies and gentlemen, my name is Eldridge
4 V. Parks and I am a candidate for the non-voting delegate in
5 Washington, D. C. I received correspondence from some of the
6 committee members against the freeway, to put it into my plat-
7 form, opposing the construction of the Three Sisters Bridge.
8 As soon as I received that correspondence I checked around
9 with the people that I have been coming in contact with and
10 so far I haven't spoken to one person that is in favor of the
11 Three Sisters Bridge.

12 THE AUDIENCE: (applause)

13 MR. PARKS: I have been out among the people, in
14 the Safeway Stores, the Giant Supermarkets, getting my
15 signatures for my petitions that I am going to file tonight,
16 and I have talked to literally hundreds of people. No one
17 has expressed a desire for the Three Sisters Bridge. Tonight
18 I had a doctor's appointment and this is why I didn't get here
19 a full hour ahead of time. In order to see these doctors you
20 have to make appointments two months in advance for an
21 eye examination, at least for my doctor anyway.

22 HEARING OFFICER DUGAS: I know what you mean.

23 MR. PARKS: So I just asked him what was his
24 opinion, and he was totally against it. For one reason, nobody
25 knows where it is going to connect up to. Nobody knows where

1 it's going, at least I haven't heard the testimony today, but
2 I don't think it has been made clear to the people of Washing-
3 ton where the traffic from this bridge is going to. So, I
4 think this should be explained. I did want to get here early
5 so that I could do a little research to see just what had been
6 said before. But I would like to say that everybody that I
7 have talked to, and this is the main point I want to emphasize,
8 that no one is in favor of it. And if I am elected as a non-
9 voting delegate we won't have the Three Sisters Bridge. And
10 from what I gather, they won't.

11 THE AUDIENCE: (applause)

12 MR. PARKS: From what I gather, the path of the
13 Three Sisters Bridge, the route proposed, one of them, would
14 be to go through K Street and the other would be through U
15 Street. I don't know which route it will take but I think
16 the people of Washington are against it on both of those
17 avenues. And I would say that if I am elected we won't have
18 the Three Sisters Bridge. We won't have any more freeways
19 through Washington. I am originally from New Orleans, and I
20 would like to say that they have a freeway going right down-
21 town to the heart of New Orleans, and this is the ugliest
22 monstrosity that I have ever seen in my entire life.

23 THE AUDIENCE: (applause)

24 MR. PARKS: I was there in October and I haven't been
25 back for a couple of years. Truly, it's good. I can get from

1 my house, and I live uptown, for those of you who know New
2 Orleans, and I can go all the way out to Gin Tilling, which
3 used to take maybe an hour, I can go there in 10 minutes. But
4 I don't think we need that kind of progress here in Washington,
5 and I would say that if the people of New Orleans knew what
6 they were getting they wouldn't have that, too, because they
7 have destroyed a beautiful street Claybourne Avenue, downtown.
8 They didn't touch uptown. This is where the big money was.
9 They didn't touch uptown where I lived. But they touched down-
10 town, the poor people, and they took all of the homes. What
11 they have now is a piece of concrete that is absolutely good
12 for nothing as far as I see but to run cars up and down and
13 pollute the neighborhood. It's for the big business downtown.
14 It's good for that. People can run right in and run right on
15 Bourbon Street; but that's only a part of New Orleans. I
16 think the city itself would be nice if they didn't have that
17 monstrosity, and we won't have that in Washington if I am
18 elected to Congress. Thank you.

19 HEARING OFFICER DUGAS: Thank you.

20 THE AUDIENCE: (applause)

21 HEARING OFFICER DUGAS: Mr. Longstreth?

22 WHEREUPON,

23 MR. RICHARD LONGSTRETH,

24 APPROACHED THE PODIUM AND TESTIFIED, IN SUBSTANCE, AS FOLLOWS:

25 MR. LONGSTRETH: I am Richard Longstreth. I come here

1 representing myself as a citizen. I didn't have time to get
2 out of uniform but I have to add that I bring with me tonight
3 the sympathies of hundreds of people in the Pentagon whom I
4 work with, both civilian and military; both officer and en-
5 listed.

6 Before active duty I was a student of architect at
7 the University of Pennsylvania, from which I graduated. And
8 I am author of the forthcoming survey on architecture in the
9 Philadelphia area. I have spent a good time, a good deal of
10 time, in a city called Los Angeles, which has, and I hope these
11 gentlemen will agree with me, probably the best freeways in
12 the world. The layout of a city, the physical layout of a
13 city is ideal for them. The climate is ideal for them. There
14 is hardly any time during the year when the conditions are
15 adverse to freeway driving. They are beautifully engineered.
16 It's very easy, or it was very easy, to drive on them. They
17 were a pleasure. They were beautifully landscaped. One was
18 hardly aware of Los Angeles, and oftentimes they were very
19 aesthetically pleased with the works of engineering. For
20 those of you in this room who drove in Los Angeles when this
21 very expensive and at the beginning very effective system
22 began to really be felt in the early sixties, or even in the
23 mid-sixties, would find to get to any place in the city was
24 really quite easy. Everybody travelled by freeway. If any
25 of you have been back to Los Angeles recently or are planning to

1 go back, you are going to experience a shock because the
2 effectiveness has decreased incredibly over a period of only
3 3 or 4 years. And for once, they were a pleasure. This is
4 a system that cost--and I have brought no figures--as a matter
5 of fact, this speech is pretty much off the cuff. I brought
6 no figures, but this is a system that inevitably cost
7 millions, perhaps billions of dollars. And in a period of 10
8 or 15 years it became obsolete. Washington, of course, is not
9 nearly as well equipped as a city for a freeway system, as
10 Los Angeles is. It is not laid out like Los Angeles. It does
11 not measure up in any of the criteria that made a freeway
12 system at one time, in the early 60s so successful in Los
13 Angeles, and would not make it that successful in Washington.
14 And even now, Washington doesn't have a third of the freeways
15 that Los Angeles did 10 years ago. So what we are really say-
16 ing, by building more freeways in Washington, is that even if
17 all plans were approved, even for the thing that was to go
18 under the Lincoln Memorial, and then some of the Tidal Basin,
19 if all of these plans were approved tomorrow and construction
20 started the day after and there were no delays and no strife,
21 maybe in five years we could look forward to what Los Angeles
22 citizenry had 10 years ago; and maybe 15 years from now we
23 can have the marvelous mess that the freeway system has caused
24 in Los Angeles in Washington.

25 About an hour ago Mr. Brooke spoke before you all,

1 and despite his interruptions I have to say that I agree with
2 him on a lot of points. I am certainly for progress. The idea
3 that a freeway perpetuates itself, and if you build one free-
4 way you are going to have to build more freeways, and you are
5 going to have to build more freeways, and in the abstract a
6 very logical argument. Because after all, that's how the
7 railroads started, that's how the airlines started, and that's
8 really how the cities grew themselves. Any civilized concen-
9 tration of people started and began and grew and developed in
10 this manner. But there is also the fact that automotive
11 transportation is the least effective means of transportation.

12 And then even though freeways might bring about a
13 certain amount of easy go quick progress, it is going to be the
14 slowest and least efficient type of progress. Mr. Brooke's
15 statement would have been very, very truthful had he simply
16 injected rail transportation for highways, because all he said
17 about what a city should be is indeed very, very true. You
18 have to have the center. But the very nature of a highway, if
19 it doesn't tear down what the essence of a city is, it is
20 at least going to be the least efficient means from which a
21 city can continue to grow and flourish. The type of progress
22 that is enhanced by a freeway, both in the city and in the
23 suburbs that they go through would hopefully be the type of
24 progress that so many gentlemen came down here and testified
25 about this morning: the realtors, the businessmen, and what not.

1 Yes, indeed, that is a good and hopefully stable type of
2 progress. But more often than not freeways do not stimulate
3 this sort of thing because they inject artificially something
4 that is totally new to any given region and change its character
5 a 180 degrees overnight. The effect; and if you study the free-
6 way communities that have gone up around Washington or any
7 other city today you can see that they are very much like the
8 gold rush towns in the mid-west and the far-west of the latter
9 part of the last century, with all the evils which went along
10 with that type of raw speculation.

11 THE AUDIENCE: (applause)

12 MR. LONGSTRETH: One need only study the stripped
13 communities along 4-lane axis roads that were built in the
14 late 1930s - early 1940s and 1950s - and see that most of
15 these have become very depressed areas now. They have been
16 very short-lived. The small scale shopping center, gas
17 station, liquor store, individual stores, plunked along the
18 highways - sort of thing - is dying out very rapidly. It
19 lasted 15, 20, maybe 30 years and now it has gone into decay.
20 The structure of freeway communities is very, very similar
21 with one horrifying difference, and that is the amount of
22 land that is consumed by these freeways, that has been con-
23 sumed by freeways that have been built all over the nation,
24 is much, much greater and it's not just around the cities,
25 it's all over the Eastern Seaboard. It does not just affect

1 blacks. It does not just affect whites. It is not simply
2 affecting the rich or the poor, it hits everybody. Nobody is
3 free from it. You can buy 5,000 acres 50 miles from the city.
4 Many people have done this, had the opportunity, have had the
5 money, and a lot of people have been quite surprised when a
6 few years later a freeway went in back of their retreat. No-
7 body had escaped from this.

8 This is a discussion, however, on the Three Sisters
9 Bridge not on freeways as a whole. Trained as an architect
10 and looking at the proposed 3 Span Proposal, I have to admit
11 it is a very, very handsome design; but equally if not more
12 handsome was the design that was proposed by the internationally
13 famous form giver, Mar... B.... for an office building to be
14 placed over Grand Central Station in New York. And even in
15 such an impersonal large city as New York, the citizenry got
16 together and said, "No, it's a beautiful design but it is out
17 of place here."

18 THE AUDIENCE: (applause)

19 MR. LONGSTRETH: I wasn't going to bring this up,
20 but I don't know how many of you are from outside of Washing-
21 ton. I myself I have had the opportunity to travel all around
22 the country, and in a number of very distinguished architectural
23 circles, in the planning realm, in the educational realm, in
24 the historic preservation realm, I will have to admit that the
25 Washington Fine Arts Commission is a joke. You bring it up and

1 it's a joke.

2 THE AUDIENCE: (applause)

3 MR. LONGSTRETH: This feeling has been brought about
4 by the fact that they have insulted and rejected plans of
5 many of the country's leading architects, while rubber stamping
6 enumerable designs of the most crude, impersonal nature, that
7 are growing around the city. Look at many of the federal
8 structures that are going up. Look at Moscow and you won't
9 see very much difference.

10 If you are up in New York look at plans that Albert
11 Spear did for Berlin on that bright day, and they aren't
12 terribly much different. It's not monumental, it's not
13 classical because both of those adjectives have a very, very
14 human relation. It's one of the coldest things that could be
15 brought about. The Fine Arts Commission is unfortunately
16 getting a reputation of simply stamping those projects which
17 are acceptable under a minimal criteria and shy away from
18 anything that is innovative, anything that is creative, and most
19 things that are human. But back to the Three Sisters Bridge.
20 I have erred again, and I have to apologize. I want to turn
21 your attention to this booklet, a lot of other people have, and
22 I want to preface this by saying that when I was in Philadelphia
23 I very informally fought against a project which also had a
24 very nice booklet. I am saying this not in any disrespect to
25 the gentlemen here -- of the gentlemen who put out this booklet.

1 But I am simply saying that as an architect and as a citizen
2 I am getting tired of city planning booklets and highway
3 booklets and what not that do anything but stimulate a
4 reader's ability to think. Because if you look at them, if
5 you really look at them, you find that they don't say terribly
6 much. Back to this very nice booklet in Philadelphia. It
7 called for a redevelopment plan of a section of the city,
8 and when you got two-thirds of the way through the silly
9 thing you discovered that the only thing that they were going
10 to redevelop was that a good portion of the neighborhood was
11 going to be wiped out for a highway. That was the only thing;
12 yes, they were planning to plant bushes underneath the highway,
13 but that was the purpose of the entire booklet; and you only
14 discovered it two-thirds of the way through the thing, if you
15 looked very closely. It would be very easy for somebody who
16 was simply browsing through the thing to go through the entire
17 booklet at all and not get anything out of it. Well, there is
18 an added irony to this, and a good deal of tragedy because this
19 booklet was on the redevelopment of a section called:
20 "SOUTHWALK," which happened to be the oldest section of the
21 city. It was comprised of more pre-revolutionary structures
22 than any other district including Society Hill and Independence
23 National Park. About half of these structures were obliterated
24 for a freeway. The neighborhood consisted of virtually all-
25 white, working class community of German and Swedish background,

1 but it had only been there for several hundred years; and
2 it was fairly close knit to the degree that moving down the
3 block during your lifetime is a major experience. The freeway
4 displaced a lot of people, and I am quite sure they were ade-
5 quately relocated. I have to go on that assumption. But
6 nonetheless, the thing has been constructed. It hasn't been
7 used yet because it doesn't go any place at the moment, but it
8 is there. And, all of a sudden, houses that are adjacent to
9 it are going up for sale, one after another being boarded up
10 and people are still foolish enough to ask, "Why?"

11 Now if I may turn your attention to this: On pages
12 9 through 14 are a number of graphs showing the area that the
13 freeway is going to go through and they cover a myriad of as-
14 pects of really human life. Parks and recreation; historical
15 sites; hiking and biking trails; so forth and so on. But
16 look a little bit closer: Park Recreational and Historic
17 Sites and Landmarks - notice there is nothing in Georgetown.
18 Hiking and Biking Trails - that's nice, they are still there
19 but if you really wanted to--and in fact I have--you can both
20 hike and bike underneath the West Side Highway in New York.

21 THE AUDIENCE: (applause)

22 MR. LONGSTRETH: Fire Protection. We see that there
23 are three firehouses in the area and although this might be a
24 good access route, I don't think it's a prime consideration.
25 The same thing with existing land-use matter, which, if you look

1 at it very closely you will discover that probably less than
2 half of the area covered in the legend, of the area within the
3 boundary covered by the map, is covered in the legend and about
4 half of that is the Potomac River. Religious institutions. The
5 only thing that you can get from this is that there are a lot
6 of churches in Georgetown. That's very nice. And, Education.
7 You see, there are a lot of educational institutions both in
8 Georgetown and in Virginia. That's very nice, too. But what
9 does this tell you? Where is there something of the existing
10 traffic? I am not a city planner. I am not a professional
11 in this element. But too often I have seen, and I have seen
12 citizenswail over it, in the east and in the west, very nice,
13 often expensive brochures which look like they are serving the
14 public and really are not getting down to what is going to
15 happen. Turn to page 5, Figure 7. This is how it's going to
16 look when it goes through Spout Run. A gentleman earlier this
17 afternoon said that Spout Run was a very picturesque entrance
18 to Washington. I must admit, it is now. Now take a look at
19 what the proposal is for Figure 7, and you see through isome-
20 trics that a few things have very cleverly been covered up.
21 One is that the west bound lane of I-266 is about roughly 2 to
22 3 stories above west bound lane of Spout Run, and the difference
23 is made up not with planting, not with gradual slope but with
24 an inward slope of concrete. If you want to go up along the
25 Chesapeake and Ohio Canal you can see a similar innovation in

1 highway design where there wasn't enough room to cram it into
2 the hillside. So, one goes out over another. This is fine in
3 a city but Spout Run is not a city, and people have got to de-
4 termine right now if they want to turn it into an urban area
5 why don't they say that? Why doesn't somebody come out and
6 say, "We want to put 20 story office buildings all over the
7 highlands and what not?" All right, this is fine for an en-
8 vironment like that. But if you want to keep it in a semi-
9 rural state you don't do this. And again, look at this
10 background parkway, eastbound, and you will see the same thing:
11 only a one or two story concrete wall. Finally, on page 3,
12 aerial view of the project area. Most of what you see are
13 trees with a little bit of development on the horizon and a
14 very picturesque curve which says Interstate 266 on it. That's
15 very nice, but who is going to really be duped into thinking
16 that is what the area is going to look like after Interstate
17 266 is constructed? What are the affects of the highway?
18 Just look around you when you travel next time, just travel
19 around the Beltway and see what the affects are. Is this a
20 better environment? Is this the sort of thing we want to
21 grow up with? Do we want to turn the city into another suburb?
22 There's a town on the way to Ocean City, Maryland which was
23 a large, growing community for about 200 years. City planners
24 took the main street and made a mall out of it, which was very
25 nice. But you ought to look in back of the stores because they

1 completely surrounded it with parking lots. They have turned
2 an entire town into a shopping mall that wasn't even privately
3 controlled. I want to close because I have been quite dis-
4 respectful, and I don't mean to be at all. No, I really
5 don't, because there are a lot of people on both sides of this
6 that mean very well. Certainly Mr. Brooke meant very well, you
7 could not condemn him as an evil intentioned man.

8 I want to close by focusing on, if you have to point
9 it to one man, you will have to point to him who has done more
10 in developing theory of highways than just about anybody else.
11 In 1940, he was heralded by such people as Frank T.. and Oliver
12 Otto and Richard N... and Walter G..., as one of the great
13 form givers of the century. He had created in New York a
14 series of parkways and parkland, which was a pleasure to drive
15 on, it was a pleasure to look at, and for a while it worked.
16 After the war, -- excuse me, before I get to that, the man's
17 name was Robert Moses. Everybody thought of his example, and
18 you find a lot of parkways all over the country that developed
19 because of the Merritt Parkway and other things that he was
20 directly or indirectly responsible for. He did a lot to beautify
21 the landscape around New York.

22 After the Second World War, Mr. Moses began to do an
23 about face, which he has on many cases openly admitted. The
24 Parkway is out, it's no longer a useful, functioning form of
25 transportation. Now you go from point A to point B, and per-

1 haps Mrs. Leavitt can correct me. I can't quote him, but at
2 a conference of urban planners he said that in order to get
3 anything done in the city you will have to hack your way through
4 with an ax, or words to that effect. And again, people have
5 followed Mr. Moses' example. He's a very, very well-intentioned
6 man and he has done a lot of good. But it may come as a
7 surprise, but there are no more sunny days in New York. They
8 have ceased to exist. There may be one or two days, if that,
9 when you can stand on the top of the Empire State Building
10 and see clearly down to the Battery. This is very frightening;
11 this is very frightening because it affects us all; it affects
12 white and black; it affects rich and poor; it affects people
13 who work in the city and commute out to the suburbs, or people
14 who work out in the suburbs and commute into the city; or
15 people who never then left the city in their lives. And if
16 you travel around Metropolitan New York, it affects people who
17 never left the suburbs in their lives. It affects everybody.
18 We have heard a lot of rhetoric on both sides. It's the easiest
19 thing to give out because it makes you popular and you want to
20 be popular in order to get what you want through to the people
21 that you are talking to. So naturally, no matter what you are
22 after you are going to use rhetoric. That's all well and good,
23 but how much longer? Time is running out. New York is the
24 worse. Washington is mild compared to it, but just how much
25 longer are people going to fall back on rhetoric before they

1 themselves fall? Thank you.

2 THE AUDIENCE: (applause)

3 HEARING OFFICER DUGAS: Mr. John Carter?

4 WHEREUPON,

5 MR. JOHN CARTER,

6 APPROACHED THE PODIUM AND TESTIFIED, IN SUBSTANCE, AS FOLLOWS:

7 MR. CARTER: Good evening. I will only take a second
8 because I know it has been a long day and I know you gentlemen
9 are tired, and so am I. Let me say first, the hearings have
10 been held on the wrong assumption. We need the City Council
11 here but I am not against the gentleman who is sitting here
12 and I am not opposed to your hearing. The issues are around
13 the bridge and freeway. I think we need to understand that
14 citizens living under an oppressive system --that is not
15 people who work for the system, but people who manipulate the
16 system are the problems. We need to go back and look at
17 Broyhill and all the other so and sos on Capitol Hill, who are
18 causing the problems for us. So I think that some of our
19 protests may have been mis-directed. Some of the protest is
20 mis-directed in terms of who we turn it on. I think Mayor
21 Washington is, you know, just a handle for Capitol Hill to
22 oppress the citizens of the District. I have just a couple of
23 lines to say about the bridge and freeway. We do not want any.
24 To me it is not a design question; it's a plan question of not
25 wanting the bridge; of not wanting a freeway; we will not have a

1 bridge; and we will not have a freeway. If it's built, then I
2 can almost assure that looking at it historically that society
3 in general and Washington specifically may go up in turmoil
4 and uproar and that any time the homes and lives of citizens
5 of any community are destroyed that community is going to
6 get involved in what ever way they find possible and necessary.
7 I want to say very plainly and very clearly, that I have fought
8 now for two years against this concrete monstor and I feel that
9 part of what we have to do, as citizens, is to decide that we
10 are going to join the other side of the issue and let Broyhill
11 know that the city government is now united against it, and it
12 is time for all of us to sit down together and say to these
13 type of people that it's high time to forget about a design
14 hearing and a design strategy. Their designing days are over.
15 The time is now to say, "No more freeways and no more bridges."
16 Thank you.

17 THE AUDIENCE: (applause)

18 HEARING OFFICER DUGAS: Our concluding witness is
19 the Reverend John G. Lynch of St. Paul's College. Is he in
20 the room? The Reverend Lynch is scheduled for 10:35. I will
21 have to hold the hearing open until that time. If he has not
22 appeared by that time we will close for tonight.

23 A SPECTATOR: Reverend Lynch will not be present.

24 HEARING OFFICER DUGAS: Reverend Lynch will not be
25 present.

1 A SPECTATOR: I would like to find out as far as the
2 Hearing is necessary --

3 HEARING OFFICER DUGAS: Could you come to the micro-
4 phone, sir.

5 A SPECTATOR: No one can hear here?

6 HEARING OFFICER DUGAS: Well, we need it.

7 THE REPORTER: We need it for the record.

8 HEARING OFFICER DUGAS: For the record here.

9 A SPECTATOR: You need it for the record?

10 THE REPORTER: Yes.

11 A SPECTATOR: You might need it for the record.

12 HEARING OFFICER DUGAS: Give us your name, sir.

13 WHEREUPON,

14 A SPECTATOR APPROACHED THE MICROPHONE AND PODIUM
15 AND TESTIFIED, IN SUBSTANCE, AS FOLLOWS:

16 A SPECTATOR: First of all, I shouldn't be giving it
17 because I am not testifying. I only have a question because
18 my testimony will be on Wednesday.

19 HEARING OFFICER DUGAS: May I have your name, sir?

20 MR. THOMAS: Yes. My name is Frederick H. Thomas.

21 HEARING OFFICER DUGAS: Thank you, Mr. Thomas.

22 MR. THOMAS: I would like to find out whether or not
23 the last few witnesses have been recorded as far as the record
24 or more than one means of transmitting this record hopefully to
25 the Mayor?

1 THE REPORTER: (To Mr. Dugas): Yes.

2 HEARING OFFICER DUGAS: The answer to that is yes.

3 MR. THOMAS: The answer to that is yes. I would
4 also like to ask the question, how will these proceedings be
5 presented to the Mayor and the Council?

6 THE REPORTER: By verbatim transcript.

7 HEARING OFFICER DUGAS: By verbatim transcript.

8 MR. THOMAS: And who will do this?

9 HEARING OFFICER DUGAS: It will be transferred to
10 the Mayor and the Council by the Director, Department of High-
11 ways.

12 MR. THOMAS: As a citizen of long record, as far
13 as the freeway is concerned, I would like to find out if it
14 is possible that the citizens or some citizen organization
15 could be a part of that transaction? I am saying clearly here
16 that Mr. Airis has not shown any real interest in presenting
17 testimony to anyone that is more than pro-highway. I would
18 like for the citizens to be represented at whatever method
19 this information is passed to the Mayor and the Council.

20 HEARING OFFICER DUGAS: You mean the physical trans-
21 fer of the transcript that will be prepared by the reporter?

22 MR. THOMAS: Are you telling me that they are going
23 to read this?

24 HEARING OFFICER DUGAS: I don't propose to tell you
25 what they are going to do, sir. I am saying to you that it will

1 be given to them.

2 MR. THOMAS: What we are saying here is we are
3 writing a book that we hope the Mayor and the Council will
4 read.

5 HEARING OFFICER DUGAS: That's what you are saying.

6 MR. THOMAS: I am asking you a question.

7 HEARING OFFICER DUGAS: I don't speak for the Mayor,
8 sir. I am here only to receive the testimony of the citizens.
9 I will be delighted to hear anything that you along with any
10 other citizen has to say regarding this bridge, this design
11 hearing, these freeways. We are going to have a full disclosure
12 on all matters that you are interested in and they will be
13 transcribed and then transported to the Mayor and the City
14 Council.

15 MR. THOMAS: Like all situations, sir, I asked a
16 question purposely, and you answered very well. As the Hearing
17 Officer, I would expect you to transmit this information to the
18 Mayor and the Council. And as has been stated here before,
19 this is why we feel these hearings are not legal, that they
20 have no validity because once again we always look for a leader;
21 you are supposed to be the leader and the Hearing Officer here,
22 and I would have hoped that you would have told me that you
23 would transmit that, sir.

24 THE AUDIENCE: (applause)

25 HEARING OFFICER DUGAS: This hearing is now adjourned.

1 We will begin tomorrow morning at 10:00 a.m., and remember
2 that the new location is in the Departmental Auditorium in
3 the Department of Labor Building at 14th and Constitution
4 Avenue.

5 WHEREUPON,

6 THE HEARING WAS ADJOURNED AT APPROXIMATELY 11:15
7 p.m., December 14, 1970.

8 THE FOLLOWING ADDITIONAL STATEMENT WAS SUBMITTED
9 FOR THE RECORD:

10 STATEMENT ON I-266 AND THREE SISTERS BRIDGE
11 THROUGH ARLINGTON COUNTY AND THE DISTRICT OF COLUMBIA BEFORE
12 THE D. C. DEPARTMENT OF HIGHWAYS AND TRAFFIC AND THE VIRGINIA
13 DEPARTMENT OF HIGHWAYS BY FAIRFAX COUNTY CHAMBER OF COMMERCE

14 December 14, 1970

15 "Mr. Chairman and Members of the Highway Departments:
16 My name is Pete O. Floros, and I am here as the spokesman for
17 the Fairfax County Chamber of Commerce to present the organiza-
18 tion's views on the design proposals for I-266 through Arlington
19 County and the District of Columbia, and on the construction of
20 the Three Sisters Bridge.

21 "The Fairfax County Chamber of Commerce is a public
22 service organization, representing over 660 business and pro-
23 fessional people and employment centers. We support the con-
24 struction of and the proposed design of I-266 through Arlington
25 County and the District of Columbia, incorporating the alternate

1 three span pre-stressed concrete bridge design.

2 Our support of the design proposals is based on the
3 fact that every effort appears to have been made to protect
4 and maintain the character of the surrounding terrain and
5 that a minimum of land taking is involved. No disruption
6 or alteration of existing neighborhoods will take place and
7 the replacement of the Uhle Street Bridge in Arlington with
8 a modern structure, is an improvement that will continue to
9 connect neighborhoods and enhance the area.

10 Our further support is based on the fact that prime
11 consideration has been given to the protection and preserva-
12 tion of the heavily wooded park lands in the Spout Run area.
13 We are impressed that provisions have been made for increased
14 utilization by the public of this recreation area by the inclu-
15 sion of hiking and biking trails along portions of the highway's
16 right-of-way, and that this ties in with Arlington County's
17 Master Plan for Parks and Open Spaces. We are pleased, too,
18 that an item of historical significance which is now in private
19 hands, will become part of the public domain since the design
20 proposals call for transfer of Fort Smith, a historical land-
21 mark, to public ownership. In this regard, pleasure has been
22 expressed by many in our organization that the Potomac Palisades
23 will be preserved and that there will be no alteration to the
24 C&O Canal which is a national monument enjoyed by both visitors
25 and area residents.

1 "No comment, it is felt, is necessary on public
2 services and public or private institutions, since it is
3 apparent from the design proposals that no churches, schools,
4 fire stations, or other similar public institutions and services
5 will be disrupted or involved in the construction of the project.

6 "Prime concern, however, has been addressed to the de-
7 sign character of the Three Sisters Bridge. The Fairfax County
8 Chamber of Commerce strongly endorses the three span pre-
9 stressed concrete alternate bridge design. This endorsement is
10 based on the aesthetic beauty of the structure, inasmuch as it
11 is far more graceful in appearance than the other six span
12 proposal. This design which has received the enthusiastic
13 blessings of the Fine Arts Commission provides for a sweeping
14 view of the Potomac and preserves the character and natural
15 beauty of the Three Sisters Islands. It also provides a more
16 picturesque entrance worthy of the Nation's Capital and is not
17 engineeringly in conflict with the surrounding natural settings
18 and terrain. We have also considered the design from a safety
19 factor in regard to the recreational use of the river. The
20 elimination of the center pier does away with a potential
21 navigational hazard for those using the Potomac for individual
22 relaxation or for competitive sports, such as inter-scholastic
23 and collegiate crew racing, and does not obstruct or interfere
24 in any way with the Three Sisters Islands previously referred
25 to.

1 "On the basis of these design criteria presentations,
2 the Fairfax County Chamber of Commerce strongly urges approval
3 of the proposed project, especially the three span alternate
4 bridge crossing of the Potomac, and the letting of construc-
5 tion contracts at the earliest possible time.

6 "May we comment, in addition, that not only does all
7 of Northern Virginia have a stake in the completion of the
8 undertaking, but that the citizens of the District of Columbia
9 have also much to gain when the project is completed.

10 "Time and again the residents of the District and
11 of Arlington County have strongly voiced their complaints
12 over the noise generated by the heavy air traffic created by
13 increased use of National Airport. Relief can only come from
14 better utilization of Dulles International Airport. But rapid
15 access to the facility is tied to the completion of I-66, I-266,
16 and the Three Sisters Bridge inasmuch as the tie-in of the
17 Dulles Access Highway is a feature of the overall engineering
18 of this important segment of the Interstate Highway System.
19 Increased usage of Dulles International Airport can bring
20 about better scheduling, which in turn will eliminate the need
21 for citizens to make use of the present overly crowded roadway
22 network leading to Washington National Airport.

23 Dispersal of governmental installations and of civil
24 employment centers now makes this portion of the Interstate
25 System a two-way street, not only will it allow suburban

1 residents to reach their places of employment in the central
2 city, but it will also allow district inhabitants to reach the
3 employment complexes now located or being located in the suburban
4 regions. The eventual opening of this bridge and highway will
5 provide relief from the present overly congested highways, and
6 reduce not only travel time and related costs, but it is anti-
7 cipated that it will result in a dramatic reduction in the
8 accident rate of the region.

9 "Much is at stake, too, on factors of orderly develop-
10 ment. From the inception of the planning for this project much
11 of Fairfax County's long range planning and programs for
12 economic development have centered around the construction of
13 this highway. Public welfare, also is heavily dependent in
14 this regard on an expanded economy and tax base which could
15 result from potential new employment centers along the ultimate
16 route of I-66, and the resultant availability of jobs closer
17 to the places of residences of our citizens. I-266 and the
18 Three Sisters Bridge are an important part of this overall
19 highway plan.

20 "Again, on behalf of the Fairfax County Chamber of
21 Commerce, its over 660 business and professional people, and
22 employment centers that it represents, we urge early approval
23 of the proposed designs plus the inclusion of any new ideas
24 and technology that could further protect and enhance the en-
25 vironment. Thank you."

END OF FIRST DAY

