

ORIGINAL

D. C. CITY COUNCIL
PUBLIC HEARING ON THE INTERSTATE FREEWAY
SYSTEM IN THE DISTRICT OF COLUMBIA

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Washington, D. C.

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1 PUBLIC HEARING ON THE INTERSTATE FREEWAY SYSTEM
2 IN THE DISTRICT OF COLUMBIA

3
4 CITY COUNCIL

5 DISTRICT BUILDING

6 WASHINGTON, D. C.

7 COUNCIL CHAMBERS

8 ROOM 500

9 FRIDAY, February 6, 1970

10 TIME: 7:30 p.m. until

11 1:00 a.m. February

12 7, 1970.

13 PURSUANT TO NOTICE:

14 THE ABOVE HEARING WAS CALLED TO ORDER AND THE
15 FOLLOWING PERSONS WERE PRESENT:

16 JERRY A. MOORE,

17 Chairman of the Transportation Committee for
18 the D. C. City Council;

19 GILBERT HAHN,

20 Chairman of the D. C. City Council;

21 COUNCILSMEN:

22 Mrs. Haywood and Dr. Robinson;

23 Et al.

24 THE FOLLOWING PROCEEDINGS WERE RECORDED:

25 (Final day of Hearings on Interstate Freeway System)

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1 CHAIRMAN MOORE: Good evening, ladies and gentlemen:
2 This hearing is called to order. My name is Jerry A. Moore,
3 Jr. I am Chairman of the Transportation Committee for the
4 D. C. City Council. These hearings have been called to re-
5 ceive your testimony concerning plans presented to the District
6 Government by the Highway Department, Headed by Mr. Thomas
7 Airis.

8 By February the 23rd, 1970 the City Council is re-
9 sponsible for making a report to the Congress in respect to
10 these plans. Your testimony will certainly be helpful in
11 making this decision. We invite each of you who has signed as
12 a witness to give your testimony.

13 It is the desire of the Chairman that the hearing will
14 proceed in an orderly way. Those of you that have signed have
15 come to witness tonight and will be called to do so when your
16 name is announced.

17 We are very pleased to have present with us tonight,
18 to my left, Chairman of the City Council, The Honorable Gilbert
19 Hahn. We will ask him at this time if he would make a state-
20 ment.

21 CHAIRMAN HAHN: Not at this time.

22 CHAIRMAN MOORE: Thank you.

23 CHAIRMAN MOORE: Our first witness tonight is Mr. David
24 Sutherland, Elected Delegate, Virginia State Assembly.

25 (no response)

1 CHAIRMAN MOORE: Our next witness is Mr. Vincent Lao,
2 Professional Engineer.

3 WHEREUPON,

4 MR. VINCENT LAO,

5 PROFESSIONAL ENGINEER, TOOK THE WITNESS SEAT AND TESTIFIED IN
6 SUBSTANCE AS FOLLOWS:

7 CHAIRMAN MOORE: We are very pleased to welcome you
8 here tonight.

9 MR. LAO: Chairman Moore, Chairman Hahn, Members of
10 the Council, Ladies and Gentlemen: I am happy to participate
11 in our democratic process of government, to give my views as
12 an individual, concerning the difficult issue of a balanced
13 transportation system in our nation's capital. I want to
14 bring some new dimensions to the problem with the hope that
15 it may initiate a redirection of the issues towards a positive
16 solution, instead of using old ideas.

17 What constitutes a balanced transportation system in
18 the District of Columbia?

19 I do not want to arouse old arguments about subways
20 or highways, instead, I ask all citizens concerned to take a
21 second look at the reports and ask a few questions. I call
22 to your attention the sketch illustration on page 13, 14, 15,
23 16, 18, 19, and 21. It may look like a difficult assignment,
24 but in perspective we can get a quick idea of what has been
25 happening in D. C. since 1950.

- 1 1. Do we have a freeway in D.C. today?
- 2 2. How much freeway do we have today? Where do we
3 stand in providing a token system to relieve us of traffic
4 congestion now and in the years to come?
- 5 3. What is the minimum or most efficient road
6 system in the D. C. to balance the proposed subway system?
- 7 4. Knowing that each mode has a unique contribution
8 to the total urban transportation problem, shall we sacrifice
9 one in favor of the other? We'll come to these questions if
10 anyone is interested to have a second look.

11 HISTORY: When President Kennedy took office in 1961
12 he immediately established NCTA to implement some of the ideas
13 in the 1959 Transportation Plan.

14 After the completion of the NCTA study in 1962, the
15 worst transportation crisis in the nation's capital started.
16 Mr. Stolzenbach might not have intended that it would come
17 out this way, but unfortunately he was the catalyst of the
18 ultranegative view towards highways.

19 From this sad experience, the Washington Metropolitan
20 Area Transit Authority, WMATA, and the D. C. Highway Department
21 have learned to work together despite NCPC's self contradic-
22 tions.

23 PROBLEM: Unfortunately no one can stop the momentum
24 and the argument is now concentrated in the political, racial,
25 and social arena with a sprinkling of pseudo-scientific facts.

1 If we do not take stock and resolve this problem together,
2 we are going to solidify our positions to a point where no
3 fair solution can be found.

4 RECOMMENDATIONS: I believe there is still time to sit
5 together and negotiate. To use President Nixon's theme:
6 "Let us go forward together." The problem involves so many
7 technical and intangible factors that we can not expect that
8 the Highway Department alone can come up with imaginative
9 solutions without the direct participation of the representa-
10 tives of the citizens and all interested groups.

11 If Congress approves another study for the North
12 Leg, formal arrangement should be made for a conference among
13 bonafide representatives of all interested groups and spend
14 one or two weeks on the problems at full time. This is better
15 than the Design Concept Team and would be an implementation on
16 the citizen's process as Reverend Fauntroy mentioned in his
17 testimony. The least you can do is to try, otherwise, you
18 will never solve this problem amicably. Perhaps most of you
19 have solidified your positions, but if you are sincerely in-
20 terested in a pragmatic solution, to benefit everyone, pride
21 and prejudices must be cast aside.

22 Not to appear foolish and naive and pretend that I know
23 all the answers, I must say that it will not be easy to sit
24 together and talk. The Paris Peace Talk may be used as an
25 example to dump cold water on my idea. My only answer would be

1 that at least we are on the same side of the fence in our
2 common concern for the best welfare to our people.

3 GENERAL SUPPORT: I want to voice my general support
4 of the recommendations with reservation on some of the details.

5 Before I make my concluding statement, I am going to
6 read a letter from Reverend Channing E. Phillips, concerning
7 this problem, to whom I wrote a few months ago:

8 "Mr. Vincent Lao

9 "10119 Brunswick Avenue

10 "Silver Spring, Maryland 20902

11 "Dear Mr. Lao:

12 "Thank you for sharing your ideas with me regarding
13 D. C.'s transportation problems. Unfortunately I am not quali-
14 fied as a transportation engineer and therefore can not comment
15 on the proposal. My major concern has been the destruction
16 of housing by highways, leaving specific solutions and ancillary
17 problems to the technicians."

18 Now in my concluding statement: In conclusion, there
19 can be little argument over the need for this North Central
20 Freeway in the area for which it has been planned.

21 I do believe, professionally, that the freeway can be
22 built:

23 (1) Without displacing any families;

24 (2) Without displacing any businesses;

25 (3) With greater built-in safety factors;

1 (4) Resulting in aesthetically enhancing the area;
2 and,

3 (5) Resulting in a capital savings of about \$24,000,000;

4 (6) And relatively reduce congestion and pollution.

5 Thank you!

6 CHAIRMAN MOORE: Thank you very much for your testi-
7 mony. Chairman Hahn, do you wish to ask questions?

8 CHAIRMAN HAHN: No.

9 CHAIRMAN MOORE: Councilman Robinson?

10 COUNCILMAN ROBINSON: No questions.

11 CHAIRMAN MOORE: Thank you very kindly. Do you have
12 a copy of your testimony to leave with the Reporter?

13 MR. LAO: Yes, sir, (handing to a Council assistant.)

14 CHAIRMAN MOORE: Our next witness is Mr. William
15 Buchanan, Foggy Bottom Association.

16 MR. BUCHANAN: Mr. Chairman, I would like to exchange
17 my place with Number 7, Mrs. Helen Leavitt.

18 CHAIRMAN MOORE: We would be very pleased to have you
19 come forward, Mrs. Leavitt.

20 MRS. LEAVITT: Thank you.

21 WHEREUPON,

22 MRS. HELEN LEAVITT,

23 ADAMS MORGAN COMMUNITY COUNCIL, APPROACHED THE MICROPHONE AND
24 TOOK THE WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

25 MRS. LEAVITT: Can you hear me okay?

1 CHAIRMAN MOORE: We are very pleased to welcome you
2 here tonight.

3 MRS. LEAVITT: Thank you. It is very nice to be here.
4 I always enjoy an opportunity to talk to the Council.

5 CHAIRMAN MOORE: Thank you.

6 MRS. LEAVITT: Can you hear me okay?

7 CHAIRMAN MOORE: I am hearing you all right.

8 MRS. LEAVITT: Okay. Mr. Chairman, Chairman Haha
9 and Dr. Robinson, my name is Helen Leavitt. I have been a
10 resident of the Adams Morgan neighborhood, a community of
11 25,000 citizens, for more than eight years now.

12 I am here today to testify both as a resident of
13 the neighborhood and an officer of the elected Adams-Morgan
14 Community Council.

15 You are well aware by now that the north leg of the
16 inner loop of the D. C. Highway Department's proposed freeway
17 system has for years been aimed straight through the center
18 of our community. When first proposed, the north leg was to
19 cross Connecticut Avenue between R and S Streets, Northwest,
20 after which it was to follow an alignment just north of S
21 Street. Gradually, the Highway Department has shifted the
22 proposed route more northerly, first to Swann Street, then to
23 T Street and finally, the pencils of the highway planners
24 rested on an alignment along the Florida Avenue-U Street
25 corridor, which has now become very, very famous.

1 At no time have the residents of the area favored
2 any of these various proposals. The Adams-Morgan Community
3 Council does not favor any of them now, the S Street, T or
4 U Street corridors, for the following reasons:

5 1. In the first place, any such eight-lane freeway
6 through our neighborhood would bisect both of our hard fought
7 for community controlled elementary school districts. I am
8 speaking of the Adams School and Morgan School.

9 2. Secondly, more than 2,390 housing units would be
10 wiped out.

11 3. Furthermore, 2,000 jobs would be abolished.

12 4. But finally, the end result would be that more
13 automobiles would be enticed into our congest neighborhood,
14 increasing already intolerable air pollution levels, creating
15 greater pressure to convert precious inner business district
16 land to parking lots for the storage of these automobiles.

17 Construction of the north leg through our area can
18 only result in displacement of Adams-Morgan residents and
19 their replacement by automobiles.

20 Now, we are aware that the D. C. Highway Department
21 has, for several years now, offered an alternative route known
22 as the K Street tunnel. Business interests along that align-
23 ment, however, have registered their objections to the dis-
24 ruption such an alternative would create. And rightly so!

25 Now we find that Mr. Airis would recommend that you

1 adopt an 18-month grace period to permit his department to
2 restudy the north leg.

3 I must remind you that the north leg has been studied,
4 as far as we are concerned, to death. The reason Mr. Airis
5 offers as justification for the 18-month grace period is to
6 find a more "acceptable" alignment somewhere between U and K
7 streets.

8 He states in his report to you that the U Street
9 corridor was abandoned, and I quote him in his report to you,
10 "as a result of relatively high displacement of family dwelling
11 units," unquote.

12 Yet Mr. Airis also stated to you that he would
13 guarantee such housing would be replaced before any freeway
14 construction began.

15 If it so easy for Mr. Airis to deliver this housing,
16 the Highway Department should be willing to stand behind its
17 own recommendation for the U Street corridor.

18 The Highway Department has never justified the need
19 for the north leg of the inner loop nor indeed have hearings
20 ever been held.

21 The Adams-Morgan Community Council believes that, for
22 all the reasons just mentioned, there is no justification for
23 its construction.

24 Therefore, we recommend to you that all plans for
25 the north leg be permanently abandoned. Furthermore, we be-

1 lieve that all District residents are adversely affected by
2 any freeway construction, whether it be the one through our
3 community or elsewhere. Therefore, we oppose construction
4 of the Three Sisters Bridge and construction of any more free-
5 ways in the District of Columbia.

6 THE AUDIENCE: (applause)

7 CHAIRMAN MOORE: Thank you, Mrs. Leavitt.

8 MRS. LEAVITT: Do you have any questions? I also
9 ask if I might extend my remarks further beyond the testimony.

10 The things I would like to bring up now do not reflect
11 the particular attitude of the Adams-Morgan community council.
12 They reflect my attitude having researched for two and a half
13 years, a book which will be published shortly by DCUBLEDAY. It
14 will be out in April.

15 I can assure you, gentlemen, that you are appearing.
16 You will be mentioned in the book.

17 THE COUNCIL: (laughing)

18 THE AUDIENCE: (laughter)

19 MRS. LEAVITT: And your decisions particularly.

20 THE AUDIENCE: (laughter)

21 MRS. LEAVITT: First of all, I would like to make the
22 point that there appears to be some contradiction between the
23 present all-out commitment to cleaning up the environment in-
24 cluding the air and the mandate from the Congress to build more
25 freeways in the District of Columbia. I would certainly urge

1 you to support our President, as I am sure you would like to
2 to do and recommend that none of these freeways be built. They
3 can only lead to more urban blight. They can only lead to more
4 environmental blight.

5 You, gentlemen, have the responsibility for making a
6 very, very important decision. The Congress orders all kinds
7 of things be done. Robert McNamara was ordered to build the
8 TF--TFX, or whatever it is--an airplane. Anyway, he didn't
9 build it. The money was appropriated and he was ordered by the
10 Congress to do so. The Congress as you all know ordered a
11 "subway" in 1960, and we still don't see it. It's coming along.

12 The point I want to make is that I think it is very
13 important. If I were a councilman, at least, -- let me put
14 it this way: If I were a councilman I would want to have an
15 image based on my concern for the community not on my concern
16 for building roads.

17 Why don't you let the Congress do its own dirty work?
18 Let them build these freeways if they want. If they want them
19 so badly--and the community doesn't--then let the dirt be on
20 their hands and not on yours.

21 I would just like to make one other comment: I was
22 watching the proceedings on TV when they were being televised
23 and there was a gentleman from the D. C. Truckers' Association
24 I believe it was who took a position of construction more free-
25 ways.

1 I would like to point out that unfortunately our
2 friends in the business community -- some of them -- have a
3 rather short-sighted attitude toward the whole freeway problem.
4 If you stop and think of it a minute, the real problem of
5 transportation in the District of Columbia is that we already
6 have too many streets. There are already too many.

7 What we have been able to do is entice more and more
8 automobiles onto our system that clogs up and bogs down.

9 The thing that was interesting to me about the D. C.
10 Truckers' Association was that if they stop and think of it, if
11 we could get rid of the private automobiles on our streets,
12 there are enough arterials to carry every truck wherever it may
13 wish to go without any further freeway or street construction
14 in the area.

15 I think the day has now arrived, and I am speaking for
16 myself at this point and certainly not the Council, that it is
17 time to abolish the automobile in this city.

18 As far as the automobile's place in the urban en-
19 vironment, it is as antiquated as the outdoor privvy, and for
20 pretty much the same reason.

21 I would also like to mention some safety figures:
22 I heard a gentlemen, and I don't know whether it was yesterday
23 or several days, discussing how safe the interstate system
24 would be. I just want to remind you that in 1956 when the
25 interstate system was enacted the total number of persons killed

1 or injured in the District of Columbia was 7,296. Today, after
2 more than \$400 million dollars worth of concrete has been
3 spread around, the figure is now more than 11,000.

4 I would just like to remind you that although the
5 interstate has safety standards built into it people just don't
6 get on the interstate system and drive around aimlessly. They
7 get on and off it, and it entices the kind of traffic that
8 causes these fatalities.

9 Do you have any questions?

10 CHAIRMAN MOORE: We would like to thank you very much
11 for your testimony. We realize that we have a long list of
12 witnesses here and others want to get their "witness" in.

13 MRS. LEAVITT: Thank you.

14 CHAIRMAN MOORE: Thank you so much.

15 THE AUDIENCE: (applause)

16 CHAIRMAN MOORE: Chairman Hahn? Councilman Robinson?

17 CHAIRMAN HAHN: I hope your book is a best seller,
18 Mrs. Leavitt.

19 THE AUDIENCE: (laughter)

20 CHAIRMAN MOORE: Councilman Robinson had a question he
21 wanted to ask you. Would you please come back, Mrs. Leavitt.

22 MRS. LEAVITT: Speak louder. I can't hear you.

23 CHAIRMAN MOORE: Councilman Robinson had something he
24 wanted to ask you.

25 MRS. LEAVITT: Surely.

1 REPORTER'S NOTE: (Mrs. Leavitt reapproached the
2 microphone and resumed the witness seat and testified in
3 substance as follows:)

4 MRS. LEAVITT: Yes?

5 COUNCILMAN ROBINSON: Good evening, Mrs. Leavitt.
6 I just want to clear up one question. Did I hear you say
7 "abolish all automobiles in this city?"

8 MRS. LEAVITT: Absolutely!

9 COUNCILMAN ROBINSON: Nobody to have a car?

10 MRS. LEAVITT: Absolutely!

11 COUNCILMAN ROBINSON: Thank you, Mrs. Leavitt.

12 THE AUDIENCE: (laughter) (applause)

13 CHAIRMAN MOORE: The next witness is Mr. William
14 K. Scheirer and Mr. Perry Hamilton, Kalorama Citizens
15 Association?

16 (no response)

17 CHAIRMAN MOORE: The next witness is a Representative
18 of the Midway Civic Association.

19 WHEREUPON,

20 DR. FERGUSON,

21 APPROACHED THE MICROPHONE, TOOK THE WITNESS SEAT AND TESTIFIED
22 IN SUBSTANCE AS FOLLOWS:

23 DR. FERGUSON: My name is Dr. Ferguson. I am
24 President of the Midway Civic Association. I would like to say
25 first that Mr. Edward J. McClain had the misfortune to loose

1 his mother in Cape Cod, Massachusetts so therefore he was not
2 here this afternoon, when he was due to appear, because he had
3 to go to the base state. I have a statement here which the
4 Midway Civic Association fully endorses as it has endorsed the
5 statement of the representative of the D. C. Federation of
6 Civic Associations of which I happen to be a delegate.

7 At the outset I would like to say that as early as
8 Tuesday, January 10, 1956, the Midway Civic Association went
9 on record at a meeting, and I have a flyer here--an announcement
10 of said meeting; and we went on record here as deploring the
11 construction of the \$20 million inner loop as it was at that
12 time which would destroy 6,800 buildings, including private
13 homes apartment houses, rooming houses, stores, and other
14 business establishments. At that time, over 23,000 families
15 were publicly announced as being the victims and displaced in
16 this gigantic project, which was announced in late 1955.

17 Now, to the statement of Mr. McClain who was due to
18 appear this evening but was unable to do so. This is the state-
19 ment that our Midway Civic Association unanimously endorses:

20 He introduces himself as the Past President of the
21 Midway Civic Association. We have sort of an arrangement
22 where first he is "President," and then I am President every
23 ten years or so. It's not in the constitution but that's what
24 the people want. He is the immediate Past President of the
25 D. C. Federation of Civic Associations. He is also a member of

1 the City Planning and Parks Committee of the Federation. During
2 the past 10 years he has been the principle spokesman for
3 the Federation in opposing freeway projects within the District
4 of Columbia.

5 I would remind the honored Councilmen that the
6 Federation opposed the freeway through the Archbold-Glover
7 Parkway, 11th Street, N. E. freeway, the North Leg of the
8 Inner Loop; and the North Central Freeway and the construction
9 of the Three Sisters Bridge.

10 THE AUDIENCE: (applause)

11 DR. FERGUSON: We feel that the advantage of
12 appearing on the last day of these hearings is that the posi-
13 tion of the Federation has now been vindicated by the over-
14 whelming rejection of freeways by District citizens. We
15 believe the greatest service the Council can render to this
16 community as well as to the nation is to strongly recommend to
17 the Congress that no further freeways be constructed in the
18 District of Columbia.

19 The reasons for this are as follows:

20 First, the District of Columbia is too compact and
21 too limited in land area to handle the large increase in
22 traffic that would be necessarily attracted by additional
23 freeways. In other words, we don't have the space of 133
24 square miles such as they have in Los Angeles. We are some
25 10 miles square; or a little over I understand.

1 Item two, the Federation strongly supports--and the
2 Midway Civic Association strongly supports--the Metro-Subway
3 System as the most logical means of bringing commuters in and
4 out the City to their places of employment and on other
5 missions. We reject, however, the concept of building freeways
6 simply to provide suburbanites with the alternative of using
7 either the subway or their automobiles. This objection is
8 based on the tremendous cost that will be incurred in building
9 the subway and its operation after construction, as well as
10 building freeways, and then maintenance of said freeways.
11 There is a double cost there. We feel that the Metropolitan
12 area's population cannot justify the additional expenditure
13 involved in providing both a subway and an extended freeway
14 system over and above the freeway system such as we have at the
15 present moment.

16 Item three, additional freeways would encourage greater
17 use of automobiles by those commuting to the City from the
18 surrounding suburbs. The obvious result would be a demand for
19 more parking facilities at the expense of City residential and
20 business needs. This is one of the prime reasons why both
21 the Federation of Civic and Citizens Associations have joined--
22 and the D. C. Federation of Civic Associations--have joined in
23 opposing the Tydings-Broyhill Parking Bill, for this bill con-
24 tains a provision for taking residential property for parking
25 facilities through the power of eminent domain. Consequently,

1 the citizens of the District are confronted with dislocation
2 and upheaval by both the construction of the freeways and by
3 the need for additional parking facilities once the roads are
4 built.

5 Perhaps the single most important objection is the
6 Federation's deep concern -- and the Midway Civic Association's
7 deep concern -- over the displacement of thousands of District
8 residents and business establishments in order to provide space
9 for the proposed freeways. Many of the displaced residents
10 would be unable to relocate or purchase homes elsewhere;
11 especially during this time of high interest rates for mortgage
12 money, which itself is a scarce commodity. However, many of
13 the business -- I should say "moreover" many of the business
14 establishments would be lost forever to the District because
15 of inability to relocate in other areas of the City.

16 The mere fact that Congress has announced its posi-
17 tion should not be the controlling factor of anyone interested
18 in their city, the Nation's Capital, being a viable community.

19 We wish to point out that Congress has reversed itself
20 in the past on other matters. Every effort therefore should be
21 made to persuade Congress to reverse itself on this issue, be-
22 fore irreparable damage is done to the City and its residents.

23 We note with great interest that the citizens of
24 Montgomery County recently manifested strong opposition to a
25 freeway proposal -- designed not so much to displace people,
but to make use of the large portion of their wooded and park
areas.

1 We also note that the articulate members of Congress
2 from the suburbs, who always seem so vocal about matters
3 affecting the District, were strangely silent regarding the
4 doubtful wisdom of constructing this controversial freeway as
5 proposed in Montgomery County. Certainly the basis of our
6 opposition to the construction of freeways in the District
7 of Columbia is even more compelling since the trade-off for
8 concrete roadways here is human misery, needless suffering, and
9 loss of business income, and not mere loss of a park or
10 recreation area in the woods!

11 In conclusion, we would like to simply observe that
12 in view of all of the testimony that has been so ably presented
13 to the Council, your recommendations to Congress should, and
14 indeed must be, that the citizens of the District of Columbia
15 neither want nor need any more freeways in their beloved city.

16 THE AUDIENCE: (applause)

17 DR. FERGUSON: Now, I would like to extend my remarks
18 by saying that many of us who happen to be natives of the City
19 of Washington have always had an interest in not only the
20 entire city but community after community. We are interested in
21 seeing that there is an extension of here the aesthetic values,
22 the historical values, and other facilities that make this a
23 pleasant place for people from all over the world to visit.
24 If we are going to take a limited area and knot it all up with
25 gangliar of macaroni type of highways for the pleasure of the

1 concrete and the automobile manufacturers and the tire
2 manufacturers, and all the other collusive interests that seem
3 to want to wreck our relatively small and relatively limited
4 nation's capital. Just don't know! It seems that we have
5 come upon an age where aesthetics, where beauty, where reason-
6 able comfort are things of the past. Now, we of the Midway
7 Civic Association don't propose to wait another 14 years. You
8 see, it is 14 years since we have opposed this thing and we
9 have had this threat hanging over our heads all that time. We
10 have said very concretely that the Midway Civic Association
11 and the Federation believe that this whole matter of any
12 additional freeways in the District of Columbia has come to
13 halt (slapping the desk vigorously) and we must get on with
14 the subway system because we feel that--you are talking about
15 balanced transportation--it certainly is unbalanced now because
16 they have all of this gangliar of freeways now and not the
17 first sign yet of the subway other than a couple of holes over
18 here in Judiciary Square and some pictures in the papers of
19 some buildings that might be torn down around the Square there.
20 So, this is our testimony, this is feeling, this is the feeling
21 of our members of the Midway Civic Association.

22 I would be glad to answer any questions that anyone
23 has.

24 CHAIRMAN MOORE: You have done a very good job, Mr.
25 Ferguson, and your statement was very clear.

1 Dr. Robinson?

2 COUNCILMAN ROBINSON: Doctor, you and I started out
3 on the same street together. You went Democrat, I went
4 Republican. And we are back on the same track again.

5 DR. FERGUSON: Well, this has no politics in this.

6 THE AUDIENCE: (applause)

7 DR. FERGUSON: We stand together on this.

8 THE AUDIENCE: (laughter and applause)

9 DR. FERGUSON: Thank you very much.

10 CHAIRMAN MOORE: Thank you, Mr. Ferguson.

11 Before I call the next witness, I would again remind
12 us here tonight that we have quite a long list of witnesses
13 to deal with. One of the problems toward the end of a long
14 day is that the audience is all gone; the witnesses are tired
15 and they don't get to say what they have to say to anybody. I
16 know that all of us are deeply, deeply, concerned and we could
17 talk on and on and on, when we get our chance to say something.

18 I would appeal to you to remember that your "brother"
19 wants to say something right behind you. He's waiting for his
20 chance. For that reason--and I am not going to put the time
21 limit on you, because being a public speaker myself I know
22 how time can slip by and you don't know it is gone when you
23 get to talking. And after five (5) minutes have passed I am
24 just going to notify you that you have been talking five (5)
25 minutes and then I would hope that you would be mindful at that

1 time. Now, at the beginning I called for Mr. David Sutherland,
2 Elected Delegate, Virginia State Assembly. He had not arrived
3 at that time. I understand that he is now present. May I
4 welcome him to come to the witness table.

5 THE AUDIENCE: (applause)

6 WHEREUPON,

7 MR. DAVID SUTHERLAND, ELECTED

8 DELEGATE, VIRGINIA STATE ASSEMBLY, APPROACHED THE MICROPHONE
9 AND TOOK SEAT AT THE WITNESS TABLE AND TESTIFIED IN SUBSTANCE
10 AS FOLLOWS:

11 MR. SUTHERLAND: Thank you very much, Reverend Moore.

12 CHAIRMAN MOORE: Very pleased to welcome you.

13 MR. SUTHERLAND: Well, thank you, sir. As you said,
14 I am David Sutherland. I am a resident of McClean, Virginia,
15 and my Office is in the District; I am a commuter and a District
16 businessman. As you said, I served in the Virginia Legisla-
17 ture. As a matter of fact, I am probably as tired as anybody
18 else here this evening, and having been down there doing the
19 best I could to legislate as late as 1:30 this afternoon.

20 I appear before you tonight to renew my request for
21 cooperation between this City and the people of the suburbs in
22 a speedy solution to our mutual transportation problems; and
23 to report progress towards early implementation of commuter
24 train service between the District and Virginia suburbs.

25 I do not assume to assist you in the cruel dilemma of

1 the expressway pressure; but it should be clear to all that --
2 however soon expressways can take houses or destroy parks --
3 they will not be built to benefit drivers for several years.
4 Commuter trains can start relieving traffic in 1970.

5 The tracks are there. The B & O runs to the same
6 places as the proposed North Central Freeway -- Union Station,
7 Silver Spring and then northwest to Rockville and Gaithersburg.
8 The Pennsylvania tracks likewise serve the I-95 area of Mary-
9 land. Each is today capable of a greater throughput of
10 commuters than the expressway may carry years from now. To
11 Virginia, the tracks run from Union Station through Southwest
12 to Alexandria and Franconia or Springfield and Manasses.
13 Commuter trains are vital in the interim before Metro starts
14 and later to extend Metro service. All that is needed to begin
15 moving commuters -- District residents or District workers --
16 is cooperation and modest amounts of federal money.

17 Maryland service or Virginia service, can be
18 separately conducted. Most efficient and useful would be
19 through service -- taking Maryland commuters to the District
20 and District commuters to Virginia in one direction, and
21 Virginia to D. C. and D. C. to Maryland in the other.

22 On the Virginia end, we are making progress. Byron
23 Andrews, my fellow Delegate from Fairfax County, has introduced
24 Virginia legislation to permit the Northern Virginia Transpor-
25 tation Commission to contract for commuter rail service. I

1 have sponsored a bill so that our localities can buy the land
2 for parking and stations. These powers have been requested
3 by the local jurisdiction and together will provide for
4 action by N.V.T.C. at the Virginia end of commuter rail
5 service.

6 I envision the use of planned Metro stations for
7 parking and as the terminals for feeder bus lines. Station
8 costs can be offset by lease of air rights for construction
9 over the stations. Some Metro stations are on existing rail
10 lines; in other cases, shuttle buses can meet the trains from
11 stations at future Metro sites.

12 In the District of Columbia, principal stations are
13 in Southwest, where station space remains open on the tracks
14 in the midst of five federal departments and at Union Station.
15 Loop buses, running in both directions, have already been
16 established touching these stations and downtown points. When
17 the commuter train program begins express buses should meet
18 these commuter trains at Union Station drawing from the princi-
19 pal residential areas of the District, for commuters to subur-
20 ban jobs.

21 I hope that Maryland will again follow where Virginia
22 leads, by undertaking her end of commuter rail service.

23 The District of Columbia, through this Council, may
24 help implement commuter rails. The Southwest station must
25 remain available. Union Station, while undergoing rehabilita-

1 tion, must be required to provide for commuter trains and
2 connecting express and loop buses. This Council, in fact, is
3 in a key position to cooperate with the suburban transporta-
4 tion commissions.

5 Gentlemen, the suburbs and the city have a common
6 interest in adequate regional transportation. The proposed
7 highways cannot and will not be built in time to halt frag-
8 mentation of the metropolis, which is isolating residents of
9 all areas from the places they would like to work. Metro when
10 built will hold the area together, but this effect will not be
11 felt until the late Seventies. Commuter trains on existing
12 rails can meet our mutual needs now. Let us work together
13 for early action.

14 Thank you, gentlemen.

15 THE AUDIENCE: (applause)

16 CHAIRMAN MOORE: We are very grateful to the delegate
17 for presenting this constructive testimony here tonight, and we
18 will ask the Chairman of the City Council if he would like to
19 comment or ask questions?

20 CHAIRMAN HAHN: Mr. Sutherland, we are very honored to
21 have you here tonight. We continue from time to time to read
22 about this plan of the "tracks." Do you have a comprehensive
23 map showing the existence of these rail lines?

24 MR. SUTHERLAND: Mr. Hahn, between Richmond and Wash-
25 ington I don't have elaboratedly scheduled maps and what not.

1 These are available. As you say, it is a very complicated
2 problem. We have to put together the pieces of the puzzle,
3 suburban jurisdiction, suburban commissions, this Council, and
4 more and more Federal provisions. Some of the pieces are be-
5 ginning to fall together now.

6 CHAIRMAN HAHN: Well, it is certainly a very promis-
7 ing project and I applaude you for working on it.

8 MR. SUTHERLAND: The big thing about the commuter
9 trains is that they are cheap and they are swift. They do
10 it quickly and are cheap.

11 THE AUDIENCE: (applause)

12 CHAIRMAN MOORE: Councilman Robinson?

13 COUNCILMAN ROBINSON: Mr. Sutherland, I want to
14 compliment you on your - report - and thank you, sir.

15 MR. SUTHERLAND: Thank you.

16 THE AUDIENCE: (applause)

17 CHAIRMAN MOORE: Mr. Lou Robinson, Urban Planner,

18 D.C.T.C.

19 WHEREUPON,

20 MR. LOU ROBINSON, URBAN PLANNER,
21 D.C.T.C., APPROACHED THE MICROPHONE, TOOK THE WITNESS SEAT
22 AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

23 MR. ROBINSON: All right?

24 CHAIRMAN MOORE: You are very welcome here, sir.

25 MR. ROBINSON: Thank you. The first thing I would

1 like to do is to register a protest and that is to this kind
2 of fascist environment that these hearings are being conducted
3 under. I really detest this kind of police tactics - gestapo
4 police tactics that you are doing.

5 As you enter, they question you and ask for your
6 identification, and they ask for cards as you enter this Hall.
7 I see police lining the corridors of the Hearing Chamber.

8 If there is a small citizenry outcry from the Chambers
9 the police surge in as a psychological suppressant. Even the
10 reactionary news media for the past few days has told of, quote,
11 "tight security guard," unquote, at the freeway hearings to
12 counteract any possibility of violence. This was an actual
13 news report from WGMS radio; all day Tuesday, too. And how
14 did this statement come about? Well, it is really very simple.
15 First, you take your press release from Reverend Moore on
16 Monday morning expressing the need for adequate police protec-
17 tion in the Council Chambers, the need to contain possible
18 violence and the rationale behind this, based on previous en-
19 counters. Secondly, you take a UPI summary about the need for
20 heavy police force at D. C. Council Freeway Hearings. Thirdly,
21 you add a little media sensationalism, coupled with their own
22 hang-ups, plugged in, and you get, quote, "tight security guard
23 at tonight's City Council Freeway Hearings to suppress any
24 possibility of violence that may occur as did last August 9th
25 in the same City Council Chamber." I also protest the fact that

1 these hearings are being held here in this building. We all
2 know that they rightly should be held in the neighborhoods,
3 schools, churches, and community centers--in the areas most
4 affected.

5 THE AUDIENCE: (applause)

6 MR. ROBINSON: It is an obvious Council strategy to
7 suppress the "sin" by requiring us to come to a fascist en-
8 vironment such as we have here. It is also a Council strategy
9 to suppress information by not actively disseminating informa-
10 tion into the community by not holding community review sessions
11 and by not actively using the newspaper media to show graphic-
12 ally what this highway is all about.

13 It all adds up to a very simple strategy: keep in-
14 formation, education and communication to a minimum. Therefore,
15 you will minimize citizenry reaction to your program. The
16 people in the City will not tolerate your breed fascism, so
17 beware!

18 I come here tonight to ask you to reject the various
19 freeway proposals before you. The basis for this is that the
20 proposed freeway plan will further add to an overwhelming hous-
21 ing crisis in the City and the region. In February or March of
22 1969 your Housing Committee, under the Chairmanship of Mr.
23 Yeldell, held a series of hearings to assess the District's
24 housing problems, its supplies, its resources and its needs.
25 This strategy was well taken; that is, while under direct

1 Congressional pressure to change your decisions you dramatized
2 the most effective way you could where the real priorities are
3 and how the freeway system does not help our basic housing
4 problem, but adds to it.

5 Let me just reiterate some of your major findings on
6 housing conditions and needs and also to refute much of the
7 testimony of Mr. Crocker who testified at Tuesday's meeting,
8 from the Central Relocation Bureau:

9 "What are some of the housing needs of the City? Using
10 rental housing cost as a standard, Washington's total house-
11 hold population including both renters and homeowners is
12 divided almost half and half between affluence and poverty.
13 That is, 50.1% of the City's population would be able to
14 afford; and 49.9% would not be able to afford sound, uncrowded,
15 privately-owned rental housing."

16 What we are talking about is that 400,000 people in
17 this City cannot afford market rate housing. This poverty
18 sector of 49.9% can be divided into four (4) categories:

19 Number one, 16% of Washington's total population--
20 that is 108,000 people--have income which exceeds the maximum
21 allowable for admittance to Public Housing but they are too
22 poor to afford sound, uncrowded, privately-owned rental housing.

23 Another 22% of Washington's total population--that is,
24 176,000 people--will be eligible for Public Housing as well as
25 for the Rent Supplement Program and will be able to pay the

1 minimum rentals for the NCH housing. 8% of Washington's
2 total population--64,000 people--would be eligible for public
3 housing on the basis of need but they are too poor to afford
4 the minimum rentals charged by NCHA.

5 Another 3% of Washington's total population--24,000
6 people--are unrelated individuals who are not elderly and who
7 are too poor to afford sound, privately-owned rental housing.

8 Therefore, taking as a minimum: A minimum of 91%
9 low-income rental households comprising a population of 269,000
10 persons--that is 37% of Washington's total population--are eli-
11 gible for or need assistance to occupy sound, uncrowded housing
12 in the City at rentals that they can afford.

13 A maximum of 153,000 households, comprising a popula-
14 tion of 445,000 people--that is 62% of Washington's total
15 population--are eligible or need assistance to occupy sound,
16 uncrowded housing in the City at rentals they can afford.

17 This maximum: Add 61,000 low-income homeowners and
18 moderate income rental households having undetermined and margi-
19 nal household needs, these are minimum estimates.

20 Now, what are some of the currently assisting housing
21 resources that are available? That is, in Washington? Well,
22 the National Capital Housing Authority is presently assisting
23 8,900 families. The 221 --- Program currently has in operation
24 424 units--that's only 424! With 173 under construction,
25 Okay, this means all the housing subsidy programs in Washington

1 are currently assisting only 9,368 low and moderate income
2 rental households comprising a population of 45,000 people.
3 That is only 6% of the total population in the City.

4 Over the next decade NCHA will only build 3500
5 additional public housing units. This situation is most acute
6 for families needing three or more bedrooms. But only 1600
7 units of these sizes will probably be included.

8 Public Housing clearly cannot meet the demand for
9 housing by Washington's low-income families. Furthermore, it
10 is not likely to do so as long as NCHA is limited by law to
11 confine its operations in the District of Columbia.

12 Now, the 221-D3 Housing Program subsidy has had very
13 little success, with the amount of FHA red-tape and the obvious
14 high cost of City land. What does all this mean?

15 Well, poor families are responding to Washington's
16 housing shortage by doubling and overcrowding; by living in
17 structurally substandard housing; by sharing or doing without
18 essential facilities; by farming out their children whenever
19 they can; by denying that their children exist to landlords
20 and public officials; by paying rents which are high compared
21 to income so they must sacrifice other living necessities;
22 and by living without dignity and privacy.

23 The housing needs analysis shows that more than 100,000
24 children are growing up in Washington now under one or more
25 housing conditions which create psychological, social and medi-

1 cal impairments that make satisfactory home-life difficult or
2 a practical impossibility.

3 The social cost of the housing shortage in wasted
4 human resources are being accompanied by greater need and
5 greater public cost for many general welfare services in the
6 City.

7 Of equally great concern is the murgence of a socio-
8 logical ghetto within a racial concentration in Washington.

9 Washington's total population is increasing now, and
10 at the same time the white population is continuing to move
11 out of the City.

12 Offsetting this net loss of the white population,
13 Washington's black population is continuing to grow through
14 natural increase in migration. One result of this population
15 exchange: that skill and earning levels of a sizeable proportion
16 of those that live in Washington are being lowered at the same
17 time that housing costs are increasing. Some neighborhoods in
18 Washington now are being improved physically mainly by new
19 private housing developments and by private market redevelopment
20 and rehabilitation. However, practically all of these improve-
21 ments are being made for affluent populations. New Public
22 Housing is being built in the City but overall the City's low-
23 rent-housing supply is being diminished by public and private
24 market removals and by rent-price movements; that it's increasing
25 housing rentals and prices associated with rising land values.

1 The poor are being squeezed by changes of growing low-income
2 demands, rising housing costs, and a diminishing supply of
3 housing available, to them.

4 Both physical and occupancy conditions of housing
5 occupied by the poor are worsening and the poor are being
6 shifted geographically within the City mainly by the private
7 market placements. As a result the neighborhoods are declining
8 rapidly. In short, slums are being shifted with low-income
9 families; that public and private renewal and new construction
10 are not keeping up with residential gyration in Washington
11 because of the pressure of the housing needs.

12 Therefore, I propose a recommendation to Congress, by
13 you, that you eliminate the North Central Freeway; eliminate
14 the North Leg of the Inner Loop; and eliminate the East Leg
15 on Bladensburg Avenue.

16 These here (3) three roots having the most detri-
17 mental affect on housing supply and resources.

18 I also recommend immediate cessation of construction
19 activity on the Three Sisters Bridge and the East Leg of the
20 Inner Loop from Interchange C to Bladensburgh Road; elimination
21 of the South Leg of the Inner Loop and elimination of the
22 Potomac River Freeway from all transportation plans.

23 This will result a saving to the City of around \$50
24 million dollars, which is 8% of the proposed 1970 Budget. This
25 \$50 million could be spent on building 2500 housing units, which

1 would house about 10,000 people. Thank you.

2 THE AUDIENCE: (applause)

3 CHAIRMAN MOORE: Thank you very much.

4 MR. ROBINSON: I have one question. Since Mr.
5 Yeldell is not here, I would like to ask this of Mr. Hahn:

6 At Tuesday's session, in his confrontation with
7 Charles Cassell, he mentioned that this "is a new ball game,"
8 and that his decision 'August 9th' was an "old ball game;"
9 that this is "a new ball game," Mr. Hahn, do you agree with
10 this?

11 CHAIRMAN HAHN: I don't remember the exchange you
12 refer to.

13 MR. ROBINSON: Well, he was referring to his decision
14 of August 9th, being that certain pressures, inside and out-
15 side, forced him to make a decision. But now, 7 or 8 months
16 later he calls a "new ball game:" In other words, is this a
17 different set of standards? In other words, we don't have the
18 black mill over us, or Congressional pressure? Is it a new
19 ball game? I think you can answer that.

20 CHAIRMAN HAHN: You have made your point. But I
21 would say the answer to your question is this is a hearing in
22 connection with the 23(c) requirement of the Congress that we
23 report on these projects by February the 23rd.

24 MR. ROBINSON: It's a very evasive answer, sir.
25 Would you be more specific, Mr. Chairman? Reverend Moore,

1 could you answer that question? Do we still have "black mill"
2 pressures? Do we have the Congressional strings over us?

3 CHAIRMAN MOORE: No.

4 MR. ROBINSON: Can you make independent decisions?

5 CHAIRMAN MOORE: Unfortunately, Mr. Cassell is not
6 present to interpret what he meant by that statement.

7 MR. ROBINSON: I am trying to interpret what Mr.
8 Yeldell made.

9 CHAIRMAN MOORE: I don't remember the statement.

10 MR. ROBINSON: You don't remember the statement?

11 CHAIRMAN MOORE: And the one you said that Mr. Cassell
12 made and I am not able to comment on what someone else said
13 when they are not here to interpret what they said for them-
14 selves. I would prefer that you direct that inquiry to the
15 person that said it because they would be able to tell you what
16 they meant, when I can't.

17 MR. ROBINSON: Well, where is Mr. Yeldell? Is he on
18 the Transportation Committee?

19 CHAIRMAN MOORE: I cannot answer that question because
20 I don't know.

21 MR. ROBINSON: You don't know. Okay. Is Mr. Yeldell
22 on the Transportation Committee?

23 CHAIRMAN MOORE: Yes.

24 MR. ROBINSON: Is this the Transportation Hearing?

25 CHAIRMAN MOORE: Yes.

1 MR. ROBINSON: Is Mrs. Shackleton on the Transporta-
2 tion Committee?

3 CHAIRMAN MOORE: Yes. Mr. Robinson, thank you very
4 much for your testimony. You have done a beautiful job.

5 MR. ROBINSON: Oh, another point I wanted to bring up:
6 I just heard today that you will not be holding the Monday
7 night review session. Is that true?

8 CHAIRMAN MOORE: This is the final hearing in this
9 series.

10 MR. ROBINSON: This is the final one. Therefore,
11 Monday Mr. Airis will not come back for a hash session with you
12 and the citizens -- a question-review-session?

13 CHAIRMAN MOORE: I have answered your question,
14 Mr. Robinson.

15 MR. ROBINSON: This is the final?

16 CHAIRMAN MOORE: This is the final session.

17 MR. ROBINSON: In your legal notice it says that
18 Monday will be another session -- as a review session -- and it
19 is here in the legal notice part. Can you clarify this, or
20 are you contradicting your legal notice, or what? I don't
21 understand this either.

22 CHAIRMAN MOORE: Mr. Robinson, I just gave you an an-
23 swer: this is the FINAL session.

24 MR. ROBINSON: This is the final session. Okay, then
25 you are.

1 CHAIRMAN MOORE: Thank you very kindly.

2 CHAIRMAN MOORE: The Reverend Joe L. Gipson, Pastor,
3 Franklin P. Nash United Methodist Church.

(no response)

4 REPORTER'S NOTE: (Loud comment from the audience,
5 apparently coming from Mr. Abbott, a spectator.)

6 A VOICE: Reverend Moore, I would like to know why
7 he has to leave?

8 REPORTER'S NOTE: (Further loud comments from Mr.
9 Abbott, a spectator.)

10 A VOICE: He hasn't said anything.

11 REPORTER'S NOTE: (At this point, Reverend Moore,
12 Chairman Fahn, and Dr. Robinson, conferred at the bench.)
13 Later, an official guard came in and stated that there was a
14 "slight misunderstanding." Reverend Moore stated that the
15 proceedings would not continue until Mr. Abbott returned to
16 the Chamber. Mr. Abbott returned to the Chamber and the
17 proceedings continued as follows:)

MR. ABBOTT: All right, I'll be quiet.

18 CHAIRMAN MOORE: Mr. Mark Fields, All Souls Church
19 Social Responsibility Committee?

20 WHEREUPON,

21 MR. MARK FIELDS,
22 ALL SOULS CHURCH SOCIAL RESPONSIBILITY COMMITTEE, TOOK THE
23 WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

24 MR. FIELDS: I am appearing on behalf of the Social
25 Responsibility Committee of the All Souls Unitarian Church at

1 16th and Harvard Streets, Northwest. In studying the freeway
2 and highway problem. . .

3 REPORTER'S NOTE: (At this point a spectator stood
4 and addressed the Council.)

5 A SPECTATOR: I believe I was supposed to be next,
6 Reverend Moore.

7 CHAIRMAN MOORE: I beg your pardon, sir.

8 A SPECTATOR: I'll wait.

9 CHAIRMAN MOORE: I apologize to you. I think what
10 happened rather threw me off. I had it in mind but it slipped
11 my mind after the little incident. If you are agreeable, sir,
12 since the witness is here - is it all right for him to continue
13 and you will be called next?

14 A SPECTATOR: Yes, sir.

15 MR. FIELDS: Thank you.

16 CHAIRMAN MOORE: All right, sir, would you please
17 continue. You are a "very welcome witness" here tonight.

18 MR. FIELDS: Thank you, sir. I observed that in the
19 operation of Government bodies there is a certain tendency
20 toward inertia; a tendency to do what has been done before.
21 There are Highway departments in existence which plan highways
22 and they are composed of planners who are trained in that en-
23 deavor so they continue planning highways. And we are told that
24 there is a need for a balance between highways and something
25 else; namely, the subway. But it is the responsibility of this

1 Council in making a recommendation to the Congress, to take an
2 overall look at the problem and not say we have to have a
3 balance, we have to have this, and we have to have that, but,
4 instead, what is needed and what is practical. Now, what is
5 needed is transportation. The question is, "Is it practical
6 to bring more and more and more automobile into Washington?"
7 Is that going to meet the transportation needs of people who
8 work and people who travel for other reasons?

9 It seems to us that the congestion that you observe
10 in downtown Washington and many other areas of Washington
11 ought to demonstrate that bringing more automobiles in is not
12 the answer. The subway probably is the answer.

13 We observe that a subway line is planned to Silver
14 Spring along the alignment of the B&O tracks. Now the Highway
15 Department tell us that they want to build a freeway--a super-
16 highway--right along those tracks, close to them, before the
17 subway is built before you have a chance to see how well the
18 subway is going to do in bringing in people from Silver Spring
19 to Washington.

20 Furthermore, constructing this North Central Freeway
21 is going to compete with the subway for business, which the sub-
22 way needs to be self-supporting. Experience has demonstrated
23 that many commuters--most commuters, perhaps, will choose to
24 drive their own cars, if they have a chance. The policy
25 question that you ought to ask yourselves is, "Should you give

1 them a chance to use this least efficient method of transporta-
2 tion which is hopelessly overcrowding downtown Washington al-
3 ready?" Because, the experience is that commuters from parts
4 of this District and from Virginia and from Maryland--if they
5 have a choice, they like the flexibility of the automobile and
6 whatever ego ramifications it gives them to drive it, I guess,
7 and they will take cars if you build freeways, perhaps, even
8 though a subway is there. Is that wise? Is that desirable?
9 Do you want an ever increasing number of cars brought into
10 downtown Washington? The answer has got to be, "You don't want
11 freeways to bring cars into downtown Washington in that manner;
12 you want to give the subway a chance."

13 Furthermore, the North Central Freeway and the remain-
14 ing portions of the Inner Loop which are contained in the
15 report from the Highway Department to you, are going to have
16 the effect of carrying a substantial amount of through-traffic
17 through Washington which ought to go around Washington. It is
18 the most inconsistent thing in the world for Mr. Airis to tell
19 you in his report that he is fighting pollution by bring through
20 traffic from the south to the north, through Washington, in-
21 stead of letting it go around on the beltway where it belongs.

22 The Freeway concept, it seems to us, properly belongs
23 to Inter-City-Highways, from one beltway to another; from the
24 Washington Beltway to the Baltimore Beltway but not through con-
25 gested cities. Furthermore, we have heard a great deal

1 especially in the past year about protecting our environment.
2 It is clear that the subways, underground, offers a reasonable
3 sensible approach to protecting our environment. For you,
4 before the subway is built, to give these people a choice of
5 driving their cars into downtown Washington would be to stul-
6 tify the subway and to ruin our environment.

7 You should consider the effect of these proposed free-
8 ways, which are limited access and which are like Chinese
9 walls, that we will have in the neighborhoods that they pass
10 through. At the present time, neighborhoods are viable and
11 they are integrated, shall we say, because there are cross-
12 streets, people can get from one area to another. These free-
13 ways and sunken trenches with infrequent crossings, with in-
14 frequent entrances are going to destroy the neighborhoods they
15 pass through--not only the block that is torn down but they are
16 going to create deadend streets; they are going to create dead-
17 end streets with conditions that can only breed crime. They
18 are going to create streets that will be under a big chinese
19 wall or ditch or what not, people don't go through, people
20 don't circulate, traffic doesn't circulate, and you have a
21 stagnant condition. So, the effect of these freeways has to
22 be considered not only in terms of the housing they displace
23 and the businesses they displace. You have to consider whether
24 freeways like this belong in living neighborhoods. You have to
25 consider the deadling effect of freeways that are elevated or dug

1 in channels that can't be crossed; consider the effect they
2 will have on the neighborhoods and on the lives of people who
3 now cross the route, which is going to become impassable when
4 that freeway is built.

5 We feel that, Mr. Chairman and Members of the Council,
6 a balanced transportation system is not giving the subway
7 proponents what they want and giving the highway proponents
8 what they want and thereby trying to satisfy everybody. A
9 balanced solution is seeing what is needed and what is the most
10 efficient way of achieving that. And if you will observe rush-
11 hour traffic, with a substantial percentage of cars loaded with
12 passengers, but another substantial percentage containing only
13 a driver, and you think about the North Central Freeway bringing
14 thousands of more cars like that into downtown Washington--in
15 direct competition with the subway right next to it--you will
16 realize what effect this will have on downtown Washington. Now,
17 the Highway Department attempts to sweeten this unpalpable pill
18 with a number of supposed remedies which, on examination, turn
19 out to be impractical or very, very poorly thought out. They
20 realize that they are going to bring too many cars into down-
21 town Washington, but they say, "We are going to restrict parking."

22 Well, why wasn't parking restricted years ago? And
23 how practical is it to restrict parking? Our courts uphold the
24 rights of property owners to reasonable use of their property.
25 And when property owners come to the proper authorities in the

1 City Government and they ask for zoning for parking lots, and
2 so forth, is the City Government in a position to refuse them?
3 Would it be legal? And will Congress pass authority to deny
4 these landowners the right to have parking lots? It hasn't
5 happened yet. And, as practical men, you can't really believe
6 that it is going to happen.

7 The bringing of massive numbers of cars into downtown
8 Washington is going to create irresistible pressures for parking
9 for those cars, and it doesn't make sense for the Highway
10 Department to say, "We are building Freeways so that more
11 vehicles can come downtown but we are not going to give them any
12 place to park." If the Highway Department doesn't want them
13 parked here then why bring them down? Why can't people from
14 Silver Spring take the subway?

15 Mr. Chairman, I submit that another reason that the
16 Highway Department gives for these freeways has been disproved
17 by the days of hearings that you have had. You stated that to-
18 day is the final day of these hearings. The Highway Department
19 has tried to balance people on one street in the City against
20 another by saying, "Build these freeways and take the pressure
21 off unnamed streets in the City, presumably like 13th Street,
22 which are now used as freeways from Silver Spring--one-way in
23 the morning. During the days of hearings that you have had
24 have you heard residents of 13th Street and the other streets
25 here that are used as freeways from Montgomery County, coming in-

1 to-you and asking for the freeway to take the pressure off
2 their neighborhood? No, you haven't. They know that these
3 freeways would destroy the environment of this City and their
4 neighborhoods. And the people for whom the Highway Department
5 is claiming to help by getting this traffic off the existing
6 streets are not asking you to build a freeway. They who live
7 here on those streets have a more sensible view than the High-
8 way Department and they know that these freeways would mess up
9 this city more than the existing traffic pattern would. And
10 that is why you haven't heard citizens supporting what Mr. Airis
11 says on page 4 of his statement, that it would take traffic off
12 their streets. They know better. The subway will take traffic
13 off their streets, and that's what needed.

14 Mr. Chairman, the Government has already built miles
15 of highways and freeways in the city and in various cities of
16 the country, such as San Francisco and New Orleans. People have
17 said--people have come to their senses--you just can't keep
18 building concrete freeways through cities and expect the cities
19 to be pleasant places to live. And the same thing has got to
20 happen here. Thank you.

21 THE AUDIENCE: (applause)

22 CHAIRMAN MOORE: Thank you, Mr. Fields, for your
23 testimony. Chairman Hahn, do you have questions?

24 (no response)

25 CHAIRMAN MOORE: Chairman Robinson?

1 CHAIRMAN MOORE: Chairman Robinson?

2 (no response)

3 CHAIRMAN MOORE: I would like to welcome Councilman
4 Haywood into the hearing. Councilman Haywood, have you comment
5 or questions?

6 COUNCILMAN HAYWOOD: No questions.

7 CHAIRMAN MOORE: Now the gentleman who I failed to
8 call -- whose name I failed to call -- Mr. William Buchanan,
9 Foggy Bottom Association. I apologize for omitting your name.
10 WHEREUPON,

11 MR. WILLIAM BUCHANAN,

12 FOGGY BOTTOM ASSOCIATION, TOOK THE WITNESS SEAT AND TESTIFIED
13 IN SUBSTANCE AS FOLLOWS:

14 MR. BUCHANAN: Before I give my testimony I would
15 like to once again register a complaint against that map
16 right behind you. It indicates that freeways have been built
17 all over the Metropolitan area when in fact at least half of
18 the freeways on that map are in the District of Columbia, and
19 three (3) of the four (4) in the Metropolitan area have not
20 been built.

21 THE AUDIENCE: (applause)

22 MR. BUCHANAN: So in fact--so that in fact we are
23 way ahead the rest of the Metropolitan area in doing our so-
24 called "duty" to the road builders in this country.

25 I am William Buchanan and I speak for the Concerned

1 Citizens of Foggy Bottom--not the Foggy Bottom association which
2 testified yesterday. There have been quite a few mixups. I
3 am also a member of the Emergency Committee on the Transporta-
4 tion Crisis. I would like to say at the outset that we oppose
5 all freeways in the District. I will emphasize, however, the
6 North and South Legs of the Inner Loop Freeway.

7 Let us look at the North Leg. You have maps there
8 (indicating): dividing the Highway Department's "shaded area"
9 into the K Street to P Street business area and the P Street
10 to U Street "redevelopment area."

11 One: There is only one kind of road which will
12 satisfy the Highway Department's projected traffic needs of
13 130,000 cars per day, satisfy the Bureau of Public Roads' re-
14 quirement for the cheapest route, and satisfy the demands of
15 safety, and that is an eight-lane open trench road whose right
16 of way width would require the taking of half a block wide
17 swath of buildings. For obvious economic reasons, then, this
18 road could only be located in the so-called "redevelopment
19 area."

20 Two: Construction of roads under K Street or under
21 each of two parallel streets would be prohibitively expensive
22 -- the "cheapest" being K Street, which by some estimates
23 would cost \$200,000,000.

24 Three: Construction of this road could only "bring
25 people downtown" if built in the redeveloped area, because there

1 is no room in the business area for ramps. Even then reports
2 show people would come downtown to work and congest but not to
3 make purchases.

4 Four: I would like you to picture in your mind an
5 accident at 8:30 AM involving a gasoline truck located about
6 one mile down a two-and-one-half mile closed tunnel in close
7 proximity to a ventilation shaft sucking up tons of air per
8 minute.

9 Five: Construction in the business area would dis-
10 rupt the richest business section in town. In the December,
11 1969 hearings, 48 businesses and business groups testified
12 for all freeways except that 33 specifically opposed the K
13 Street Tunnel --25 calling instead for construction in the
14 Florida Avenue U Street corridor. These included the Board
15 of Trade, the Board of Realtors and the D. C. Trucking
16 Association. We welcome the defection at these hearings of the
17 Connecticut Avenue Association and the Sterling Laundry from
18 this monolith. On the other hand, construction along U Street
19 would, according to Highway Department figures, displace over
20 6,000 persons and over 2,000 jobs. But that's only the be-
21 ginning. The freeway-induced auto traffic combined with ramps
22 would make of the area south of U Street one vast parking lot,
23 and a real estate speculator's paradise.

24 I want you to hear this, Mr. Hahn:
25

1 Asphalt upon what must be one of our most precious
2 and most irreplaceable resources -- low income housing.

3 Six: Furthermore, there are physical obstacles to
4 construction of crosstown roads:

5 L Street - 2 subways and the Washington Post

6 M Street - 2 subways and the Thomas Circle Tunnel

7 N Street - 2 subways and the Scott Circle Tunnel

8 O Street - Does not cut through

9 P Street - 2 subways and Dupont Circle Tunnel

10 Q Street - 2 subways and Dupont Circle Tunnel

11 R, S, T, U Streets - 2 subways, morality, firebombs
12 and despair.

13 THE AUDIENCE: (applause)

14 Seven: Need anything more be said about pollution?

15 Let's travel back now to Foggy Bottom at item #4
16 (26th and K Sts.) on your maps. Here lies the intersection of
17 the Potomac Freeway and the North and West Legs of the Inner
18 Loop Freeway. Ours is already an area heavily infested with
19 cars and car routes. The projected roads will add perhaps
20 another 100 tons of pollutants per day to our area, not to
21 mention the added noise. Mr. Alan Boyd in his revealing Con-
22 gressional testimony of December 5, 1967 opposed the Three
23 Sisters Bridge because it would "transfer a growing traffic jam
24 from the Virginia side of the Potomac to the interchange at
25 26th and K." We are not insensitive to the evidence that real

1 estate speculators want those roads to destroy the remaining
2 livability of our area in order to drive out the homeowners
3 and complete its apartmentalization.

4 The presently constructed West Leg is now little
5 more than a ramp for E Street and the Theodore Roosevelt
6 Memorial Bridge. And while we are on the subject of the "Teddy
7 Roosevelt" Bridge, have noticed our public works projects often
8 wind up as a memorial to great men. And this, an ugly,
9 polluting misplaced bridge, named after a great President
10 and conservationist, one can only imagine future public works
11 projects: THE NORTH LEG; THE MARTIN LUTHER KING MEMORIAL
12 FREEWAY; THE ANDREW JACKSON SEWAGE TREATMENT CENTER. And,
13 of course, the Highway Department has already planned for the
14 FRANKLIN D. ROOSEVELT MEMORIAL GAS CHAMBER right in the midst
15 of the Cherry Blossoms, providing any tourists can live through
16 the filth of an additional 6,000 vehicles--6,000 additional
17 vehicles a day to see them. The real purpose of the West Leg
18 of the Inner Loop is to link the Three Sisters Bridge to the
19 South Leg. I think it is appropriate at this time, then, to
20 denounce the Department's South Leg proposals. Let us turn
21 in this unholy scripture to page 5 and read what the Director
22 of the National Park Service said in, quote, "endorsing the
23 plan," end quote presented at its September 3rd, 1963 hearings
24 on the South Leg: He said:

25 "We believe the plan which has been worked

1 out between the Bureau of the Budget, the
2 National Park Service, the District of Columbia
3 and the Bureau of Public Roads, can accomplish
4 the necessary traffic needs and will, in fact,
5 also enhance the traffic circulation for the
6 park user and visitor to the Nation's Capital;
7 but most important, perhaps this plan will
8 give the Nation a a park area with esthetic
9 qualities which in many respects does not
10 exist at the present time."

11 You will find considerably difficulty, however, in finding out
12 what he said after that. And it just so happens, very
13 fortunately, that I copied down some of the things he said
14 when I did get ahold of one of those hearings. I have not been
15 able to get ahold of a copy since. He said--the Director--
16 went on to say that, quote, "...while we would rather not
17 see the Inner Loop go through the park at all, I think it has
18 given us a lot of things we wouldn't have otherwise. I think
19 it is a give and take proposition," end of quote. Clearly,
20 the Director thought he had made the best of a bad situation.
21 Just as clearly, the Department has suggested that the director
22 was enthusiastic about the 1963 plan and by extension their
23 recommended Plan A. The Department might have told us that the
24 then Director was Conrad Worth--presently of the National
25 Capital Planning Commission, who was quoted by the STAR--no

1 friend of the anti-freeway movement I might add--on November
2 7, 1969 upon hearing of Plan A: Quote, "If you go ahead with it,
3 you will isolate the Tidal Basin and the cherry blossoms and
4 you will commit a national disgrace," end of quote. The Post
5 quoted him as saying that Plan A would, quote, "cut the park
6 all to pieces," end of quote. This is the man that they would
7 have you believe endorsed this road.

8 The proposal calls for the present 40,000 vehicles
9 per day at 35 miles per hour to be augmented to 100,000 vehicles
10 per day at 60 miles per hour -- and for this we pay \$65,000,000,
11 at least for starters. It is then suggested that the cherry
12 blossoms and the tourists who supposedly demand these freeways
13 will be saved from asphyxiation because "great strides have
14 been made by the automobile industry to improve the internal
15 combustion engine."

16 These 100,000 vehicles are, of course, destined for
17 either Independence Avenue or the Southwest Freeway. Mr. Airis
18 recently informed us that that road was already carrying as
19 many as 94,000 vehicles per day. This road has yet to feel
20 the effects of another four-lane Potomac Crossing, the Center
21 Leg, the Southwest Extension and East Leg, and now it is pro-
22 posed that potentially another 1000,000 vehicles will join the
23 equation! Even that inveterate road builder Frank Turner,
24 known in the business as "Bulldog" Turner, has characterized
25 this road as a "cannon" which will literally fire three lanes

1 of traffic at three lanes which are already on the expressway.

2 I would like to make some recommendations concerning
3 your predicament. I think the Council has no alternative but
4 to oppose all freeways in the District.

5 THE AUDIENCE: (applause)

6 MR. BUCHANAN: It is just as clear that a small group
7 of powerful congressmen are determined that they shall be built.
8 I would like to suggest, therefore, a plan of action -- a plan
9 of resistance that will hold things off until the conscience or
10 the realism of the Congress will permit their capitulation.

11 One: Section 23 clearly permits you to recommend as
12 you see fit on the North and South Legs of the Inner Loop Free-
13 way and the North Central Freeway. So I urge you to recommend
14 that these freeways not be built -- certainly you have had
15 irrefutable evidence that they should not be built.

16 Two: Budget hearings are coming up. You can refuse to
17 allocate any more money for freeways and instead recommend money
18 for use of existing rails and purchase of the entire bus net-
19 work.

20 Three: Just as the president can sign legislation and
21 appropriations and then refuse to execute the laws and refuse
22 to spend the appropriation, so you in conjunction with the Mayor
23 can refuse to build freeways and refuse to spend money on roads.

24 Contrary to what Mr. Airis told you about weak-livered
25 officials--or did he call you (nervous nellyes?)--giving in to

1 citizens demands, it is Congress that will test your livers.
2 I urge you to stand up to that test. You stand like Washington
3 in 1776, Martin Luther at Worms, or Martin Luther King at
4 Birmingham. You have the good fortune to stand before the eye
5 of history before whose judgment future congressional appoint-
6 ments, future judgeships and soft retirements mean little and
7 courage means everything.

8 THE AUDIENCE: (applause)

9 MR. BUCHANAN: I would like to close with a statement
10 by Henry David Thoreau:

11 "A MAN SITS AS MANY RISK AS HE RUNS. WE MUST
12 WALK CONSCIOUSLY ONLY PART WAY TOWARD OUR
13 GOAL AND THEN LEAP IN THE DARK TO OUR SUCCESS."

14 THE AUDIENCE: (applause)

15 CHAIRMAN MOORE: Mr. Buchanan, thank you for your
16 very forthright testimony, Councilman Robinson?

17 COUNCILMAN ROBINSON: Thank you, Mr. Buchanan.

18 CHAIRMAN MOORE: Councilman Haywood?

19 COUNCILMAN HAYWOOD: No questions. Thank you.

20 CHAIRMAN MOORE: Again, we thank you.

21 MR. BUCHANAN: I would like to make one comment to
22 Mr. Robinson.

23 CHAIRMAN MOORE: Yes?

24 MR. BUCHANAN: I don't think this has been brought
25 out. That the North Central Freeway had six (6) lanes, until

1 it meets I-95, the Northeast Freeway, which has six (6) lanes;
2 and from there it's eight (8) lanes wide. That's a deficit of
3 four (4) lanes. What's going to happen to four (4) lanes of
4 traffic? It is going to become the Missouri Avenue Expressway,
5 which they haven't been talking about recently. Either that
6 or a monstrous traffic jam early morning and evening.

7 THE AUDIENCE: (applause)

8 CHAIRMAN MOORE: Mr. Eugene Thompson, Lanier Heights
9 Association?

10 (no response)

11 MR. THOMPSON: Here!

12 WHEREUPON,

13 MR. EUGENE THOMPSON,

14 LANIER HEIGHTS ASSOCIATION, TOOK THE WITNESS SEAT AND TESTIFIED
15 IN SUBSTANCE AS FOLLOWS:

16 CHAIRMAN MOORE: Mr. Thompson, we are very happy to
17 welcome you to the hearing this evening.

18 MR. THOMPSON: Thank you. Before I start I
19 should perhaps point out that while some of my friends here are
20 totally opposed to freeways I like to think that my testimony
21 would fall into the "breach," "when we are or if we are forced
22 to have freeways," and that this would happily be a semi-
23 reasonable compromise with the freeway problem.

24 I represent the Lanier Heights Association, as their
25 Co-Chairman. Our boundaries are Adams Mill Road, Columbia Road

1 and Harvard Street, Northwest.

2 Tonight I want to propose a radical solution to the
3 much debated and controversial North Leg of the Inner Loop.

4 It seems that no one but the commuter wants freeways
5 in general and the North Leg in particular. Residents do not
6 want to be relocated and the businessmen do not want to have
7 their businesses disrupted. Therefore, the obvious solution
8 is to so design the North Leg that it is desirable. I believe
9 this is possible.

10 Up to now, freeways have added nothing of positive
11 value to the area of the City where they have been built.
12 But they should.

13 For example, we should use our freeways to revive areas
14 of the city which are rundown and have buildings which have
15 passed their economic life expectancy. Metro, Zoning and
16 other city departments should coordinate efforts and use the
17 massive influx of Federal and D. C. money to help the affected
18 communities rather than merely ameliorate the undesirable side
19 effects of the freeway.

20 What are the items which everyone would like to see
21 in his neighborhood?

- 22 (1) Clean, modern and reasonable housing;
- 23 (2) Adequate open space for recreation;
- 24 (3) Job opportunities;
- 25 (4) Adequate parking;

1 (5) Good shopping;

2 (6) Good transportation;

3 (7) No "thru" traffic.

4 Well designated freeways, that is freeways designed
5 from the viewpoint of the area through which they pass rather
6 than the area where they originate, can be an asset and even
7 desired by the citizen.

8 In the January 12 letter which Mr. Airis sent to Mayor
9 Washington, he stated that "the North Leg is an integral part
10 of the Inner Loop Freeway System ...for distribution of
11 traffic to the downtown area."

12 Perhaps I should call my proposal "The Venice Plan"
13 because it provides for the North Leg to be the terminus of
14 most traffic headed for downtown.

15 THE PLAN: Basically my plan for the North Leg involves
16 depressing the freeway below the surface and using the air
17 rights for a revitalized community.

18 The present residents and businessmen would have
19 vested rights, at no increase in rent, for equivalent square
20 footage in new structures constructed over the freeway.

21 Parking garages, with direct access to the freeway
22 would be built at common points with the Metro and feeder bus
23 services to the core area. Only residents in the area would
24 have local street access to these garages.

25 Present residents and businessmen would have free

1 parking.

2 Air rights would be used to build garden apartments,
3 high rise apartments and commercial and other multiuse build-
4 ings, including schools, libraries, police stations, etc. Ex-
5 cept for the garages and public buildings, these structures
6 would be privately owned and developed. They would pay property
7 taxes which would, of course, be higher than current tax reve-
8 nues from the existing structures and certainly higher than
9 freeways alone (which is zero).

10 For example, the property tax on a typical building
11 at 17th and K is about \$132,000 a year. On an apartment on
12 Massachusetts Avenue, \$60,000 a year. This is a total of al-
13 most \$200,000 a year for about 130,000 square feet of land.
14 On air rights over a 30 year period the city would gain about
15 \$5 3/4 million for only two buildings. Of course a number of
16 such buildings are possible over the North Leg. Now, from
17 another angle, 130,000 square feet is a piece of land 130 ft.
18 wide and 1000 ft. long, roughly the width of a freeway of 3
19 12 ft. lanes in each direction with a 12 ft. median plus space
20 for ventilation and retaining walls.

21 If it was decided to build solid over the tunneled
22 freeway--and I don't recommend this--in 30 years one mile of
23 air rights would generate about \$29 million dollars at current
24 tax rates. Thus increased property tax revenue would pay all
25 or most of the incremental costs of tunneling the freeway.

1 This, of course, does not consider all the other benefits
2 which would accrue, increase in sales tax revenues, increase
3 in pay roll tax from commercial structures as well as social
4 benefits of a revitalized area without community disintegration.
5 Relocation and construction could be planned so that only a
6 two-block move would be necessary for any resident.

7 In addition, the use of garages would relieve traffic
8 congestion in the downtown core area. These garages are not to
9 be considered as substitutes for the planned fringe areas
10 existing or planned by Metro, but to serve those who find
11 them geographically inconvenient and would otherwise drive all
12 the way downtown. We must realize the extent to which our
13 society is subsidizing the automobile, especially in our core
14 areas and begin to subsidize more efficient methods of trans-
15 portation.

16 An alternative to the air rights plan would be to
17 build the freeway beneath an existing street, or streets,
18 and the dock would be returned for public use as a street.
19 In this instance the public garages could be built over access
20 tunnels and interchanges but, again, not connected to the sur-
21 face streets except for residential and local street traffic
22 parking.

23 This would require, also, realistic zoning to
24 accompany the freeway, to render concomitant benefits to the
25 community along with the vested rights mentioned earlier.

1 If you will visualize with me for a minute the
2 similarity between freeways and sewers, I believe, you will
3 see the necessity for constructing the freeways in our cities
4 as tunnels.

5 Cities need freeways - to a degree - just as they need
6 sewers. Both carry objectionable items to and from our cities.
7 In the case of freeways -- motor vehicles sent down our
8 streets are about as welcome as the raw sewage Washington used
9 to have running in the streets not too many years ago. We con-
10 sider it a necessity for the government to finance the out-of-
11 sight, and out-of-smell, transportation of sewage. Motor
12 vehicles are just as unsightly and bad smelling and should be
13 transported underground also.

14 With the freeway designed as I have outlined, I be-
15 lieve that most neighborhoods would not object as much. When
16 there are definite advantages, as opposed to only disadvantages,
17 people are more willing to accept change. It is time to start
18 spreading some advantages to the resident and businessman who
19 is physically affected by the freeway, instead of reserving all
20 the advantages for the commuter who demands the freeway in the
21 first place.

22 The precise routing of the North Leg becomes then,
23 hopefully, a desirable addition to a neighborhood. Perhaps
24 the opposition to a U Street routing when shown the advantages,
25 may request it after all. Thank you.

1 THE AUDIENCE: (applause)

2 CHAIRMAN MOORE: Thank you very much for your witness,
3 Mr. Thompson. It is quite "different."

4 MR. THOMPSON: Thank you.

5 CHAIRMAN MOORE: We thank you for inserting it into
6 the record. Chairman Hahn?

7 (no response)

8 CHAIRMAN MOORE: Councilman Robinson?

9 COUNCILMAN ROBINSON: Yes. Mr. Thompson?

10 CHAIRMAN MOORE: Mr. Thompson, would you please re-
11 main?

12 MR. THOMPSON: I am sorry.

13 COUNCILMAN ROBINSON: Mr. Thompson, your idea is not
14 too original because several years ago I think in the Shaw area
15 where they wanted to revitalize they came up with the same
16 design of having air rights over Rhode Island Avenue. To my
17 surprise, about 90% of the residents of that area thought it was
18 a fine thing, and I didn't hear any outcry then. So although
19 I would agree probably not in residential area--but maybe in
20 business areas--there may be something, that some thought could
21 be given to your idea. As I say, there was not "outcry" from
22 the City, in the Shaw area, when that was advanced. They had
23 the plans and all and everyone thought it was a pretty good
24 idea. That was just the air rights over Rhode Island.

25 MR. THOMPSON: I see.

1 CHAIRMAN MOORE: Councilman Haywood?

2 COUNCILMAN HAYWOOD: No questions, Mr. Thompson,
3 thank you.

4 CHAIRMAN MOORE: Again, we thank you.

5 MR. THOMPSON: Yes, sir.

6 CHAIRMAN MOORE: Mr. Rene Bozzi? Save Lamond Committee.

7 WHEREUPON,

8 MR. RENE BOZZI,

9 REPRESENTING "SAVE LAMOND COMMITTEE" APPROACHED THE MICROPHONE,
10 TOOK THE WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

11 CHAIRMAN MOORE: I hope I haven't mispronounced your
12 name.

13 MR. BOZZI: No, you have done remarkably well and I
14 appreciate that.

15 CHAIRMAN MOORE: Thank you, sir, and you are very
16 welcome here tonight.

17 MR. BOZZI: My name is Rene Bozzi. I am the Trans-
18 portation Chairman of the Lamond-Riggs Civic Association. I
19 am also the Chairman of the Save Lamond Committee which is a
20 section of the eastern part of the Lamond-Riggs area. Our
21 citizens association consists of three (3) thousand (3,000)
22 person; 10,000 persons, living in the area west of Eastern
23 Avenue, East of the B&O Tracks and bounded down the south by
24 Galloway Street. It is one of the largest and one of the most
25 active Civic Associations. We are officially and unanimously

1 opposed to any further construction for any freeways in the
2 District of Columbia. We have been for the past five (5) years.
3 We were threatened with a 10-lane freeway down North Capital
4 Street and we fought that continuously and we will continue to
5 fight any more freeways in our city.

6 If the freeway had moved out of Lamond-Riggs, we will
7 continue to fight freeways because we sympathize with the
8 people in the Brookland area, in the Adams-Morgan area, in
9 Georgetown, in South Manor Park, and in any other part of the
10 City.

11 I must say for one thing, personally, as a personal
12 note, I find it difficult to speak. I am a little upset by
13 the pressures against both the audience and the speakers in
14 this Council. I know this is unfortunate, but just excuse my
15 emotional feelings at the present time.

16 REPORTER'S NOTE: (The speaker was stuttering and
17 near tears.)

18 MR. BOZZE: It might be understandable by all of us.
19 I think we should stop for a moment and have a little historical
20 review of the Freeway situation and the Highway situation in our
21 City. This City, as beautiful as it is, comparable to Paris,
22 was designed by Pierre L'Enfant and Benjamin Banneker with the
23 patronage of George Washington and Thomas Jefferson.
24 Thomas Jefferson was a student of the arts and an educated
25 man. George Washington was a surveyor who surveying work and

1 architectural work all over this area besides his other
2 accomplishments. But we are now discussing a revision of the
3 L'Enfant-Bannekar Plan and we must remember this in the histori-
4 cal perspective of our considerations this evening. There is
5 something unusual about Washington: it was designed with the
6 plan in which there are besides the checkerboard
7 streets going north and south and east and west, such as most
8 cities have such as New York and Philadelphia, etc., this
9 checkerboard is crossed diagonally by avenues, such as Rhode
10 Island, New York, Maryland Avenue, Kansas, New Hampshire.
11 This gives you a direct and easy way to get from one part of the
12 city to another. It was planned in a scientific manner, as a
13 residential city and as a city to represent a great democracy.
14 Mind you, there was nothing here when it was planned. There was
15 nothing but a small town of Hamburg where the southwest area is
16 now; and the small town of Georgetown. But these men were
17 visionary enough and had faith enough in our republic to build
18 a great city. And we, at this point, at this very minute, are
19 considering what are we going to do, or what are we going to
20 be allowed to be done to this great city, and I, for one, would
21 not like to see it desecrated by any freeways especially inter-
22 state highways, coming into this city.

23 Again we must go into some historical perspective very
24 close to our present time: How does it come that the gentlemen
25 of the Highway Department of Washington, D. C. are even suggest-

1 ing to bring 6 lanes of interstate highways into the city, such
2 as on Gallatin Street where Route 95 would come to bring inter-
3 state traffic from Maine to Florida, and where 70-S would come
4 in the form of the North Central Freeway. How did they ever
5 come to this conclusion that this was a logical thing to do.
6 It doesn't make any sense. That's the first thing I thought
7 about when I saw the North Central Freeway and then I saw the
8 plans for the Inner Loop. I said, "Somehow it doesn't jell.
9 Why would anyone plan to bring interstate traffic into the
10 heart of the city? Who would bring six lanes of truck and high-
11 way traffic, buses, and Lord knows what kind of traffic, into
12 the city, into the Rock Creek Park area, Foggy Bottom, and up
13 20th Street or 21st Street, around Dupont Circle west of
14 Dupont Circle and North of Dupont Circle?" "Between the
15 Phillips Art Gallery and Dupont Circle?" "Who would conceive
16 of putting a freeway of this kind in the heart of a city?" I
17 still couldn't find out why. Well, finally Mr. Peter Craig,
18 who was the Transportation Chairman of the Committee of a 100
19 For the Federal City told me one evening at a public meeting.
20 I said, "Peter Craig, what is this?" He says, "Well, do you
21 know this all started with sometime in the 50s when someone
22 said 'Why we should have some kind of an inside freeway to
23 facilitate traffic going east and west in our city. But of
24 course this is quite expensive.'" And it was never built. But
25 the idea remained in the back of the minds of the gentlemen of

1 the Highway Department. This was to be just an inner city
2 with no interstate connections. When the Highway Bill was
3 passed in the '60s in which 90% of the cost of a highway would
4 be paid through gasoline taxes the bright men of the highway
5 lobby, the bright men of the highway planners said "Fine, we
6 will connect the inner road with an interstate road and it will
7 become an interstate highway and it will be paid with the money
8 collected from the gasoline tax." In other words, an inner
9 city highway suddenly became an interstate highway. And by this
10 time the highway lobby became quite interested because they saw
11 a chance to build roads. The manufacturers of concrete became
12 interested and the highway lobby was in full bloom to build
13 the freeway system which we are now threatened with.

14 The problem of freeways in our city are primarily
15 the destruction of housing and the increase in pollution and
16 the absolute neglect of studying other ways of bringing people
17 in and out of the city for employment or for purposes of buying
18 merchandise or doing business. This is a completely unscienti-
19 fic approach when we consider that only through rapid rail
20 transit can the problems of a city this size be solved. It
21 cannot be solved by bringing automobiles into the city because
22 the more freeways you build the more space you need to park
23 these automobiles; then you have to destroy more buildings to
24 park these automobiles, and you finally have the abomination
25 that you have in Los Angeles. We do not want that to happen

1 here. It is happening now. The gentlemen of the parking in-
2 dustry are getting fabulously rich, gentlemen such as Doggett,
3 and others. We don't want the city thoroughly destroyed by
4 the building of parking lots either by private or by public
5 law inspired by Congressmen, inspired by cheap politics. This
6 city is too valuable, it is too historically important for
7 future generations.

8 Again speaking historically: In 1963 the late
9 President John F. Kennedy was presented a plan of the Highway
10 Department to build highways and freeways in this city. And
11 after looking at them, he sent them back for further study.
12 He said they were too destructive of the city as they were
13 planned; that there must be other ways of solving problems of
14 intercity highways.

15 After the death of President Kennedy and the
16 presidency of President Lyndon B. Johnson, we again had the
17 question of freeways come up. At this time the North Central
18 Freeway was proposed. I was part of a delegation of 7 people
19 including Reverend Jackson, Dorothy Mosby of the Democratic
20 Committee, Mr. Fred Thomas of the Lamond-Riggs Citizens
21 Association, myself and others. We spoke to Mr. Horsky, the
22 President's advisor, and explained to him our position against
23 the Freeway. I also explained to Mr. Horsky the disaster that
24 any North Leg would be in the residential area whether on K
25 Street, U Street, or on T Street. Now, I also invited Mr.

1 Horsky to walk along T Street and U Street with me and show
 2 him all of the apartment houses that the proposed plans of
 3 the Highway Department would destroy. Some of these houses are
 4 in perfectly good condition although they may be 10, 20 or 30
 5 years old; people are living in them. This is a dense resi-
 6 dential area and should not have any freeways in it

7 After the protest of the citizens and after the hear-
 8 ings in the Department of Commerce auditorium, February 4th,
 9 1965, President Johnson so that the problem was serious and
 10 he suggested that the Arthur B. Biddle Consultants would look
 11 into the problem and make suggestions about the freeway question
 12 in the district. And the Arthur Biddle Consultants decided
 13 that mass transportation was the answer to the commuting prob-
 14 lem but freeways were not needed especially if freeways would
 15 destroy valuable housing in a city which is already very
 16 critically short of housing.

17 There is a law of diminishing returns in everything;
 18 you know, business of man; or in nature. And the law of diminish-
 19 ing returns applies to highways as well. There is a good
 20 () on the highways, but beyond that there are disasters.
 21 Just as there is good in a lot of things, beyond a certain
 22 point they have no value and destroy their value. This is an
 23 economic law and we cannot avoid it. Yet, gentlemen of the
 24 tire, truck and automobile lobbies--the concrete lobby--would
 25 convince us in all their fashionable arguments that this is
 progress: "There are a handful of people, such as myself, that

1 are against progress." There is not a handful of people. The
2 majority of the city has expressed themselves in every way
3 they could, by public hearings over the past six years; by
4 referendums; by unofficial referendums; by democratic nomination
5 referendum--to be completely opposed to the freeway.

6 Mr. Natcher, Mr. Broyhill and Mr. Klyczanski know
7 this, and I am sure I must remind you gentlemen of the Council
8 that I honor your opinion and I must beg you to consider the
9 feelings of the people in the city. They have begged the
10 responsible people in the city to not build any more freeways.
11 Can it be otherwise that some of us lose our tempers, that some
12 people raise their voices? I know of some young people who
13 raise their voices: Patrick Henry, Thomas Jefferson, raised
14 their voices in Virginia.

15 THE AUDIENCE: (applause)

16 MR. BOZZI: Who among us, gentlemen, could answer the
17 judgment of future generations as to the guilt of having
18 destroyed the civic beauty of Washington, D. C.? Who among us,
19 gentlemen, will answer the judgment of humanity of the guilt
20 of having callously or cruelly having allowed destruction of
21 houses, apartments and residential areas in this city? Can't
22 we see or feel the staggering demoralizing horror of the housing
23 condition of this city? Can't any of us feel or understand
24 or empathize with the knowing frustration and the anguish
25 of the people, mostly black--mostly poor--and many middle-class

1 --the lower-middle-class, and some of the middle middle-class;
2 workers, unemployed, employed; young and old, who look to the
3 Council for leadership because they can't vote any other way?
4 They can't express themselves. They have no representatives.
5 This critical housing shortage, the continuous raising of rents,
6 this is a disaster, and we are sitting on it.

7 The lack of funds for schools, the lack of funds for
8 hospitals--and we talk about building freeways--10% of which
9 will be built from the money paid by the City Taxpayers. The
10 majority of the people have spoken; they have written letters.
11 Even children have written letters in Lamond-Riggs to the
12 President and to the City Commissioners; you must keep inter-
13 state highways out of our city, out of the heart of our city.
14 You must save our residential areas. You must save our city.

15 There are other ways of solving the problem of trans-
16 portation. There are buses, there are many buses. Here is
17 a picture of many buses, which I present to the Council for
18 study. I present a Readers' Digest reprint: "Let's put brakes
19 on the highway Hobby." "Highway Hobby?" That's a good word!
20 A slip of the tongue. "LET'S PUT BRAKES ON THE HIGHWAY LOBBY,"
21 from the Readers' Digest of last year. There is a particular
22 section checked off here regarding D. C. situation and how we
23 are being black-mailed. I am against black-mail. We should
24 all be against black-mail. The subway system, which should be
25 built as soon as possible, regardless of how the gentlemen were

1 trying to interfere: Roy Chalk, and others.

2 And there should be more freeways. God help me!
3 More subways! The City of New York has a complete and fan-
4 tastic subway system. In all kinds of weather; I was there last
5 New Years. In all kinds of weather you can go from any part
6 of the city to the other. They are building another subway,
7 gentlemen, on Second Avenue. For all they have, they are still
8 building more.

9 I would honorably beg you, gentlemen, to bring my
10 sentiments and the sentiments of the people of Lamond-Riggs;
11 to all the gentlemen who have the power to make these decisions,
12 including yourself, the committees of Congress; to the Honorable
13 President Nixon in the White House--that this is a very serious
14 problem--and how here the people feel. If there is any
15 question let us have a freeway referendum, immediately.

16 THE AUDIENCE: (applause)

17 MR. BOZZI: And as a white person I want no part of
18 the destruction of the homes and the misery of my black fellow
19 citizens.

20 THE AUDIENCE: (applause)

21 CHAIRMAN MOORE: Mr. Bozzi, thank you for your very
22 touching testimony. I believe you are quite wrapped up in this
23 little concept as many of the citizens--including the Council
24 are--in the District of Columbia. Would the Chairman of the
25 Council care to comment or ask questions?

1 (no response)

2 CHAIRMAN MOORE: Councilman Robinson?

3 COUNCILMAN ROBINSON: Thank you very much.

4 CHAIRMAN MOORE: Councilman Haywood?

5 COUNCILMAN HAYWOOD: No questions. Thank you, Mr.
6 Chairman.

7 CHAIRMAN MOORE: Again we thank you, sir.

8 MR. BOZZI: I would like to add one thing, sir, a
9 post-script, and I know I have been long, overly-long: But
10 the question of experts. I respect a man's trade, his pro-
11 fession. I myself am a commercial artist and photographer.
12 I was a photographer in the United States Marine Corps; I have
13 been in business for myself in photography and art. I am
14 presently employed in a department store here in Washington for
15 the past 20 years. But experts, sir,--gentlemen, and Madam,
16 are people who are familiar with the subject to take it to
17 their heart to study it. I have been both on the Executive
18 Board of Neighbors, Incorporated, and I am now on the Executive
19 Board at Lamond-Riggs. I have been busy as a citizen doing my
20 part in our area. And the people who come here and speak they
21 are experts in community problems, because on the Executive Board
22 we take seriously the problems that people bring to us whether
23 it is a police problem, highway problem, getting a traffic light,
24 etc., etc. So although I appreciate the so-called feelings of
25 the highway builders we are now at the crossroads, and the ex-

1 perts of the community such as we have, such as have spoken
2 here before me should be considered. Thank you.

3 THE AUDIENCE: (applause)

4 CHAIRMAN MOORE: Again we thank you .

5 I would again remind the witnesses that there is
6 someone to follow you and we have quite a distance to go.

7 The 11th witness is Professor Thomas Rooney, Assembly of the
8 Faculty, Catholic University. We are very pleased to welcome
9 you, Mr. Rooney.

10 WHEREUPON,

11 PROFESSOR THOMAS ROONEY,

12 ASSEMBLY OF THE FACULTY CATHOLIC UNIVERSITY, APPROACHED THE
13 MICROPHONE, TOOK THE WITNESS SEAT AND TESTIFIED IN SUBSTANCE
14 AS FOLLOWS:

15 MR. ROONEY: Thank you, Reverend Moore. My name is
16 Thomas Rooney and I am a Member of the Faculty of the Catholic
17 University; for 18 years a resident of Brookland in Northeast
18 Washington. For the past 9 years the bank and I have owned my
19 home at 14th and Monroe Street, Northeast. I am a member of
20 the Brookland Civic Association and of the Emergency--that
21 infamous and notorious group--Committee on the Transportation
22 Crisis.

23 THE AUDIENCE: (applause)

24 MR. ROONEY: And from its beginning 5 or 6 years ago.
25 In case you don't know its history it was formed, really,

1 from such meetings, hearings and presentations about freeway
2 matters such as this. People found they were saying the same
3 thing. Talked to each other afterwards. Phoned each other
4 and were informed in the most natural way. I come to repeat
5 for the fourth time in three years a statement voted upon by
6 the faculty of Catholic University opposing construction of
7 Interstate Route I-95 and the North Central Freeway. This
8 statement of opposition was first voted upon by the Graduate
9 School of Arts and Sciences, the largest of the schools at the
10 University, and presented at the hearings on the budget for
11 the District of Columbia in 1967; this statement was later
12 endorsed and lodged and voted upon by the Assembly of the
13 Faculty, the only body in the University representing the
14 entire faculty, some 600-man faculty. It was presented in the
15 name of the assembly at the hearings held by Representative
16 Kluczynski's subcommittee on roads in April 1968. Significantly
17 enough, the last day of these so-called hearings on Capital
18 Hill marked the beginnings of the firing-revolt following the
19 assassination of Dr. King. The same statement was presented
20 again a year ago last December at the hearings on transportation
21 held here by this Council and the members of the National
22 Capital Planning Commission. It was immediately after these
23 hearings of December '68 that the City Council and the
24 National Capital Planning Commission voted no more gateways
25 for the automobile into the District of Columbia, and here
we are again: Another year--another hearing.

1 The history of this statement alone seems to be a
2 classic case of that old and traditional Department of Highways
3 and lobbyists of highways tactic: "If you can't beat them wear
4 them down and wear them out."

5 Before going further, one matter needs comment:
6 During Tuesday's testimony, Dr. Neise, the Executive Vice
7 President, Catholic University, presented a brief statement
8 which neither supported nor opposed freeways under considera-
9 tion there.

10 In Dr. Robinson's questioning which followed it be-
11 came apparent that some clarification was needed on which
12 segments of the University Dr. Neise's statement speaks for.
13 To the best of my knowledge, this statement was drawn up by the
14 University's Office of Institutional Research and Planning
15 and was given final form by the President's Council, all of
16 whom are administrators. To my knowledge neither the Faculty
17 nor the Student Body was consulted in drawing it up and cer-
18 tainly never at any official meetings of Faculty or Student
19 Body. Surely this statement cannot purport to speak for the
20 majority of the faculty since the statement I am presenting--
21 and have often presented--was approved by a 2/3rd vote of the
22 Assembly, which again represents the entire 600-man faculty.
23 The Student Body has never taken a stand on this issue, but
24 from what I have heard recently it soon will. And even Dr.
25 Neise, who gave this statement on Tuesday testified against the

1 freeway in strong terms in 1966.

2 Since the statement I am to present here has been
3 presented so often before--and you have copies of it--I do not
4 intend to read through it again.

5 Rather I would like to comment, as a citizen of the
6 District of Columbia and resident of Brookland, and rather
7 not officially for the Assembly, on two of the issues presented
8 in the statement.

9 The third reason given by the Assembly of the Faculty
10 in opposing Interstate I-95 is that, quote:

11 "no study has been made of the effects on health
12 and environment of the large quantities of
13 additional air pollution created by bringing
14 an estimated 200,000 cars and trucks per day
15 through primarily residential areas within the
16 District on the proposed Interstate Route I-95,"
17 end of quote.

18 To this date and even after a so-called restudy of
19 I-95 there still exists no study or projection of the effects
20 of the pollution to be generated. In fact, not even a mention
21 of any such study has been made by the Department of Highways.
22 In 1967 when this statement was first presented anyone who
23 mentioned pollution as a serious factor upon which to make an
24 important decision was generally considered to be some kind of
25 a bird-watching anti-progress nut. This climate, and, un-

1 fortunately, our atmosphere, has changed drastically in here
2 these past three (3) years, to the point where the President
3 himself in a major address has identified pollution and
4 ecological imbalance as a major threat to this country and
5 indeed to this planet. Pollution has become a matter of basic
6 importance, a matter of survival. Yet here we are: no studies,
7 no projections. And should I-95 or any of these interstates
8 be built with no hope in sight of even the beginnings of the
9 control of auto-induced air-pollution.

10 The solutions offered by Mr. Airis eludicrous and
11 insulting. His proposal to build I-95 without even a nod to-
12 ward the pollution problem is criminal. You have heard, and I
13 believe were as impressed as I was with the statements of
14 Drs. Cone and Fisher concerning the effects of auto emissions
15 on plant and animal life. You heard them speak of the air-
16 pollution concentrations found in air rights apartments and
17 buildings built over Interstate freeways.

18 Therefore, I ask that this Council follow the example
19 of New York City and ban from the District of Columbia any
20 uses of air rights over interstate freeways especially for the
21 construction of apartments for human occupancy.

22 THE AUDIENCE: (applause)

23 MR. ROONEY: The health and well-being and perhaps
24 the lives of thousands of D. C. residents rests with this
25 matter. I request specifically the halting of all plans and

1 contracts for the 350-unit air rights apartments to built over
2 I-95 at Third and New Jersey Avenue. In view of what you now
3 know about air-pollution you just can't ignore the consequences
4 to anyone unfortunate enough to have to live over I-95.

5 I hadn't intended to go into this but since Mr. Eugene
6 Thompson spoke of Lanier Heights Association, I would like to
7 say that in 1966 I attended a meeting at Mt. Carmel Church in
8 the Northwest Renewal #1 Area, at which the Department of
9 Highways was presenting a solution to the housing problem--air
10 rights apartments. The engineer at that meeting--of the
11 Highway Department--suggested that two huge vents, one through
12 each of the buildings to be constructed, would be enough to
13 shoot the air-pollution into the stratosphere. I think he
14 exaggerated a bit. Certainly at that meeting nothing was men-
15 tioned to the citizens there that were being asked to accept
16 this about the effects of air-pollution. When it was brought
17 up, "Well, the health department will have some studies on
18 that."

19 The cost of decking over that less than 2-block area
20 at that time was 2.2 -- I can't remember -- 2.2 or 2.8 million
21 dollars, before the houses went up on it. So, this proposal
22 of air-rights, even outside of health, is a rather ridiculous
23 thing.

24 The other point that I wish to bring to your attention,
25 in the Assembly of the Faculty's statement before you is a

1 fourth reason given for opposition to I-95 - North Central
2 Freeway, if I can find it. Quoting from the statement:

3 "4. There is no low-income housing and very
4 little moderate-income housing available in the
5 District of Columbia for those thousands of
6 people--the vast majority of whom are low-
7 income Negroes--to be displaced by interstate
8 I-95 as it passes through Washington, D. C."

9 After the first night of these hearings Mr. Eisen's
10 caption in reporting the events in the Washington Post was,
11 quote:

12 "ROADS START TO WAIT FOR NEW HOUSING."

13 And over the continuation of the article farther on in the
14 paper:

15 "D. C. ROADS CHIEF PUTS HOUSING BEFORE FREEWAYS."

16 Other business interests testifying here in favor of
17 these interstate freeways: And it has only been business in-
18 terests that have mentioned this, such as Mr. Lerner of the
19 Yellow Cab Company Tuesday night.

20 I refer to this promise of Mr. Airis. Not only
21 does Mr. Airis not have power to make such a
22 decision stick, his boss in the House Public
23 Works Committee wouldn't like it. His word as
24 a gentleman, and I quote that, is very far from
25 reliable. He made this same promise in 1966,

1 1977 and whenever the opportunity presented
2 itself -- that no one would be moved until
3 housing was available. In fact, after a
4 meeting on the freeway in June of 1967 at the
5 State Department Auditorium I personally heard
6 Mr. Airis promise Mr. Bernard Pryor, who you
7 all know--a black neighbor and close friend of
8 mine in Brookland--that on his, Mr. Airis'
9 word as a gentleman, word of honor as a gentle-
10 man, no one would be replaced - or displaced -
11 until adequate housing was available.

12 Yet, within a year 69 homes were emptied in Brockland in the
13 path of the North Central Freeway, and if it hadn't been for
14 the court-injunction halting construction and acquisition of
15 land, 250 homes would have been taken including Mr. Pryors' --
16 and even Mayor-Commissioner Washington couldn't or wouldn't
17 stop the acquisition of these 69 homes. So much for Mr. Airis'
18 promises and Mr. Airis' word.

19 Of the 69 families thrown out, one that I know was
20 relocated by the Redevelopment Land Agency.

21 THE AUDIENCE: (applause)

22 MR. ROONEY: If one went to the office RIA set up
23 at 10th and Rhode Island Avenue, supposedly to help in reloca-
24 tion, one was given the real estate listings from the daily
25 papers.

1 THE AUDIENCE: (laughter)

2 MR. ROONEY: There is no housing available, and we all
3 know it. And so much for Mr. Crocker's testimony Tuesday
4 for the D. C. Relocation Advisory Board: About the only thing
5 that Board can advise, for sure, is that there is no relocation
6 except for that in the real estate columns in the paper, and
7 very little of that.

8 As another example of the reliability of the word of
9 the Highway Department: as soon as this Council reversed itself
10 on the construction of Three Sisters Bridge the huge steel
11 beams for the construction of the Taylor Street Bridge in
12 Brookland were ordered. This bridge had been torn down for
13 the North Central Freeway, but construction was stopped by
14 court injunction two years ago. Yet in spite of the order for
15 an 18-month study on here the North Central Freeway, while that
16 study was to have been going on the Taylor Street Bridge was--
17 and is now--being built to North Central specifications. Also,
18 the day after Mr. Airis released his latest proposed plan--
19 three (3) little books--surveyors were on 9th and 10th Street
20 Northeast. I saw them on my way to the University. And in
21 speaking to Mr. Pryor who lives on 10th Street he saw them at
22 work, lower down on 10th. So, while the hearings continue--one
23 after another, year after year, the cast of characters remaining
24 pretty much the same--business, press, lobbyists politicians
25 versus D. C. and Suburban Civic and Transportation groups--the

1 Department of Highways builds a bit here and a bit there. I ask
2 you to stop the construction on the Taylor Street Bridge now
3 and stop this illegal pernicious piece-meal building of these
4 roads before you the Council has even reached a decision on
5 them, as required by law.

6 THE AUDIENCE: (applause)

7 MR. ROONEY: Many homes in Brookland went the same
8 illegal way. As Chairman of the Transportation Committee for
9 this Council I would like to ask--really beg you, Reverend
10 Moore--to look into the matter of the Taylor Street Bridge and
11 the proposed air-rights housing over I-95. It is a very serious
12 matter.

13 Finally--and I know you are always glad to hear that--
14 finally, you have been ordered by, some of you, by two (2)
15 Presidents to represent the people of the District of Columbia
16 as though you were voted into office by them. You have seen
17 in Maryland the power of the vote and the elected representatives
18 with regard to these same freeways. All we are asking is that
19 you follow the Presidential mandate and act as though you were
20 really elected. What would your decision be if you were running
21 for this Office in November?

22 THE AUDIENCE: (applause)

23 MR. ROONEY: Section 22 of the 1968 Federal Aid
24 Highway Act is a sloppy intentionally ill-conceived fascist
25 bit of legislation. Representative Kluczyznski foresaw your

1 indecision and hesitation when Mr. Sullivan wrote it for him.
2 Why haven't you taken this to the court? And do you really be-
3 lieve that all of the Federal portion of the District Budget
4 will be withheld by the Broyhill Amendment if these interstates
5 aren't built? Even Representative Brock Adams who had a hand
6 in this bit of blackmail said in an interview on TV, the even-
7 ing of August 9th, after this Council reversed its stand on
8 the Three Sisters Bridge and fourteen (14) citizens were
9 arrested here in this chamber, that, quote, quoting Representa-
10 tive Adams:

11 "Everyone knows that the Congress can't run the
12 District of Columbia. We have to have them there
13 in council to handle its affairs," unquote.

14 Why wasn't this Broyhill blackmail taken to the courts? And I
15 see no sanctions attached to either law. Will you go to jail
16 if you say, "No" to more freeways? And how long do you think
17 the Federal portion of the D. C. Budget would be withheld?
18 Try to forget what the press will say. I can see the Washington
19 Post's Editorials now. And try to remember what your consti-
20 tuents have said here and elsewhere. Make the Congress and the
21 lobbyists for which they stand act out in the open and don't
22 give them a cover for their actions by taking the responsibility
23 and the guilt for them on yourselves. Thank you.

24 THE AUDIENCE: (applause)

25 CHAIRMAN MOORE: Mr. Rooney, you have done a very

1 thorough job. Very good testimony.

2 MR. ROONEY: It has been a long fight. You know it
3 well.

4 CHAIRMAN MOORE: I would like to ask the Chairman of
5 the Council to ask you a question or make a comment.

6 CHAIRMAN HAHN: No questions. Thank you very much for
7 coming.

8 CHAIRMAN MOORE: Councilman Robinson?

9 COUNCILMAN ROBINSON: Thank you, no questions.

10 CHAIRMAN MOORE: Councilman Haywood?

11 COUNCILMAN HAYWOOD: No questions. Thank you.

12 CHAIRMAN MOORE: Again we thank you.

13 THE AUDIENCE: (applause)

14 CHAIRMAN MOORE: Mrs. Philip G. Fortune, President,
15 League of Women Voters?

16 (no response)

17 CHAIRMAN MOORE: Mrs. Angela Rooney, private citizen?

18 THE AUDIENCE: (applause)

19 CHAIRMAN MOORE: We are very pleased to welcome you,
20 Mrs. Rooney.

21 WHEREUPON,

22 MRS. ANGELA ROONEY,

23 CITIZEN, TOOK THE WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS
24 FOLLOWS:

25 MRS. ROONEY: I wish I could say that I am pleased to

1 be here. That after what happened in this Council room a
2 short time ago I must protest. I must protest the intimidation
3 of honest citizens; the unnecessary police action to me speaks
4 of a very sick and a very dying society when you have to pro-
5 tect yourself from the people who speak the truth.

6 It was very unfortunate, and I hope you don't take that
7 off my time because I am going to go backwards with my little
8 talk tonight. I have something I would like to say to Mr.
9 Hahn especially.

10 I understand and I have heard some questioning con-
11 cerning what I think have been called "Mr. Hechinger's Road"
12 and this is my answer to that question: It has to do with
13 the freeways in the 1968 Comprehensive Plan. Now that compre-
14 hensive plan was destroyed when this Council betrayed the citi-
15 zens of the District of Columbia and voted to construct the
16 Three Sisters Bridge. There is no existing comprehensive trans-
17 portation plan to discuss. We have never heard of nor seen any
18 studies, tests, drawings or designs or statistics relating to
19 those roads. If there is to be any discussion of any road
20 other than the three items of this hearing, then entirely
21 separate hearings will have to be held beginning with a duly
22 authorized public hearing on the Three Sisters Bridge.

23 THE AUDIENCE: (applause)

24 We the people of the United States have been given
25 20 to 30 years to come to terms with our environment or we shall

1 perish from this land. We shall choke, sicken and die of our
2 own affluence, slave to the gross national product and poisoned
3 by our own hand. This is the considered verdict of many in-
4 ternationally famous scientists who dispassionately study our
5 habits, analyze our systems and watch and wait for the curtain
6 to fall on our civilization. The evidence is all around us. We
7 can see, feel and taste the filth and neglect of our natural
8 resources. We wipe off the dirt, swallow the smog and avert our
9 eyes from the statistics about "death from pollution. We tend
10 to believe in the official oratory of environmental concern
11 when we know it be only more words to pollute the air for to
12 most of industry "pollution" is profit. We hope to be saved
13 by the very ones who have brought us to this state of malig-
14 nancy we are clearly naive. No one can save us now but our-
15 selves, and so we sit in this room and discuss that most de-
16 tested violator of our urban centers, the 8 to 10 to 12-lane
17 freeway and pollution devices and team concept, as if by some
18 compromise we could avoid facing directly what we know to be our
19 last chance to reverse the brutal amputation of communities,
20 and the massive acceleration of disease in the air.

21 We know now that freeways are the probing action that
22 opens the heart of the community to the affluent exploiters;
23 Those who program the Public Works project, those who plunder
24 the city and its people for profit. What else does it mean
25 when the Board of Trade or the Federal City Council or Downtown
Progress, worrying about profit and loss lobby for eminent do-

1 main laws and then hold up for safety in hundred thousand dollar
2 homes in Fairfax or Potomac, Maryland?

3 THE AUDIENCE: (applause)

4 MRS. ROONEY: Big business is bold in its demands. It
5 wants the land, all of it, and it wants it free from the nagging
6 demands of the little citizen who owns a little piece here and
7 there. Homeownership and small business is distasteful. The
8 little people get in the way of the big developers' appetite
9 for city land. How else explain the complete lack of citizen
10 ownership and urban renewal projects and the eagerness with
11 which the freeway program to displace thousands are welcomed
12 by the fat land grabbers. It is controlled and exploitation at
13 Government expense.

14 This should not be called recommendations for a free-
15 way in the northern sector and related policy. What is should
16 be called is "control, exploitation, at Government expense."

17 THE AUDIENCE: (applause)

18 MRS. ROONEY: That's what it means. This results in
19 the creation of a ruthless, cowardly, mobile society, that breeds
20 irresponsibility and contempt for Government. It is no way to
21 build a city. We have learned to recognize during these hear-
22 ings how very often the freeway-related profession, members of
23 it, try to cut in on the gravy chain. Mr. Bridwell, former
24 Director of the Bureau of Public Roads, was fond of calling
25 architects and planners who assisted him. The professions who

1 serve us, the AIA--American Institute of Architects--invented
2 the design concept team approach to freeway building with its
3 joint development and multiple use of roads-right-of-way. We
4 should rename the Washington Branch of the AIA, who testified
5 for typographical camouflouge and landscape cosmetics, "The
6 Embalmers Institute of Dead Communities," and get it over with.

7 THE AUDIENCE: (applause)

8 MRS. ROONEY: The concept team approach is based on
9 one invaluable assumption, the roads and only the roads will be
10 built. It's almost always promise them anything but give them
11 freeways! We know now that robbing our cities and suburbs of
12 parks and open spaces is at this point criminal. It is literally
13 "crime in the parks." And robbing thousands of families of
14 homes in the city is literally "crime in the streets."

15 THE AUDIENCE: (applause)

16 MRS. ROONEY: It is the real violence and lawlessness
17 of our day. We understand now that freeways can and do bring
18 frightening increases in poisonous fumes in particular. We have
19 heard explained graphically the hideous risks in the field of
20 mental retardation, heart, blood and lung diseases that will
21 follow. The facts are in, all of them, on the automobile.
22 Engine, brakes, clutch, tires--it will kill us one way or
23 another. If we face the fact that it will take four hundred to
24 five hundred years to reverse what we have already done to
25 pollute the ocean, if we realize that penguins at the North Pole

1 carry DDT in their fat, do we not get some glimmer of the ex-
2 tent to which we are of not surviving in our cities? Do we
3 not understand what we are doing to ourselves and to our
4 children? And what about the children? Do we have the right to
5 smash through their neighborhoods, schools and playgrounds so
6 that trucks and cars can move with ease and rob them of the very
7 air they breath? Do we have the right to so befoul the atmos-
8 phere that our children becomes the victims of our greed or
9 our indifference or our cowardess? Can we sit around and pre-
10 tend to be helpless when we know what is happening and they do
11 not know? You and I are not helpless yet, it is the children
12 who are and we dare not play politics with them and their
13 future.

14 THE AUDIENCE: (applause)

15 MRS. ROONEY: So we recognize at last what we must do
16 together. We the people of the District of Columbia and you
17 its duly authorized representatives must return these freeway
18 plans to Congress and tell them that we shall not commit sui-
19 cide to satisfy those who dine at the Federal trough.

20 THE AUDIENCE: (applause)

21 MRS. ROONEY: There is no point hiding behind Section
22 23 or 22, or any other section. We know who wrote that law:
23 the highway mafia wrote it. It is no sacred cow! We have
24 heard lawyers of both persuasions testify to or for a particular
25 interpretation. It is not the business of this Council there-

1 fore to condemn a city on the turn of a phrase. This is not
2 the time or the place to determine the validity of a law or
3 set an irreversible precedent or create an accomplished fact.
4 This council does, however, have one responsibility that takes
5 priority over all others--and that is to represent the people
6 of the District of Columbia and voice their decision. It is
7 derelict to claim helplessness in dealing with Congress. We
8 have the same rights as any state in this particular matter.

9 Congress cannot build these roads--only you can sign
10 the contract--and only you can give the approval. Threats of
11 blackmail only work if you are willing to play games. No
12 penalty can be imposed on this city without immediately affect-
13 ing those neighboring constituencies that maintain their finan-
14 cial help by feeding on this city.

15 Cut out the District of Columbia and you sever
16 Virginia's right arm. Cut out the subway money and you have
17 the enraged citizens of Maryland at your throat.

18 As a very wise man once said, and I quote:

19 "ANY DAMN FOOL CAN WRITE A LAW," unquote. And I
20 would like to add, only great honest citizens, great honest
21 lawyers and great honest judges can determine its validity in
22 the light of our constitutional rights and its justice and
23 benefit to mankind.

24 THE AUDIENCE: (applause)

25 CHAIR MAN MOORE: Very well done, Mrs. Rooney.

1 THE AUDIENCE: (laughter)

2 CHAIRMAN MOORE: May I ask the Chairman of the Council
3 if he wishes to comment or ask you a question.

4 CHAIRMAN HAHN: No questions. Thank you, Mrs. Rooney.

5 CHAIRMAN MOORE: Councilman Robinson?

6 COUNCILMAN ROBINSON: No questions. Thank you very
7 much.

8 CHAIRMAN MOORE: Councilman Haywood?

9 COUNCILMAN HAYWOOD: No questions. Thank you, Mr.
10 Chairman.

11 CHAIRMAN MOORE: Again may we thank you.

12 THE AUDIENCE: (applause)

13 CHAIRMAN MOORE: To those of you who may have come
14 into the hearing later on, when you hear the Chairman rap the
15 gavel it is just simply to indicate that five (5) minutes of
16 time has passed and that there is someone else who wishes to
17 speak. It doesn't indicate that the speaker is to cease talk-
18 ing but just to indicate that five (5) minutes has passed.

19 Will Mr. David Grinnell come forward? If he's
20 present?

21 (no response)

22 CHAIRMAN MOORE: Carole Mullaney, private citizen?

23 WHEREUPON,

24 MRS. CAROLE MULLANEY,

25 PRIVATE CITIZEN, TOOK THE WITNESS SEAT AND TESTIFIED IN SUB-

1 STANCE AS FOLLOWS:

2 MRS. MULLANEY: Thank you. And I would like to thank
3 you first of all for that lovely exhibition that you staged in
4 the back of this hall prior to some other testimony this even-
5 ing. I can say thank you because I have now seen police bru-
6 tality. I grew up in a nice white middle-class suburb, in
7 another state, and I didn't have that experience. And I am so
8 happy to have seen it so that I can go back and tell everyone
9 what it's really like here.

10 THE AUDIENCE: (applause)

11 MRS. MULLANEY: What else I am going to say here
12 tonight is not new, but I think it bears repetition since
13 there seem to be some who haven't been listening much in the
14 past few years. The opponents of the freeways have been, at
15 this series of hearings and at other such rituals in the past,
16 telling the planners and the public of the damage which freeways
17 cause to our environment. Yet here we are in 1970, already
18 choking and/or drowning in our own filth, and some people want
19 to go on with this madness.

20 THE AUDIENCE: (applause)

21 Oh yes. Pollution? Suddenly everybody's talking about
22 it. Time and Newsweek in recent cover articles collect the
23 facts that we have known of for years and have shrugged off in
24 deference to what one ecologist terms "the American creed" --
25 "get rich today and to hell with tomorrow" -- "Newsweek,

1 January 26, 1970, page 47."

2 The automobile is our number one air polluter. Every-
3 body knows that, and it doesn't much strike the fancy. But how
4 about this one from a recent magazine -- in Los Angeles, the
5 highway lobby's version of heaven, thanks to air pollution,
6 quote, "Almost every other day, the city's public schools
7 forbid children to exercise lest they breathe too deeply."
8 (Time, February 2, 1970, page 59) Are Washington's schools
9 next? And since your neighborhood real estate agent cannot
10 keep air pollution out, the taint might even spread from the
11 North Central and inner loops and legs to Maryland and
12 Virginia, where the highway planners live. But surely I could
13 go on for days with statistics and stories that I have gathered
14 in the past few years on the air pollution alone.

15 But it is not the only kind of pollution threatening
16 us. What of noise pollution? What of the cars and trucks,
17 rumbling, thundering through our cities at 60, 70, 80 miles an
18 hour, day and night? What of the deafness and the diseases of
19 the nervous system caused by noise pollution?

20 And what of space pollution? Not outer space where
21 we've sent so much money, but inner space, our city neigh-
22 borhoods, where we've sent so little. The green space in our
23 cities, the trees, the parks are already miserably few. Yet as
24 anyone who has ever had elementary biology knows, greenery is
25 essential to our physical life; and it is also essential to our

1 psychological life. Would you replace "summer in the parks"
2 for the fun and profit of our children with "summer on the
3 freeways" for the fun and profit of Detroit?

4 Men and women of the City Council, the greed and
5 short-sightedness of the highway lobby must not be allowed to
6 destroy our city. We must have no more freeways. We must dis-
7 courage the selfish and inefficient use of private automobiles
8 for commuter purposes; - not just not encourage, but discourage.
9 Raise the parking fees by heavy taxation, speed up construction
10 of the subway, get better and cheaper bus service by public
11 ownership, and build not another inch of freeways.

12 THE AUDIENCE: (applause)

13 MRS. MULLANEY: Environment is said to be the cause of
14 the 70's. It is now the "in" topic of conversation, a politi-
15 cally sensitive subject, and all our friends on Capitol Hill and
16 in the White House are knocking each other over to get on the
17 bandwagon. Yet, to keep their friendship with the treasure
18 chest that is the highway lobby, they would be glad, I am cer-
19 tain, to use you, the non-elected city council, as their door-
20 mat, on which they can wipe their feet before facing the environ-
21 ment-sensitive voters of this election year.

22 THE AUDIENCE: (applause)

23 MRS. MULLANEY: Therefore, I say, resist. Do not
24 recommend, approve, or even wink at their freeway lust. Let
25 them, as Mr. Hechinger urged last week, take the blame for this

1 rape, for it is right theirs.

2 THE AUDIENCE: (applause)

3 CHAIRMAN MOORE: We are very pleased to have you come
4 and bear your witness tonight. Are there questions from the
5 Council?

6 CHAIRMAN HAHN: No questions.

7 COUNCILMAN HAYWOOD: No questions.

8 COUNCILMAN ROBINSON: Very well said, Mrs. Mullaney.

9 CHAIRMAN MOORE: Thank you again for your testimony.

10 THE AUDIENCE: (applause)

11 CHAIRMAN MOORE: Mr. James Spensly, citizen?

12 I am sorry. Mr. Floyd Agostinelli? I have still hav-
13 ing trouble with your name.

14 WHEREUPON,

15 MR. FLOYD AGOSTINELLI,

16 CITIZEN, APPROACHED THE MICROPHONE, TOOK THE WITNESS SEAT AND
17 TESTIFIED IN SUBSTANCE AS FOLLOWS:

18 MR. AGOSTINELLI: That's right all right, Reverend
19 Moore. As I said last night, you may mutilate my name as long
20 as the city is not mutilated.

21 THE AUDIENCE: (laughter)

22 CHAIRMAN MOORE: Thank you, sir.

23 MR. AGOSTINELLI: Before I begin with my remarks I
24 would like to introduce into the record an item from the
25 Washington Post, Classified Section, dated January 17, 1970

1 under the official notices where it states that this Council,
2 if necessary, will hold a meeting on Monday January the 9th.
3 The original understanding was that Mr. Airis was to be available
4 for questioning by the experts. And we, the citizens, would yet
5 like to have that scheduled. It is through no fault of ours
6 that it is being called off and we would like it scheduled.
7 And I want this introduced into the record.

8 My name is Floyd Agostinelli. I live with my wife and
9 family at 1801 Kearney Street, Northeast. I am one of those,
10 Reverend Moore, who was arrested on August the 9th, 1969 in
11 these very Council Chambers, and I with my five (5) children
12 was present at the symbolic opening of the home on 10th
13 Street. I and my children entered that one (1) house that we
14 opened. And while my children swept the first floor thoroughly
15 I helped to remove the plywood from the windows. I mention
16 this, Reverend Moore, because in that little exchange that took
17 place Tuesday evening between yourself and Mr. Cassell who
18 spoke of witness--and I intend Reverend Moore to speak to you
19 my witness--when Mr. Cassell finished his testimony Councilman
20 Yeldell, whom I note is absent, had the nerve to say to Mr.
21 Cassell that his vote on August 9th was not a vote for freeways
22 but a vote taken under pressure. Councilman Yeldell further
23 stated that that vote on August 9th was a "new ball game."
24 "The issue has changed," Councilman Yeldell stated. Well, no
25 issue has changed. There is no new ball game. I, too, as Mr.

1 Bookery lived in the old Southwest. Then as now the issue is
2 the same--the ball game is the same. For example, Greenleaf
3 Gardens land was acquired by the National Capital Housing
4 Authority at a cost of around \$2.75 per square foot. It is, of
5 course, physically located outside of the Southwest Urban
6 Renewal Area. Capital Plaza acquired its land at a cost of
7 about \$1.60 per square foot. Land use for people who need
8 housing never comes cheap. Those figures, which are approxi-
9 mate, were told to me by a former Executive Director of the
10 National Capital Housing Authority who happens to be something
11 of the Mayor-Commissioner of the Washington, D. C. In the old
12 Southwest we were assured so many times that the people who
13 lived there would be able to move back into the area but into
14 new housing. Then as now the issue was the same. Then as now
15 it was the same old ball game. When it became quickly evident
16 that a massive storm -- snow storm -- was occurring we were told
17 we could stop progress. We were told we didn't understand
18 pressure. We were told that commitments were already made. We
19 were told so many of the same fabrications that I heard in this
20 room since last Thursday evening. But Councilman Yeldell better
21 not tell me that there is a new ball game. And if his vote for
22 freeways wasn't a vote for freeways--then I have the dubious
23 pleasure of meeting the first Councilman from Alice in Wonder-
24 land .

25 Councilman Moore, what is witness? Is it only a bunch

1 of words that I write on paper to be read to you? Or is witness
2 something more? And I note the prefix of "Reverend" to your
3 name. I presume that you understand well the meaning of this
4 word "witness." But that I may also be assured that Chairman
5 Hahn understands the meaning of the word "witness" let me state
6 first and foremost, Chairman Hahn, that this public hearing
7 should not have been called on the interstate freeway system
8 in the District of Columbia. Rather it should have been called
9 on the quality of political courage, needed in the District of
10 Columbia. I wish at this point to state that both Councilwoman
11 Shackleton and Councilman Anderson have no need to hear me speak
12 of political courage nor does Councilman Robinson, who was not
13 here on that infamous day of August 9th. They are not intended
14 for him but they are certainly intended for Vice Chairman
15 Tucker, whom I also note is absent, who, after voting for the
16 freeways could only say in righteous indignation, "We were
17 double-crossed."

18 On political courage I first state that simply because
19 a law commands an act to be performed, in itself that is not
20 sufficient reason to obey that law. Now, I ask the Council to
21 listen and follow carefully because Councilman Moore--and I am
22 sure he will give his amen to what I say here: I repeat, be-
23 cause a law commands an act to be performed in itself that is
24 not sufficient reason to obey that law. Laws to be obeyed must
25 meet the following criteria as a minimum:

1 First, the substance of the law must be for the
2 common good of the people for whom the law is legislated;

3 Second, the law directly or indirectly must not violate
4 the human rights of any one person;

5 Thirdly, the law must be reasonable.

6 Hitler's laws required Jews to wear the STAR OF
7 DAVID because that was a law. Who in this room, who in this
8 Council would claim that that law should have been obeyed or
9 should not have been obeyed? Was that law of Hitler's for the
10 common good of Jews in Germany? Was that law upholding the
11 human rights of the Jews in Germany? Was that law in any
12 sense excluding, of course, an Alice in Wonderland mentality,
13 a reasonable law?

14 Now, if some of the Council Members are already think-
15 ing that the laws of Hitler and the laws of Congress are two
16 different ball games, two different issues, then analyze the
17 action of Congress. For whose common good in Washington, D. C.
18 was Section 22 of the 1968 Highway Act passed? Does the Council
19 have ears to hear, or is it deaf? What has the overwhelming
20 testimony on freeways witnessed? Are the freeways for the
21 common good of the persons that must be moved out of their
22 homes? Is the increased traffic generated and induced good for
23 the common good of Washington, D. C.? Is the resultant air-
24 pollution for the common good? Has Congress legislated a law
25 that is really good for Washington, D. C.?

1 This is the first question that this Council must re-
2 solve before you can even begin to think of the ramifications
3 of its legality and its binding force on you.

4 As Councilwoman Haywood seems to be so concerned! It
5 will be interesting to learn by how you vote Councilwoman Hay-
6 wood; If you think the freeways are for the common good of
7 Washington, D. C.--and I mean its residents.

8 Secondly, a law to be obeyed must not directly or in-
9 directly violate a single human right of one (1) person. Today
10 we understand that human rights means so much more than a right
11 to life; it means specifically in today's Washington, D. C.
12 that if a person owns a home--especially if he is black and
13 owns a home--that home is never to be taken from him without
14 his full "free" and "informed" decision made at his initiative,
15 not someone else's.

16 THE AUDIENCE: (applause)

17 MR. AGOSTINELLI: Unless some members of the Council
18 are now thinking that owning a home is a matter of only
19 property rights, I refer you to the United Nations' universal
20 Declaration of Human Rights and I also refer you to the Reverend
21 Councilman Moore, who can easily state that every man has a
22 right to acquire, possess and keep a home--simply because he is
23 a man. How many persons and how many more persons must have
24 their basic human rights as persons violated because the high-
25 way lobby wishes to continue to indulge in their hobby of build-

1 ing roads?

2 I would like Councilman Yeldell to know, who is absent,
3 what new issue is involved when a person loses his home because
4 of outrageous governmental action. What difference is there if
5 a person loses his home to Southwest Urban Renewal or to a free-
6 way?

7 Permit me to relate an incident that occurred on
8 Tuesday, January 16, 1968, in Brookland, an incident witnessed
9 by both Mayor Washington and Mr. Airis. A Mrs. Jeane Bennett
10 who used to live on 10th Street, Northeast, in a meeting at
11 St. Anthony's stated to the Mayor that some Highway men came to
12 her house, told her she had to sell, offered her \$12,500 for
13 a house she purchased 7 years earlier at \$12,000--and she signed
14 that agreement to sell. She told the Mayor her house was
15 modest. It had three (3) bedrooms, a small front yard and a
16 small backyard. She told the Mayor that she has two (2) boys,
17 young teenagers whose father is no longer in the home. She told
18 the Mayor that she had to work hard to keep the payments on that
19 house, but that she was doing it. And she told the Mayor that
20 since signing that lease she looked everywhere and could not
21 find a small house with a small yard that she could afford. I
22 have been trying to locate that woman, and I havent--but I will!
23 She asked the Mayor in tears, before 300 persons she asked the
24 mayor, "What could she possibly do?" And the Mayor offered
25 help. He thoughtfully brought with him the Relocation Officer

1 from the Redevelopment Land Agency. And I say that before this
2 Council dare approve or dare to become an instrument to build
3 freeways in Washington, D. C. you ought to satisfy your con-
4 science as to whether or not this one (1) woman was helped.
5 This woman had been taken from a home, a decent home that she
6 could afford. And if this isn't a violation of human rights,
7 then I must agree with Councilman Yeldell that his vote wasn't
8 a vote for freeways. Mr. Bennett, as so many persons in the
9 Southwest Washington, was told one thing only to have another
10 happen, and I wonder who is double-crossed, this Council or the
11 citizens of Washington, D. C.?

12 At the same time that Mr. Washington was telling us
13 that no firm decision was made on the North Central Freeway,
14 Mr. Airis under my questioning publicly admitted that 90-10
15 Funds were used to tear the deck of the Taylor Street Bridge
16 down and 90-10 funds will be used to rebuild it. And this was
17 two (2) minutes after the Mayor said no decision was taken.
18 Well, we want that Taylor Street Bridge rebuilt precisely as
19 was with the vertical supports and in precisely the same place.

20 THE AUDIENCE: (applause)

21 MR. AGOSTINELLI: And I even recommend that the High-
22 way Department use second-hand asphalt--but rebuild it as it
23 was originally. It was illegal to tear it down, it is illegal
24 that it is now being rebuilt to accommodate the North Central
25 Freeway, and it is illegal that this Council even tolerates such

1 tactics by the Highway Department. In testimony about a year
2 ago over in the Far Southeast I brought this very same issue
3 on the Taylor Street Bridge before the Council and yet nothing
4 has happened.

5 Thirdly, a law to be obeyed must be reasonable.
6 Councilman Daugherty, who I also note is absent, asked many
7 times about the implications of the Congressional law. He
8 asks about possible repayment to families--not on the basis
9 of market value--but on replacement value.

10 My experience since 1955 in Washington, D. C. leads
11 me to quote to Councilman Daugherty the speech of Mark Anthony:

12 "Judgment thou art fled to brutish beasts and men
13 have lost their reason."

14 Apparently my life experience in Washington, D. C. is diame-
15 trically opposed to Councilman Daugherty's. Does Councilman
16 Daugherty understand that there is an absolute shortage of
17 housing in Washington, D. C.? Does he know that at the same
18 time the District of Columbia has been eradicating the dilapi-
19 dated dwellings here that overcrowding has increased in Wash-
20 ington, D. C. since 1945? Does Chairman Hahn really know
21 that there does not exist in Washington, D. C. sufficient
22 housing to house every family in a dwelling that is decent,
23 safe and sanitary? And just what does Chairman Hahn understand
24 about housing in Washington, D. C.? Can any person contend that
25 relocation will solve problems?

1 We turn to you, Reverend Moore. My witness and to
2 your witness. As you well know, the word "witness" comes to
3 us from the Greek word . The early Christians
4 knowing that this word " " was frequently used by
5 our Lord himself in such phrases as, "I come to witness...I come
6 to give testimony," applied this word to those Christians who
7 died for their belief. These Christians were called martyrs
8 because they gave their supreme testimony--the supreme witness
9 of their lives. G. K. - can define "courage" as "a strong
10 desire to live coupled with a willingness to die."

11 The hallmark of a martyr and its present day counter-
12 part of witness, Reverend Moore, is the hallmark of courage.
13 This Council, as a Council, has a strong desire to live and this
14 desire is fitting.

15 I address myself, however, to the question: "Is this
16 Council's strong desire to live coupled with a willingness to
17 die?"

18 "Does this Council have the courage to stand in front
19 of the law rather than hide behind the law?"

20 "Is the pressing question facing this Council one of
21 law, obedience, to a directive of Congress, or is the pressing
22 question facing this Council one of morality, obedience to
23 conscience?" To whom, Reverend Moore, shall you render, to
24 Caesar, or to God?

1 I can readily understand, Reverend Moore, why several
2 of the other members of this Council are not experts in public
3 morality. They are not clergy, for one thing.

4 Secondly, I note the absence during these evening
5 hearings of testimony from many of the religious bodies--and I
6 exclude that very excellent person who testified last night.
7 I regret that this Council was not fully informed on the require-
8 ment of morality by the religious community. The fault is clear-
9 ly with the religious community that has so long ago to my mind
10 abandoned any confederate role in society. This Council is
11 fortunate for that, however, because if freeways were saw to
12 be contraceptive this Council would have to face the terrible
13 wrath of his Lordship Patrick Cardinal O'Boyle. One thing in
14 favor of freeways, they are not contraceptive.

15 That the Council may be utterly clear as to my
16 testimony, my witness, Reverend Moore, I state that this Council
17 in its report back to Congress must report the following:

18 First, the Taylor Street Bridge is to be immediately
19 rebuilt according to its original dimensions and not freeway
20 dimensions. And I ask this Council to have this construction
21 stopped immediately.

22 Second, the charges against Mr. Booker and the others
23 arrested for opening the home on 10th Street are to be dropped
24 and apologies made to those arrested.

25 THE AUDIENCE: (applause)

1 MR. AGOSTINELLI: All work on the Three Sisters
2 Bridge is to be halted and whatever pilings that were put in
3 place are to be removed.

4 THE AUDIENCE: (applause)

5 MR. AGOSTINELLI; Four, all homes on 10th Street are
6 to be repaired and the City Council, as a symbol of its good
7 faith, will contract to the Emergency Committee on the Trans-
8 portation Crisis, the repair, possible return to original owners,
9 and three, the final disposition of the 10th Street homes.

10 Five, that part of the Center Leg of the Inner Loop
11 that lies outside of the jurisdiction of the Department of
12 Interior is to be built up, covered up, and given back over
13 to housing.

14 THE AUDIENCE: (applause)

15 MR. AGOSTINELLI: And six, not one inch of freeways are
16 to be authorized by this City Council until the citizens of
17 Washington, D. C. have authentic Home Rule.

18 If the Council thinks that this position is extreme
19 I can only refer you to Reverend Moore, to discuss with him
20 the requirements of political morality. Is the legislation of
21 Congressmen and Councilman Daugherty' and Councilman Yeldell
22 and Councilman Haywood so hung up on for the common good of
23 the citizens of Washington, D. C.? Is that legislation free of
24 violation of human rights of any one (1) person? Is it even
25 reasonable?

1 One last observation. Isn't it obvious why the Maryland
2 State Roads Commission has yet to hold their public hearings on
3 the interstate system that would connect at the District Line?

4 Congress blackmails Washington, D. C. to build its
5 freeways so that Washington, D. C. can be used to blackmail the
6 Washington suburbs.

7 Does the Council really want to involve itself to be
8 the instrument of blackmail so that the Maryland State Roads
9 Commission can say to the residents of Maryland, "We are sorry,
10 too, but Washington, D. C. has chosen to go ahead and build
11 their freeways. We now have to build ours to accommodate the
12 freeway traffic tugging out of Washington."

13 You know, the Maryland State Roads Commission could
14 have called its public hearings as early as 1965. They knew
15 precisely where I-95 was to enter into the District of Columbia,
16 and if this is denied then you have only to produce a survey
17 of I-95 at the District Line showing precisely how they could
18 enter the District of Columbia. I saw that survey which was
19 done by the Maryland State Roads Commission, and it is in ex-
20 istence. Interestingly enough this Council could report to
21 Congress all my recommendations on the basis that the Council
22 finds it prudent to awaiting the decision by the Maryland State
23 Roads Commission before proceeding further. But you know, that
24 would not create a new ball game. And you can tell Councilman
25 Yeldell we have been playing the same old ball game at least

1 since 1955. And in point of fact, it is the same game, and we
2 the people here are still in the outfield and we want our turn
3 at bat. We want this Council to stand up to Congress and tell
4 them that in conscience they will not prostitute any longer the
5 citizens of Washington, D. C.

6 And Chairman Hahn, on August 9, after I was arrested
7 and released from jail on my car radio I heard the report that
8 President Nixon commended you on your courage in the face of
9 very trying circumstances. And I wonder, Chairman Hahn, if
10 President Nixon would likewise commend you on your courage for
11 standing up to Congress? He stands up to Congress, why can't
12 you?

13 THE AUDIENCE: (applause)

14 MR. AGOSTINELLI: In Indianapolis, President Nixon
15 stated to the people of Indianapolis that the people of Indian-
16 apolis know what's best for the City of Indianapolis, and I
17 agree with President Nixon. I would like to recommend, Chairman
18 Hahn, that you invite President Nixon to Washington, D. C.
19 and to make that same statement here in Washington, D. C.

20 THE AUDIENCE: (applause)

21 MR. AGOSTINELLI: This concludes my testimony, Reverend
22 Moore, and I am certain that my view on the requirement of
23 justice, which is the basis of morality, cannot substantially
24 differ from your view and I am looking forward to your "witness"
25 when you cast your vote on this issue.

1 A VOICE FROM THE AUDIENCE: Amen.

2 MR. AGOSTINELLI: Thank you.

3 THE AUDIENCE: (applause)

4 CHAIRMAN MOORE: Mr. Agostinelli, it sounds like I am
5 in church.

6 THE AUDIENCE: (applause and laughter)

7 CHAIRMAN MOORE: Thank you so very much.
8 You are very forceful in the way you present your
9 proposition. Are there any questions from the Council?

10 CHAIRMAN HAHN: No questions.

11 COUNCILMAN HAYWOOD: No questions.

12 COUNCILMAN ROBINSON: No questions.

13 CHAIRMAN MOORE: May we thank you so very much for
14 this very forceful testimony that you have brought here tonight.

15 MR. AGOSTINELLI: I would just like to point out one
16 thing very quickly. In 1960, we learned that Washington, D.C.
17 lost population over 1950. I happen to be an urban sociologist.
18 If we divide the city in half: North Capital - South Capital
19 Street - we find that west Washington lost population: Northwest
20 - Southwest, Washington between 1950 and 1960, but we find that
21 Northeast and Southeast - considerably increased their popula-
22 tion between 1950 and 1960. And the 1970 census will be out,
23 will be taken this year, and it will show year by year increase
24 of overcrowding since 1945. I think this ought to weigh very
25 heavily on this Council. Thank you.

1 CHAIRMAN MOORE: Again may we thank you.

2 THE AUDIENCE: (applause)

3 CHAIRMAN MOORE: We will proceed to the next witness,
4 Mr. Elliot Liebow, Citizen.

5 WHEREUPON,

6 MR. ELLIOT LIEBOW,

7 CITIZEN, TOOK THE WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS
8 FOLLOWS:

9 CHAIRMAN MOORE: We welcome you here tonight to
10 bring your witness, Mr. Liebow.

11 MR. LIEBOW: Thank you, Chairman Moore, and Ladies
12 and Gentlemen of the Council. I will be very brief. I will
13 be less than 10 minutes. My name is Elliot Liebow. I was born
14 and raised here in Washington and I live here now, in Brook-
15 land, with my wife and two children. I do not speak for any
16 organization. I speak only for myself.

17 It seems to me that the real problem facing the
18 members of the Council on this freeway issue is not the problem
19 of knowing what should be done, but the problem of doing what
20 should be done in the face of opposition from powerful economic
21 and political interests and a possibly punitive Congress.

22 It is perfectly clear by now that the great majority
23 of citizens of this city do not want any more freeways here.
24 And it is equally clear that we are right for not wanting them.
25 Freeways into a city and through a city destroy a city; they

1 are as destructive of its economic life as they are of its
2 social and moral life. Freeways into our cities have become
3 concrete symbols and concrete supports of race and class ex-
4 ploitation in our society--not so much because they are "white
5 men's roads through black men's houses" but because they are
6 used to facilitate and encourage the separation of races and
7 social classes. And worst of all, perhaps, is the fact that
8 through freeway construction, it is the black people and the
9 poor people and the other people in the city who are being
10 asked to subsidize this segregation, for they are the ones
11 who will have to pay the price--not so much in money terms
12 perhaps but in every other way.

13 Let us ignore, for the moment, the expert testimony
14 you have already heard; how the automobile's appetite for free-
15 ways can never be sated; how freeways into cities generate
16 "induced" traffic and inevitably attract more traffic than they
17 can bear, thus defeating the very purposes for which they were
18 constructed; how a freeway program irrevocably commits a city to
19 turning over more and more of its land area and its resources
20 to the movement, storage and maintenance of automobiles. And
21 let us ignore, too, for the moment, the enormous money cost of
22 freeways, and the terrible pollution they bring with them. Let
23 us ignore all these things and ask, is a freeway really a free-
24 way? Are tens of miles of concrete, laid out in strips as wide
25 as football fields, coming from all directions and all aimed at

1 the heart of the city, are these really freeways? Well, to the
2 man who lives in the suburbs and who wants a straight, clear
3 shot at his downtown office or business, such broad avenues of
4 concrete may look very much like a system of freeways.

5 But what may appear to the commuter to be a marvelous
6 system of freeways is, to the hundreds of thousands of city
7 dwellers, a monstrous complex of concrete barriers. What
8 appears to open up the world for the commuter, closes it off for
9 the city dweller. The commuter believes he is liberated by the
10 freeway, but for the black and the poor in our cities, the free-
11 ways are a 20th Century upside-down version of the enclosure
12 system--another rape of public land for private gain. Freeways
13 that slice through the city cut people off from one another,
14 and this is something that no city can stand, and something that
15 we have too much of already. Anything that closes city people
16 off from one another, physically or psychologically, strikes at
17 the very heart of city life; it forces neighborhoods to turn in
18 on themselves and converts them into ghettos, thereby trans-
19 forming the city dweller, in Herbert Gans' fine phrase, into
20 "urban villagers."

21 But the people who live in the suburbs have both a
22 right to and need for easy access to the city, and the people
23 in the city have a right to and need for easy access to one
24 another. The obvious and simple way to respect the rights and
25 serve the needs of both the city dweller and his suburban

1 counterpart is to construct a mass rapid transit network which
2 reaches into the outskirts of the city and beyond. This would
3 provide the base for a truly balanced transportation system--
4 not the phoney balance between mass transit and freeways, but
5 an honest balance between mass transit on one end, and walking,
6 bicycling, and perhaps in the future small, two-seater electric
7 cars on the other, with automobile and truck traffic kept to
8 an absolute stringent, essential minimum.

9 Of course, the steel rails of a mass rapid transit
10 system would slice through the city in much the same way that
11 freeways do, but where freeways divide the city and enclose
12 its parts, a mass transit system knits the city together. It
13 brings job and worker together, and store and patron together,
14 and school and student, and client and service, and friend and
15 friend. Thus a rapid mass transit system enlarges freedom of
16 movement and choice, especially for poor people in cities be-
17 cause, for them, these freedoms of movement and choice are
18 closely tied to the cost and efficiency of public transporta-
19 tion.

20 Many of the people who live here feel they are
21 strangers to the city and to one another. But an efficient
22 mass transit system could help bring our citizens together with
23 the city they live in. With the new freedom of movement and
24 choice made possible by an efficient mass rapid transit system,
25 people would have a wider range of jobs, stores, homes, schools

1 and services to choose from. And more people might go to public
2 parks, parades, museums, libraries, art galleries, and to D.C.
3 Council Hearings. And in going to these places, they would get
4 to know the city they live in, become less fearful of it, even
5 familiar with it, and feel themselves a part of it. And if the
6 city, on its part, were to reciprocate, we will have taken a
7 giant step toward building that sense of community which is so
8 difficult to come by.

9 One last point. If a mass transit system is to do its
10 job of opening up the city to the people who live in it and
11 around it, it must offer rides that are cheap, quick and con-
12 venient. And of course the cheaper, the better. Last week,
13 former Council Chairman Hechinger testified before you, saying
14 that the cost of constructing a freeway system could defray the
15 construction and operating costs of a mass transit system for
16 many years. This suggests an opportunity for Washington to move
17 to the forefront of those American cities seeking new ways to
18 soften the deep divisions among our people, to give new life to
19 the city's institutions, and to enhance the lives of its citizens.

20 Let the Council propose to Congress that we use the money
21 they were prepared to give us for freeway construction to build
22 and operate a free, public, mass rapid transit system.

23 THE AUDIENCE: (applause)

24 MR. LIEBOW: This system would be a publicly-owned
25 public utility. Passengers would pay no fares at all; mass

1 transit would be free in the same sense that fire and police
2 protection and trash collection and public schools are free.
3 Such a step, I believe, would not only invigorate the economic
4 and social life of our city, but would go a long way toward
5 building a sense of belonging and participating, a sense of
6 community among our citizens. And it would go a long way, too,
7 toward making the Nation's Capital exactly that, the Nation's
8 Capital. Thank you.

9 THE AUDIENCE: (applause)

10 CHAIRMAN MOORE: Thank you, Mr. Liebow, for this
11 very worthwhile testimony. Are there questions from members of
12 the Council?

13 CHAIRMAN HAHN: No questions.

14 MRS. HAYWOOD: I have no questions, thank you.

15 COUNCILMAN ROBINSON: No questions.

16 CHAIRMAN MOORE: Again we thank you, sir.

17 A VOICE FROM THE AUDIENCE: Mr. Chairman, I think you
18 should know something about our previous distinguished speaker.
19 At the risk of embarrassment, everyone should know that this is
20 Dr. Elliot Liebow who has written a classic on inner city life
21 in this city called "Tally's Corner."

22 THE AUDIENCE: (applause)

23 A VOICE FROM THE AUDIENCE: We do have a very distin-
24 guished citizen speaking before us at this time and I recommend
25 this book to you highly.

*Check Spelling of book.

1 CHAIRMAN MOORE: Thank you very much for that informa-
2 tion. That makes us doubly proud, sir, that you came to bear
3 testimony tonight, and I look forward--and I am sure the Council
4 will join me in this--in reading your book.

5 Now we have been sitting for a long time and perhaps
6 we would like to stand up and stretch. Suppose we take a break
7 here and in five (5) minutes we will start again.

8 WHEREUPON,

9 THERE WAS A BRIEF RECESS.

10 THEREAFTER,

11 THE HEARING WAS CALLED TO ORDER AND THE FOLLOWING
12 PROCEEDINGS WERE RECORDED:

13 CHAIRMAN MOORE: The next witness is Mr. Kirk Hess?

14 (no response)

15 CHAIRMAN MOORE: Not here?

16 CHAIRMAN MOORE: The next witness is Mr. Jose Acevero?

17 A VOICE: Not here.

18 CHAIRMAN MOORE: The next witness is Mr. George Pipkin.

19 A VOICE: Here.

20 CHAIRMAN MOORE: Am I calling that name correctly?

21 A VOICE: That's correct.

22 WHEREUPON,

23 MR. GEORGE PIPKIN, STUDENT COMMITTEE ON THE
24 TRANSPORTATION CRISIS, TOOK THE WITNESS SEAT AND TESTIFIED IN
25 SUBSTANCE AS FOLLOWS:

1 CHAIRMAN MOORE: We are very pleased to welcome you
2 here tonight.

3 MR. PIPKIN: Good evening, Reverend Moore, sir.

4 CHAIRMAN MOORE: Good evening, sir.

5 MR. PIPKIN: I am surprised to see that the Chairman
6 of the City Council has fled. Obviously he has looked over the
7 agenda for the witnesses and notice the Student Committee on the
8 Transportation Crisis coming up--two of them--and there is a
9 third one here. Those big black letters must have frightened
10 him off. There are two things I want to talk about before I
11 begin my testimony. Personally, this hearing shouldn't be
12 here. They should be up in the Adams-Morgan Community where I
13 live and where the freeway is going to be coming through. And
14 the second thing, the astounding presence of so many policemen
15 in this room. On the way down tonight my girlfriend was almost
16 assaulted by a frustrated Southern Congressman.

17 THE AUDIENCE: (laughter)

18 MR. PIPKIN: I believe in law and order and I think
19 that these men could be better used on the streets to protect
20 us from these creatures.

21 THE AUDIENCE: (laughter)

22 MR. PIPKIN: You might ask me to explain this big
23 "S" on my jacket here. This stands for: SUPER LIBERAL. I am
24 here to discuss meaningful alternatives to the freeway system
25 tonight and to engage in decisive dialogue.

1 THE AUDIENCE: (laughter)

2 MR. PIPKIN: Consequently, I will not speak against
3 the freeway system but propose a new one which was drawn up
4 by the New Hampshire Design Team concept. The name of the
5 blueprint which I have prepared on this beautiful map that has
6 been provided to me by the Highway Department--and about the
7 only good thing they put out these days--and, unfortunately, it
8 is smeared with mashed potatoes that I had at dinner.

9 THE AUDIENCE: (laughter)

10 MR. PIPKIN: The name of this projected great road
11 is the General Juble T. Early Memorial Interstate Highway.

12 THE AUDIENCE: (applause) (laughter)

13 MR. PIPKIN: To those of us that have been privileged
14 to attend Georgetown University and taken American history, you
15 will remember Juble Early was a southern General who invaded
16 the District of Columbia in 1863.

17 A VOICE: He's still here!

18 MR. PIPKIN: He's still here yet. And we feel that
19 the presence of freeways in Washington will greater facilitate
20 his descendants from repeating the act every morning when they
21 go to work. We name it the Juble T. Early Freeway as a sock
22 to Congressman Broyhill. We Super Liberals are used to making
23 socks to Congressman Broyhill. As a matter of fact, we allowed
24 one of our bridges to be named THE LIGHT HORSE HARRY LEE
25 BRIDGE. Tell me, Reverend Moore, can you dig the LIGHT HORSE

1 HARRY LEE BRIDGE?

2 THE AUDIENCE: (laughter and applause)

3 MR. PIPKIN: Quite frankly, I feel the advantage of the
4 system which I propose is fairly obvious. Because freeways are
5 designed to carry suburban and Federal employees to their jobs
6 I don't think it should carry them "near" their jobs but
7 right "thru" their places of employment.

8 Also I think you should transform roads from a measure
9 which supports the growth of the oppressive Federal City
10 bureaucracy to one which would actively smash it by bull-
11 doozing the buildings where it hides.

12 THE AUDIENCE: (applause)

13 MR. PIPKIN: First of all, if you will look at the
14 map--and I am sorry that it hasn't been posted up there but I
15 remember the route pretty well--it starts off at the Pentagon,
16 which of course, would have to be leveled immediately!

17 THE AUDIENCE: (laughter)

18 MR. PIPKIN: Those parts of the Pentagon which would
19 not be taken out by a massive cloverleaf would be transformed
20 beyond the fringe parking lot. We would not even have an air-
21 rights Pentagon. We would have no Pentagon whatsoever. The
22 road would proceed directly north.

23 MR. PIPKIN: Oh, good evening, Mr. Chairman, I am glad
24 you returned.

25 MR. PIPKIN: It would proceed directly north, right

1 through the Arlington Memorial Cemetary where, unfortunately,
2 it would of course destroy the Iwo Jima Memorial. It would
3 proceed to bulldooze most of Rosslyn and across the Key Bridge.
4 Now, of course I see no necessity to build a new bridge
5 across the Potomac River. We can make a double-deck key bridge.

6 THE AUDIENCE: (laughter)

7 MR. PIPKIN: Then the road would proceed north,
8 straight into the heart of Georgetown and then make a right on
9 "N" Street, wiping out most of Wisconsin Avenue.

10 THE AUDIENCE: (applause)

11 MR. PIPKIN: Subsequent to that it would proceed
12 directly down Pennsylvania Avenue and "thru" the White House.

13 THE AUDIENCE: (laughter)

14 MR. PIPKIN: However, because there is a housing
15 problem here there will be a relocation.

16 THE AUDIENCE: (laughter) (applause)

17 MR. PIPKIN: We propose to relocate the residents
18 disrupted by a grounds-rights housing. This is a very new
19 design team concept. We are going to put Nixon in a bunker.

20 THE AUDIENCE: (laughter and applause)

21 MR. PIPKIN: About 90 meters beneath the surface where,
22 of course, he will be protected against the angry criticisms of
23 the District of Columbia. The road will then proceed "thru"
24 the Federal Triangle, wiping out the Post Office Department, the
25 Interstate Commerce Commission, and the other places of employ-

1 ment there. To the left will be an enormous downtown park-
2 ing facility. As a matter of fact, it will be so downtown
3 that all of the downtown businesses will be forced to sacrifice.
4 Then, of course, it will go straight to and "thru" the United
5 States Capital Building. Now, this presented a unique problem
6 because the Capital Building--has rather unique architectural
7 and aesthetic value, you know--and so I had my girlfriend draw
8 up an air-rights United States Capital Building.

9 THE AUDIENCE: (applause)

10 MR. PIPKIN: A beautiful piece of art, if I may have
11 your indulgence to pass around the room, before submitting it
12 as evidence. It is drawn by Kathy; and it's designed by Kathy,
13 the young lady sitting there. We propose to put the Capital
14 up on stilts, 50 feet up in the air, move it up brick by brick,
15 and then run an interstate highway right underneath.

16 THE AUDIENCE: (laughter)

17 MR. PIPKIN: There would be a Nation's Capital exit.
18 The highway would turn right, there, demolish all of both
19 House and Senate Office Buildings. This would be no great loss.
20 However, we think that we can spare the Library of Congress.
21 Then the highway will make a loop back, plow through the Depart-
22 ment of Transportation, destroy most of L'Enfant Plaza, where it
23 will join up with the well-known LIGHT HORSE HARRY LEE BRIDGE
24 that will carry it across the beautifully polluted Potomac River
25 and back of course to the Pentagon.

1 Quite frankly I feel that most of those disruptive
2 freeway opponents who have come and outraged this Council have
3 failed to present meaningful alternatives to the D. C. Freeway
4 system. I think that the plan which was produced by those
5 excellent engineers down at our Highway Department--while it is
6 the result of brilliant work--really doesn't hit the right
7 targets. Frankly, I think that we ought to save things of
8 value, like "U" Street. You know, get rid of Pennsylvania
9 Avenue. Frankly, "U" Street is the main street of this city
10 and pretty soon I think that you will realize that, you know,
11 if it comes down thrashing on your head where the main street in
12 the city is. And the people of this city, of course, are going
13 to defend the main street of the city - of their town - which
14 is U Street. So, we are going to have to sacrifice Pennsylvania
15 Avenue if we are going to have freeways.

16 I decided that we also need a North Leg finally with
17 all of my haggling. So, we decided to run the North Leg straight
18 up Wisconsin Avenue where it will stop dead at that National
19 Cathedral. This way people will be able to get to church.

20 THE AUDIENCE: (laughter)

21 MR. PIPKIN: I have very little else to testify to
22 about that. I am sure you have hundreds of questions on this
23 innovated design team concept. Thank you much.

24 THE AUDIENCE: (applause)

25 CHAIRMAN MOORE: Mr. Pipkin, you are delightful.

1 So delightful that I can't think of any questions!

2 THE AUDIENCE: (laughter)

3 CHAIRMAN MOORE: Quite innovating, quite refreshing,
4 quite relieving. I would ask my fellow Councilmen if they
5 have any questions?

6 COUNCILMAN HAYWOOD: Mr. Chairman, I wonder if Mr.
7 Pipkin and the young lady would also let the Council see the
8 drawing she did of the Council?

9 MR. PIPKIN: Oh? We would be delighted.

10 REPORTER'S NOTE: (Mr. Pipkin and his girl friend
11 passed the drawings to the Council.)

12 MR. PIPKIN: These are just preliminary sketches.
13 This one is you might say a surrealist study in boredom.
14 (Exhibiting to the Council.) It is a picture of you.

15 And of course the title is "IT'S GOING TO BE A HOT
16 TIME IN THE OLD TOWN TONIGHT," which of course it may be.

17 The other one is a creative study of Mr. Hahn and Dr.
18 Robinson. There have been certain changes in physical
19 appearance--distortions. Sometimes artists do this sort of
20 thing to give some kind of message. Anyway you really don't
21 look that much like a "bookie," Dr. Robinson.

22 DR. ROBINSON: Like a what?

23 MR. PIPKIN: Bookie!

24 DR. ROBINSON: Oh, bookie?

25 THE AUDIENCE: (laughter)

1 REPORTER'S NOTE: (The Council reviewed the two
2 drawings.)

3 CHAIRMAN MOORE: Mr. Pipkin, you come as a bold
4 relief in the midst of a very solemn affair. I know all of
5 us here have been very serious including Council. Somehow the
6 way you do things tends to bring us together.

7 MR. PIPKIN: If I might add a serious note here. I
8 think sometimes things which are--well, you use the comic to
9 portray the serious. Although there may have been a lot of
10 laughter which accompanied the Juble T. Early Memorial Freeway
11 we were dead serious in what we mean by this. Freeways should
12 not displace those homes. Freeways, if they have to be built,
13 should strike back at the people who build them. We felt if we
14 could portray a freeway system which would mean as much to Joel
15 Broyhill as it means to us--that is, it would knock out his
16 home, his business--rather than our homes and our business,
17 perhaps we could dramatize to him and to you what we mean. We
18 are very serious in our opposition to the freeway system. We
19 are the Student Committee on the Transportation Crisis. We
20 are opposed to any freeways and will continue to oppose it. I
21 hope that through presenting a comic routine here tonight I
22 could communicate to the people here through guerilla theater
23 just exactly what we are talking about; that the freeways will
24 not be built whether or not you pass the money. That may be a
25 young radical shooting off. Perhaps you should ask the foreman

1 of the Head Construction Company about his trailers.

2 CHAIRMAN MOORE: Councilman Haywood, have you finished?

3 CHAIRMAN HAYWOOD: Yes, Mr. Chairman

4 CHAIRMAN MOORE: Thank you very kindly.

5 MR. PIPKIN: Thank you, sir.

6 CHAIRMAN MOORE: Thank you.

7 THE AUDIENCE: (applause)

8 CHAIRMAN MOORE: Now, I would like to ask the indulgence
9 of Mr. Rich Gilfillan. There is a gentleman here who wishes to
10 testify but he has to go to work. The time is almost here when
11 he has to go to work. Would you object very much to him
12 testifying so that he can go to his job?

13 MR. GILFILLAN: Bring him on.

14 CHAIRMAN MOORE: Thank you very much. Mr. Weaver?

15 Mr. Bruce T. Weaver, Member, Brookland Neighborhood
16 Civic Association.

17 THE AUDIENCE: (applause)

18 WHEREUPON,

19 MR. BRUCE T. WEAVER,

20 MEMBER, BROOKLAND NEIGHBORHOOD CIVIC ASSOCIATION, TOOK THE

21 WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

22 CHAIRMAN MOORE: We are very pleased to welcome you,

23 Mr. Weaver.

24 MR. WEAVER: Thank you, Mr. Chairman, Chairman Moore,

25 I want to thank the gentleman who said "bring him on." I have

1 been brought out of this Council Chamber by those who set up
2 the meetings. I am shaky for two reasons, Mr. Chairman. I am
3 speaking to the Chairman of the Council. I was touched on my
4 way out on August the 9th, locked up. Subsequent to the dis-
5 missal of the charges it was stated in the Council's paper,
6 the Washington Post, and I quote:

7 "It is the Council's feeling that this dis-
8 position best serves the interest of justice."

9 I am here tonight to do in a small way justice for the
10 citizens of the District of Columbia.

11 I am surprised that I am nervous, but I also read
12 here a statement, on October the 9th, that was published in the
13 Metropolitan papers of the area--Maryland--not the Washington
14 Star issue, the Maryland issue. Among other things, I was
15 called to the Council Chamber at the time they were considering,
16 quote, "Decorum in the Council Chambers." I lament the fact
17 this evening that those who promulgate the policies, the rules
18 of this chamber, have yet to satisfactorily set up a system
19 --which is, no system needs to be set up. They conduct them-
20 selves in such a fashion that we will have democracy in the
21 Capital of the world, the Capital of the United States, District
22 of Columbia Council Chamber. I might say my statement is a re-
23 pressed one, repressed because of the fiasco of August the 9th.
24 I have been affected by it. It is unbelievable, that in a
25 democratic country intimidating auxiliary police surround the

1 Council Chamber where citizens speaking in their own behalf
2 and behalf of others have become intimidated, frightened. I
3 suggest to you, Members of the Council, there will be a dark
4 day--darker days--when those in this Government continue to
5 exercise such omnipotent stupidity. I will read my statement.
6 Since it being a long time I have had time to look it over and
7 I don't think much of it. No asperities intended. A great
8 portion of it is taken from something here. I paid not too
9 much attention to it. I was astounded when I started reading
10 it: "Recommendations for a Freeway in the Northern Sector and
11 Related Policy." That is not the subject of this hearing to-
12 night. This is a clear demonstration, Mr. Robinson, Mrs. Haywood,
13 Chairman Hahn, of the procedures of T. F. Airis, Director,
14 Department of Highways and Traffic. He never lays it on the
15 wood as it is. He offers pie in the sky for those of the
16 transportation system, the politicians; and has no answers to
17 Mr. Agostinelli and others. I will proceed now. I might say
18 I am here because I am a citizen of the District of Columbia.
19 I want to enjoy democracy such little as is offered and do my
20 bit to have more throughout this land. I might tell you, I am
21 sure you know me: My name is Bruce T. Weaver, Ex-President
22 among other reasons as a consequence of August 9th fiasco;
23 Brookland.

24 To members of the District of Columbia Council my
25 appearance here as an interested citizen concerned with the

1 problems of the District of Columbia, specifically in this in-
2 stance as relates to the freeway program in the District of
3 Columbia under section 23(c) of the 1968 Federal Highway Act.

4 This "public hearing" according to announcement dated
5 January 14, 1970 is for purpose of making "...report to Congress
6 on the freeway progress in the District of Columbia..."and
7 report "...in connection with the action required by the
8 District of Columbia Government under the 1968 Highway Act."

9 I wish to submit that the District of Columbia Govern-
10 ment, represented essentially by the Council, unto this time,
11 has not performed in behalf or in response to the will or the
12 interest of the citizens of the District of Columbia. This
13 position is clearly supported by the ugly performance of this
14 body August last. The Council's judgment then was stated to be
15 in response to Congress. Apparently in response to those
16 persons, who deem it best not to appear before this body but
17 invisible to the public. Are they functioning within the
18 system? My reference is to the consideration of the Freeways
19 since 1965.

20 Shall we direct our attention to the "Recommendations
21 for a Freeway in the Northern Sector and Related Policy?" The
22 recommendation on Page IV that it "was prepared in cooperation
23 with the U. S. Department of Transportation, Federal Highway
24 Administration, Bureau of Public Roads." What is the extent
25 of the cooperation of these Federal Agencies with the District

1 of Columbia Department of Highways and Traffic? Which was
2 dominant?

3 It would be well to consider the content of the
4 "recommendations for a freeway in the northern sector and re-
5 lated policy."

6 First, it is well to note, early in hearings as relates
7 to freeways through the District of Columbia it was simply
8 stated--and I say early in hearings--not these hearings, I
9 say in '65, that is what I refer to. It was simply stated
10 after the questions and answers by Mr. Airis and his aides,
11 and a gentleman responded. It was simply stated, that the
12 object of the freeway was to make it easy--direct, economical,
13 convenient for persons to get from point A--Maryland and
14 Virginia--to point B--the inner city of the District of Colum-
15 bia, to government Buildings, trade associations offices,
16 personal offices and businesses. The Urbanite coming into the
17 District of Columbia is to emasculate it economically to have
18 the jobs. Through these places of employment control its
19 development.

20 Back to the "Recommendations" it refers on page 3
21 to "...all residents of Washington and the region..." Page 4...
22 "people in the area..." Page 5, Figure 1 "...projected growth
23 of population in the Washington Metropolitan area, 1940 to
24 2000." Page 8 "...trips made by tourists and other visitors
25 into Washington from outside the metropolitan area." Same page.

1 Table II relationship "...between trip making and urban
2 activity...projection of peak work trips...are foreseen to the
3 Central Employment Area." Note on page 9, section C, Urban
4 Activity. --- goals set by the National Capital Planning
5 Commission is that the District should continue to be the
6 regions center for commercial and Federal Employment.

7 As one reads the "Recommendations" the same threat is
8 used. The committee on Downtown Progress in its 1968 Annual
9 Report indicated by figure 4, Page 10, the demand for office
10 space in 1985 by government-Federal and District, institutional
11 and private--all housing a preponderance of employees from other
12 jurisdictions. Figure 4 shows demands for the needs of
13 essentially nonresidents, private enterprise, numerous educa-
14 tional, manufacturing, tourists and consumer services. It is
15 offered by the Department to afford travel to these offices.

16 Shall we continue to address ourselves to page 9? "The
17 National Capital Planning Commission foresees the necessity to
18 develop within the city industrial complexes that utilize limited
19 urban land more efficiently and that have adequate accessibility
20 to rail and highway transportation. "Further on page 9 --
21 development potential for industrial use in the area in the
22 vicinity of New York Avenue...estimated to be of almost limitless
23 proportions."

24 We read on page 10 the statement of the Department,
25 "To provide greater mobility the Department has carried forward

1 a continuing program of accommodation, limiting parking,
2 reversible lanes and streets, extensive street signing, and
3 marking, and a traffic operation center. Intersections have
4 been rebuilt, arterial streets widened...the department has
5 encouraged improved bus service and is constructing the areas
6 first sheltered off street bus terminal in the Southwest
7 employment area." The Department lightly refers to neighborhoods.
8 "...this program has given the streets more capability to move
9 traffic, the heavier vehicle movement has impinged upon neigh-
10 borhood qualities."

11 Yet on page 10 the Department eludes to the require-
12 ments to perfect a balanced transportation system. Solution of
13 problem is handled in this manner, "...the decision-making
14 authority is distributed among three major jurisdictions: the
15 Federal government and two states." Mr. Airis won't even name
16 the states. He likes to cover up.

17 Graphically the "recommendation of the Department is
18 interesting. Beginning on page five to page twenty figures are
19 drawn illustrating evolvement of plans covering twenty-years.
20 Step by step the plans show one development---freeways proposed
21 to be built in the areas of the majority of the citizens of the
22 District of Columbia. I submit to you --- freeways, ribbons of
23 concrete: walls of concrete, if you please!

24 Members of the Council may I remind you that my re-
25 ferences to the recommendations of our Department of Highways

1 is only a capsule indicating the temper of its ultimate ob-
2 jectives. Further reading causes one's hair to stand on
3 end. The Department has presented a "Challenge." It is un-
4 believable that such would be offered. It is a cancerous pro-
5 posal to fence in the citizens, to immobilize them, put them
6 to sleep by repeating the terminology of the Area. Neither
7 citizens' interest or voice is considered.

8 In summary, it can be stated that the impact of the
9 proposed Freeway clearly provides three purposes: (1) an
10 opportunity for those involved in construction and supply of
11 material to realize great financial rewards; (2) to greatly
12 alter land values; (3) to disrupt, dislocate, and confine
13 citizens behind corridors of concrete.

14 There is no need for freeways to bisect the District
15 of Columbia.

16 The Council of the District of Columbia should have
17 no difficulty in resolving a solution to the question of in-
18 ternal freeway for the District of Columbia.

19 The comprehensive question, and the only question, is
20 this Council going to be responsive to the Citizens of the
21 District of Columbia and express their will? Time and again
22 they have demonstrated there is no need to carry out the
23 recommendation of the Department of Highways.

24 Council's recommendation can include proposals to
25 build around the District not through it. Your indulgence is

1 appreciated. Lets all get on the side of justice, morality and
2 a living democracy. Thank you.

3 THE AUDIENCE: (applause)

4 COUNCILMAN ROBINSON: Thank you, Mr. Weaver. Any
5 questions, Mr. Chairman?

6 CHAIRMAN HAHN: No.

7 MR. WEAVER: I would like to point out to my friend
8 Mr. Robinson--I call him my friend because I understand he is
9 a Republican--a stand up Republican--there's a difference;
10 the North Central Freeway is chosen in preference to the New
11 York Avenue area because there is unlimited commercial possi-
12 bilities along the New York Avenue area.

13 COUNCILMAN ROBINSON: Councilman Haywood?

14 COUNCILMAN HAYWOOD: No questions.

15 COUNCILMAN ROBINSON: Thank you, Mr. Weaver.
16 Mr. Gilfillan?

17 MR. GILFILLAN: Gilfillan.

18 COUNCILMAN ROBINSON: Come right forward, sir.

19 WHEREUPON,

20 MR. RICH GILFILLAN,

21 CITIZEN, TOOK THE WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS
22 FOLLOWS:

23 COUNCILMAN ROBINSON: Mr. Gilfillan, a citizen. We
24 are glad to have you here tonight.

25 MR. GILFILLAN: People of the City Council and people
that are here tonight, I would like to preface my remarks with

1 a couple of observations about what I saw here tonight, what I
2 saw when I first came in and was sitting here when Sam Abbott
3 was removed from the room. I haven't seen a display of a large
4 number of policemen like I saw tonight since I think it was
5 around October when about 100 policemen from the city organi-
6 zation was sent to the Three Sisters Bridge to stop people from
7 stopping the construction of the Three Sisters Bridge.

8 Again I would say on a few days after that I saw them
9 again, was attacked by them and was arrested. Again I saw them
10 in such a large force during the days of the moratorium, on
11 October 15th and November 15th, and I see them here again to-
12 night. I think it is interesting to observe that the police-
13 men are not serving to protect whoever they are protecting
14 against the City Council's President, Mayor, and people like
15 that. They are not protecting them from people like Representa-
16 tive Nader, like people from the Highway lobby, or businessmen.
17 They are protecting them from the people in the District, from
18 the people of the United States, and from the people of the
19 world.

20 I think it would be equally clear that if this is a
21 body supposedly working for the people of the District there
22 would seem to be a contradiction as to what this body is
23 actually doing and who it is serving.

24 Secondly, I would also like to comment on the fact
25 that there seems to be a lack of any a quorum of City Council

1 here, and I don't like the idea of having to testify before
2 such a small number of Councilmen. I can't really take seriously
3 these hearings when it seems that even the Councilmen involved
4 can't take them them serious enough to take a Friday night to
5 come and listen to the testimony that people have to offer.

6 Now I haven't been here during the last few days of
7 the hearing but I think that tonight sufficient testimony has
8 been offered on why the bridge is technically bad, why it is
9 bad for the people of the District of Columbia, and why highways
10 are bad in general, and why the automobile is bad and why
11 pollution is bad.

12 What I would like to do is offer an analysis of why
13 this is bad or why it is occurring, why this highway is being
14 built and why is it that the police force of the District of
15 Columbia, that the police force of the country, and that the
16 Army of the United States has to protect people from the people
17 of the District of Columbia, from the people of the country
18 and from the people of the world.

19 So I think we have to start off by asking the question
20 "Why is this highway being built?" And I think we can, from
21 looking at what's going and seeing who has been in favor of
22 highways and who has been against highways, it is clear that
23 this highway is not being built to serve people. Highways are
24 being built to serve business interests; they are being built
25 to serve the business interests of the District; they are being

1 built to serve the business interests of people who make high-
2 ways that benefit from the construction of highways. And so
3 I think this brings us to the issue of what pollution is all
4 about.

5 Pollution is, essentially, a contradiction between in-
6 terests, between the interests of the people who make money
7 and the interests of people who want to live a nice life, want
8 to live a good life and want their children to grow up in a
9 country and in a world that can provide them that good life.

10 I think it is unfortunate to have to come to this point
11 when people can't breathe, and when people can't hear in the
12 city, and when people and kids can't go out and have fun and
13 recreation without having to worry about what kind of air they
14 breathe. But it is a contradiction that has always existed,
15 that people in the rest of the world has known for many years,
16 that people in South America have talked about for a very long
17 time; and the people of the District of Columbia and the people
18 of America are just coming to find out it exists.

19 I sit before you wearing two buttons (indicating on
20 his chest). One is a button saying: "ENVIRONMENTS," supporting
21 an organization that wants to fight against pollution in the
22 District and in this country. The other button is a button
23 that says, (Spanish Translation: ganaremos , which is a Spanish
24 word, and means "We will win; we will conquer." It is a button
25 to support the Cuban revolution, a revolution that was against

1 the same forces, same people, and the same Government that is
2 trying to build a bridge over the Potomac River and to run high-
3 ways through the District of Columbia and to run highways over
4 the rest of the land.

5 THE AUDIENCE: (applause)

6 MR. GILFILLAN: I see the struggle that the people are
7 waging against the highways in the District is more of a struggle
8 for a better life in the District. It is a struggle that is be-
9 ing fought all over the world, and it's being fought against the
10 same people. It is being fought against Nixon. It is being
11 fought against people like Representative Nader. It is being
12 fought against people like those that sit on the City Council
13 in Washington, D. C.

14 It is a struggle being fought against people who don't
15 care about people, whose interest is not people, whose interest
16 is making money, and whose interest is serving people to make
17 more money.

18 I think D. C. is a colony. Some people say D. C. is
19 the last colony. That's not true. D. C. is a colony, Puerto
20 Rico is a colony, Vietnam is a colony. They are colonies of
21 the same power of the United States. The United States'
22 imperialist power is waging a war in Vietnam. It is the United
23 States' imperialist power that is keeping the people of Puerto
24 Rico free; and it is the United States' imperialist power that
25 is insisting on building highways through the District of

1 Columbia by disrupting people's lives and ruining the air of the
2 District of Columbia--of the United States and the rest of the
3 world at the same time.

4 THE AUDIENCE: (applause)

5 MR. GILFILLAN: I feel that the solution for D. C. then
6 is not allowing home rule; the solution does not lie in re-
7 presentative government. Cities around the country have re-
8 presentative government and have highways going through their
9 homes. They have pollution in their air. They have pollution
10 for their children to live with everyday. We have a Potomac
11 River that is polluted from the top to the bottom, not because
12 it is not representative government--but because it is a
13 problem in our land. It is an essential contradiction in our
14 society, and that contradiction has to be resolved.

15 I think then for the City Council people here tonight
16 there is only one question. There is only one issue and there
17 has only been one issue all along: The City Council recognized
18 that when they voted against the freeways in the beginning.

19 The issue is a better life for people in the District,
20 a better life for people in the world. And this issue is going
21 to be decided.

22 First of all, the City Council has a chance to decide
23 it. The City Council has a chance to stand up and say, "We are
24 men," and say, "We stand for these people, that we want a better
25 life for these people and we want a better life for ourselves."

1 The City Council hasn't done this. It is an issue
2 of courage. It is an issue of giving things up. It is an issue
3 of even misconceiving what one's self-interest is. One's self-
4 interest is not making more money when he won't be alive to
5 spend that money. It doesn't mean anything if you have a lot
6 of money and your children can't go out and play like in the
7 streets of Tokyo where people have to wear masks to walk down
8 the streets. That's not your self-interest. Your self-in-
9 terest is not creating pollution and ruining the world.

10 THE AUDIENCE: (applause)

11 MR. GIFFELLAN: I would like to address the attention
12 of the City Council to the two flags that sit behind them:

13 Both flags are topped by an eagle. It is the eagle
14 of the United States. Eagles dedicate. The eagle of the
15 United States has dedicated on the people of the District of
16 Columbia, the people of the country, and the people of the
17 world too long.

18 The Federal Government and the District Government
19 see that the real thing to do right now, the right thing to now
20 do is to stop that, to stop the highway system, stop the war
21 in Vietnam, and to so stop depression around the world and in
22 the District as well.

23 There is going to be another eagle that is going to
24 rise. It is going to be the eagle of the people, and that
25 eagle is going to rise up and it is going to "shit" on the

1 people of the Federal Government. It is going to "shit" on the
2 people of the District Government, and on that "shit" and on
3 that waste and on that buried waste they are going to build a
4 new world. And if those people in the Federal Government and
5 the District Government are going to wait for that "shit" to
6 come down then they are not going to see that better world. It
7 is going to be a shame, because people should be around to see
8 that better world.

9 THE AUDIENCE: (applause)

10 MR. GILFILLAN: Thank you.

11 CHAIRMAN MOORE: Any questions from members of the
12 Council?

13 COUNCILMAN HAYWOOD: No questions, Mr. Chairman.

14 CHAIRMAN HAHN: No questions.

15 COUNCILMAN ROBINSON: No questions.

16 CHAIRMAN MOORE: The next witness is Mr. Bob Waldrop,
17 The Sierra Club.

18 (no response)

19 CHAIRMAN MOORE: The next witness is Mr. George
20 Alderson, Friends of the Earth.

21 WHEREUPON,

22 MR. GEORGE ALDERSON,

23 FRIENDS OF THE EARTH, TOOK THE WITNESS SEAT AND TESTIFIED IN
24 SUBSTANCE AS FOLLOWS:

25 MR. ALDERSON: Thank you, Mr. Chairman.

1 CHAIRMAN MOORE: We are very pleased to welcome you,
2 sir.

3 MR. ALDERSON: I am George Alderson, and I am Acting
4 Washington Representative of Friends of the Earth, a member-
5 ship organization incorporated last July--and thus the newest,
6 smallest national conservation group--committed to preserva-
7 tion, restoration and rational use of the ecosphere. Our
8 Washington office is temporarily at 323 Maryland Avenue, N.E.
9 By foregoing tax exemption and deductibility, Friends of the
10 Earth is seeking to be as effective as possible in influencing
11 legislation and in mobilizing election support for political
12 candidates with outstanding conservation records. We are also
13 initiating a publishing program. I have handed in a copy of
14 the environmental handbook for your consideration. I par-
15 ticularly commend the chapter on the automobile. Rather than
16 go into further detail on what Friends of the Earth are doing
17 I merely submitted copies of our recent Newsletter which will
18 outline some of what we are doing.

19 With regard to the District of Columbia affairs we
20 are one of the parties to the Three Sisters Bridge litigation.

21 Stated as simply as possible, the proposals of the
22 D. C. Department of Highways are an insult to the intelligence
23 of the city's residents, the intelligence of those who only
24 work in the city, and the intelligence of the nation. The
25 proposals start from the ludicrous assumption that more freeways

1 are desirable--or even necessary. Now, this is not very sur-
2 prising, since we know that these are proposals done by en-
3 gineers, and it's always easy to pick on the engineers as the
4 villains. As somebody once said, "Engineers are too one-sided
5 to cast a shadow." They can do very well at carrying out the
6 limited objectives they've been assigned; this is apparently
7 true in this case. A great deal of ingenuity has been devoted
8 to the wrong objectives. It is easy to see how much ingenuity
9 it takes to think up all these issues and everything to hide
10 these freeways, but everybody knows that they will be there all
11 the same. It is not the engineers who are the problem solvers
12 in this situation, it is the politicians that citizens rely
13 on to tell the engineers, "No, thanks," and to look beyond
14 those erroneous assumptions of the engineers and find the
15 alternatives that will benefit the people and not hurt them.

16 Thus, Friends of the Earth join with other civic groups
17 to urge the City Council to reject all of the freeway proposals
18 submitted by the Department of Highways, and to halt work on the
19 Three Sisters Bridge as well.

20 Now, the bad effects of these projects have been
21 documented thoroughly by other witnesses. Their impact on
22 social and ecological values is a matter of record. In the
23 face of these reasons not to build them, freeway advocates
24 apparently fall back on an intriguing concept called "demand."
25 But what this "demand" boils down to is that if you build free-

1 ways, people will use them. Continuing to choose the private
2 car over public transportation, and over living closer to work.
3 The consequences of this choice include not only a network of
4 freeways dissecting the city and insulting the environment,
5 but also a need for more parking lots and an imposition of still
6 greater air pollution downtown. These, I think, are conse-
7 quences that are no longer acceptable.

8 As David Sive has asked, "Suppose we simply didn't
9 build them?" Not building the freeways or the Three Sisters
10 Bridge would have the following beneficial effects, quite
11 aside from averting the destruction caused by the projects
12 themselves:

13 First, you would provide an incentive for more effi-
14 cient transportation, that takes up less space, uses less
15 energy, and creates less pollution. As long as the freeways
16 keep expanding, the subway system and buses cannot reach their
17 peak value to the city because the incentive to use them does
18 not strike home.

19 Second, you would be providing an incentive against
20 suburban sprawl and all the consequences, which are plaguing
21 the neighboring jurisdictions even now. I have been present
22 at hearings before the National Capital--the Maryland National
23 Capital Planning Commission and other county bodies out there
24 and they are going through some similar problems, as of course
25 everyone knows from the recent news reports. So, one of the

1 benefits of not building a D. C. freeway is that suburban
2 freeways likewise become less desirable, because people have
3 to start thinking about living near where they work. As a re-
4 sult of this, projects like the Northern Freeway and the Outer
5 Beltway become even more ludicrous than they are to start
6 with.

7 Third, people find that, working closer to home,
8 they have more time to spend with their families, instead of
9 spending two hours a day behind the steering wheel of a car.
10 And those people who don't go living out there find they don't
11 have to contend with freeways and the resultant effects around
12 the house.

13 In addition, as Mr. Liebow said, people by living
14 closer to where they work they have a chance to get together
15 and develop a sense of community which is absolutely lacking the
16 way things are going.

17 So, these are some of the kinds of social values that
18 you get by deciding not to build any more freeways. Other
19 cities have made this decision. New York City is one. San
20 Francisco is another. And, in San Francisco, they look forward
21 to the day when they can tear down the Embarcadero Freeway,
22 somewhat the same concept that we have been talking about here
23 with the Whitehurst Freeway. Out there even the Mayor talks
24 about the day when they will tear down the freeway...The District
25 of Columbia has, I think, more to lose from these current pro-

1 proposals than either of those cities. I think that here we
2 also have a consensus that it's time to stop.

3 Friends of the Earth urge the City Council to take a
4 strong stand against the freeways, and exert some political
5 leadership leading a broad public effort to kill this freeway
6 idea.

7 The City Council doesn't have to sit here like an
8 umpire calling balls and strikes, it can lead.

9 We all know that these projects have survived this
10 long only because of a few men on Capital Hill. I suggest
11 that this is the time to make use of the broad coalition that
12 has been forming, and it has been forming year by year and month
13 by month, and make use of this coalition to build a political
14 movement that can defeat this idea up on the Hill where it got
15 started. Thank you.

16 CHAIRMAN MOORE: Thank you, Mr. Alderson.

17 THE AUDIENCE: (applause)

18 CHAIRMAN MOORE: Are there questions by members of the
19 Council?

20 CHAIRMAN HAHN: No questions.

21 COUNCILMAN ROBINSON: No questions.

22 COUNCILMAN HAYWOOD: No questions.

23 CHAIRMAN MOORE: Thank you very much. Your testimony
24 will be entered into the record.

25 Mr. Leslie Luchanol. Pardon me for mispronouncing your
name.

1 WHEREUPON,

2 MR. LESLIE LUCHANOL,

3 STUDENT COMMITTEE ON THE TRANSPORTATION CRISIS, TOOK THE
4 WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

5 CHAIRMAN MOORE: We are very pleased to welcome you.

6 MR. LUCHANOL: My name is Leslie Luchanol, and I am
7 a student at Georgetown University, and I have been active on
8 the Student Committee on the Transportation Crisis. I am also
9 a member of the Georgetown and Graduate Students - where early
10 in the year we passed unanimously a resolution condemning any
11 further construction of freeways in the District of Columbia.

12 One of the reasons why I am here is that I am a
13 student in Washington, D. C. Most of the reasons against con-
14 struction of the freeway system have been given very, very
15 well spokenly by Mrs. Rooney and other people.

16 I would just like to put across my point of view, as a
17 student, in Washington, D. C., United States of America, in a
18 very personal way, a way that I think is characteristic of any
19 of the students in Washington, D. C. or any of the students in
20 the United States.

21 Ironically enough I was born in Dearborn, Michigan,
22 which is the hometown of Henry Ford, and my education is
23 financed by Ford Motor Company. I find myself in a very strange
24 position of having been arrested in the fall in protesting the
25 construction of the Three Sisters Bridge. Between the time that

1 I was born and raised and educated in Dearborn, Michigan, and
2 the time that I was arrested, very characteristic events have
3 happened to me that I think are very significant. I came to
4 Washington, D. C. I came to school in Washington, D. C.
5 I was hitchhiking through the city and I fell in love with
6 the city of Washington, D. C. by its natural beauty; also by
7 the governmental activities of that city that I had been brought
8 up to respect as the best government in the world, represent-
9 ing the interest of the people of that country.

10 After graduating from High School, coming to Washing-
11 ton, D. C. to go to school, a lot of efforts of working in the
12 community, a lot of efforts of reading and being active have
13 gradually changed a lot of those cherished views that I felt.

14 After being arrested this fall I wrote a term paper
15 in regards to urban highway policy in Washington, D. C. and
16 across the country. And there is no way that I can really
17 communicate to you this overwhelming disgust that I just
18 picked up in researching the history of the transportation
19 struggle occurring in Washington, D. C., where time and time
20 again the interests of the people of Washington, D. C. have been
21 disregarded. Part of this can be understood by the particular
22 fetish that the American people have had for the automobile
23 since it was built and since the largest public works program
24 in the United States was begun. This particular fetish that
25 the United States has had for the automobile I think is

1 characteristic of the mobility and independence that this popu-
2 lation has always desired. It is also very characteristic of
3 the technological and production orientation that the United
4 States has taken during this time. An orientation that right
5 now places highways, concrete, over values of just individual
6 sacred human rights.

7 And so I find myself a student here in Washington,
8 D. C., just watching this government that I have grown to
9 consider less than in a respectable manner, and I think for
10 very legitimate reasons.

11 I find myself testifying here in front of a City
12 Council, appointed by the Federal Government, but which is
13 supposed to represent the rights of the people, their interests,
14 the needs of the people of the District of Columbia, which at
15 one time voted to cut off further freeway construction but then
16 reversed its decision, buckling down to pressures from Congress
17 --to business and economic interests.

18 I just doubt, really, whether this City Council will
19 have the courage after listening to the testimony of the
20 people of Washington, D. C. to uphold their wishes for no
21 further freeway construction in the District of Columbia, to
22 start to redesign a city that is indeed designed to meet the
23 needs of the people to create a community, a city where people
24 come to live, to learn, to work, to just pursue what human
25 beings are supposed to. When Mr. Bozzi was testifying earlier

1 this evening he mentioned Paris and compared Paris to Washing-
2 ton, D. C. When he was reciting that example I couldn't help
3 but think of Paris in the spring of 1968 when the workers and
4 the students of that city rose because their particular govern-
5 ment was not meeting their needs and their interests.

6 I am afraid if the technological orientation that has
7 been exhibited by this country over particularly the past 50
8 years, the continued disregard of the interests of those
9 people, that the same thing is going to happen here in Washing-
10 ton, D. C. in the Nation's Capitol, which I think would be a
11 very appropriate thing, symbolizing the lack of response of the
12 Government to meet the needs of the people; of the people, by
13 the people, and for the people.

14 THE AUDIENCE: (applause)

15 MR. LUCHANOL: When I first came to Washington, D. C.,
16 on a hitchhiking trip, I walked all over the city, to the various
17 memorials, around the various parks--and it's a very beautiful
18 city. I wonder if in 20 years I will be able to finish the walk
19 with a son daughter of mine to the same memorials, same parks,
20 and same city and say that this is the Capitol of our country
21 and this is the symbol of the United States of America. I would
22 hate to see an atmosphere that can't be breathed; parklands be-
23 ing completely paved over; businesses and high-rise office build-
24 ings being constructed rather than people's homes and people's
25 parks and people's cities, where people can just come to, as I

1 said before, just to lead their lives the way human being ought
2 to. I really don't have too much more to say beyond this:

3 I have had prepared various sections of my term paper
4 to read back to you, but all these arguments have already been
5 much better said by people much more knowledgeable in the various
6 areas.

7 I would just like to conclude my remarks by saying
8 that it is up to you, as people--as representatives, supposedly
9 representatives of the people of the District of Columbia, after
10 hearing this overwhelming testimony--to stand up for the
11 rights of these people, the rights of yourselves as individuals,
12 for the rights of your children, to stand up and make your voice
13 be heard, heard in such a way that the dignity of human beings
14 in this country and this city and throughout the world can be
15 preserved and promoted. Thank you.

16 THE AUDIENCE: (applause)

17 CHAIRMAN MOORE: Mr. Luchanol, thank you very much for
18 your testimony here tonight, the depth of your sincerity.
19 Above all, I want to compliment you on the superb choice and
20 noble words within the English language to express yourself.

21 THE AUDIENCE: (laughter)

22 A VOICE FROM THE AUDIENCE: "Shit" is now legalized?

23 COUNCILMAN MOORE: May I ask the other members of the
24 Council if they have questions?

25 (no response)

1 CHAIRMAN MOORE: Mr. Maurice A. Davis, Brookland
2 Neighborhood Association?

3 WHEREUPON,

4 MR. MAURICE A. DAVIS,

5 BROOKLAND NEIGHBORHOOD ASSOCIATION, APPROACHED THE MICROPHONE
6 AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

7 CHAIRMAN MOORE: We are very pleased to welcome you
8 here, Mr. Davis.

9 MR. DAVIS: Mr. Chairman, other Members of the Council,
10 I am Maurice A. Davis, President of the Brookland Neighborhood
11 Civic Association. I extend greetings to you on behalf of
12 the Brookland Neighborhood. We take this opportunity to accept
13 your invitation to appear before you. It is our hope to make
14 known to you and reflect attitudes, moods, and so on, expressed
15 by the majority of the people in our community. We as elected
16 officers and representatives of Brookland Neighborhood Associa-
17 tion are public servants and feel a sense of duty and re-
18 sponsibility toward our community. However, we must admit
19 that there was some reluctance as to whether or not we would
20 appear before you because of the events that occurred here on
21 August 9th, 1969. We will get right to the point. Let us
22 convey to you that which is expressed by the residents of the
23 Brookland Neighborhood.

24 They are all opposed to any freeways, gateways or
25 new roadways, coming through their community. I repeat, we are

1 opposed to the construction of the North Central Freeway inas-
2 much as it will not enhance our city in any way. Rather it
3 would serve merely to accommodate any design for the suburban
4 commuter. It is not in the best interest of, and, therefore,
5 it is of no value to our community.

6 It would serve in addition to discriminate against our
7 community. The Brookland Community is a rather unique in-
8 tegrated middle-class neighborhood. It is especially desirous
9 that it be kept that way. The construction of the proposed
10 freeways carries in its wake : the destruction of dwellings
11 which are already in critical demand. The characteristics of
12 freeways are that they will bisect, dissect and separate one
13 section of the community from the other. If the proposed free-
14 way were constructed it would eliminate taxable real estate,
15 contribute to air pollution problems, and would not embrace a
16 balanced transportation program. In that the citizens of the
17 District of Columbia would not be prime users. An unbalanced
18 situation would result by virtue of the fact that the freeways
19 would not proportionately alleviate the District's vehicle
20 problems.

21 The city planners have already admitted that freeways
22 are going to be built for non-rush-hour traffic, as stated by
23 Mr. Airis. We are in accord with the Democratic Central
24 Committee which recommends that there be no more roadways through
25 the District of Columbia.

1 THE AUDIENCE: (applause)

2 MR. DAVIS: The automobile and the truck requirements
3 are insatiable and if the situation is appeased by one freeway
4 today, another will be bred tomorrow--another slaughter alley
5 and haven for self-service, self-interest lobbyists, big in-
6 terest developers, concrete companies, and contractors, alike,
7 are all detrimental to the District of Columbia.

8 The restriction of the commuter traffic into the
9 District, augmented by the utilization of a surface transit
10 system and utilization of an imminent rail system, owned and
11 operated by the District of Columbia, is the answer to our
12 dilemma.

13 We of Brookland are aware that time dictates changes,
14 and we are not only willing but we demand to be instrumental
15 in bringing about these changes. But we will not relinquish
16 our duty by sanctions and transformation of our neighborhood into
17 a jig-saw puzzle, brought about by a freeway which we do not need
18 or want.

19 At the present the heads of our Government are very up-
20 set by the protest movements in this country. Let us inform
21 them that this country, as our history tells us, were founded
22 by people who were dissidents.

23 We call your attention to one of the most important
24 documents of our Government, and I quote:

25 When in the Course of human events, it becomes

1 necessary for one people to dissolve the political
2 bands which have connected them with another, and
3 to assume among the powers of the earth, the
4 separate and equal station to which the Laws of
5 Nature and of Nature's God entitle them, a decent
6 respect to the opinions of mankind requires that they
7 should declare the causes which impel them to the
8 separation.--

9 "We hold these truths to be self-evident, that all
10 men are created equal, that they are endowed by
11 their Creator with certain unalienable Rights,
12 that among these are Life, Liberty and the pursuit
13 of Happiness.--

14 "That to secure these rights, Governments are
15 instituted among Men, deriving their just powers
16 from the consent of the governed, --

17 "That whenever any Form of Government becomes
18 destructive of these ends, it is the Right of
19 the People to alter or to abolish it, and to
20 institute new Government, laying its foundation
21 on such principles and organizing its powers in
22 such form, as to them shall seem most likely to
23 effect their Safety and Happiness."

24 THE AUDIENCE: (applause)

25 MR. DAVIS: We do not advocate overthrowing the govern-

1 ment as such. But one would think that during these ultramodern
2 times utopianism is being impractical. It doesn't serve the
3 needs of the people.

4 We would like to call to the Mayor's attention a
5 few questions:

6 What do we say to our people in Brookland about the
7 69 homes he promised to return to the community?

8 We are not here to personally attack the Mayor. We
9 understand he has limited power. But we do not feel that he
10 should -- but we do feel that he should exercise the power
11 that he does have.

12 To date only five (5) homes have been restored and
13 rented. Our demands were home-ownership. We call on the Mayor
14 to exonerate the men who were arrested for unboarding one (1)
15 home at the Corner of 10th and Franklin.

16 We must restate that the act of these men was a
17 symbolic one. It was not committed out of disrespect for the
18 law. We call on the Mayor again to liberate these men from
19 these charges, for they act out of respect of humanity.

20 We want the heads of our Government to know that we
21 are concerned about the many problems that exist here in our
22 city. Among them are health, housing, crime and underemployment.

23 Mr. Chairman, and Members of the Council, we are urging
24 you not to submit to any more political oppression. You have
25 in your hands the decision, the decision you make now will decide

1 whether or not you will divide this community, or whether you
2 will keep it integrated. It is very important that you make
3 the right decision because we don't think you will get another
4 chance.

5 In closing, Mr. Chairman, I direct your attention to
6 a small verse from the Bible. You will find it in the Old
7 Testament:

8 "God expects more than sacrifices and offerings.
9 He demands that justice be given to all men: to
10 the poor as well as to the rich. He demands
11 righteousness in all your dealings every day of
12 the week. Let justice roll down like water and
13 righteousness like an ever flowing stream."

14 AMOS , 5TH CHAPTER, 24TH VERSE.

15 I am sure that this little verse is familiar to you.
16 You have probably used it in your Ministry before. It is just
17 a little thought to pass on.

18 On behalf of the Brookland Civic Association, I thank
19 each and every one of you for your patience in listening.

20 CHAIRMAN MOORE: Thank you very much.

21 THE AUDIENCE: (applause)

22 CHAIRMAN MOORE: You have been very forthright in your
23 testimony, and we do appreciate. Are there questions from mem-
24 bers of the Council?

25 (no response)

1 CHAIRMAN MOORE: Again we thank you.

2 Mr. Joseph Coleman, Citizen?

3 (no response)

4 CHAIRMAN MOORE: If Mr. Coleman is not present -
5 Mr. Bernard Cain, Brookland Citizens Association?

6 WHEREUPON,

7 MR. BERNARD CAIN,

8 BROOKLAND CITIZENS ASSOCIATION, TOOK THE WITNESS SEAT AND
9 TESTIFIED IN SUBSTANCE AS FOLLOWS:

10 CHAIRMAN MOORE: Mr. Cain, we are very pleased to wel-
11 come you.

12 MR. CAIN: Thank you Reverend Moore. I am pleased
13 to be here this morning.

14 Presentation to the Reverend Moore and the D. C.
15 City Council: I appear here in opposition to Section 23(c) of
16 the Highway Act of 1968. As President of the Brookland Citizens
17 Association, I wish to express my appreciation for this oppor-
18 tunity to speak. And I will just state for a moment that I
19 just got through typing this copy for the reporter and I am
20 sorry that they didn't have more carbons in that typewriter.
21 I would have had one for all of you. I was sitting back in the
22 back tonight and I took my time to write this, so I hope you
23 will appreciate it. I have been to all of these hearings and
24 I have been unable--working everyday--to get this done hence--
25 forth.

1 One, this proposed freeway would sever the success-
2 fully integrated Brookland Michigan Park neighborhoods.
3 Specifically, it would separate the main Catholic University
4 Campus from approximately 30 dormitories, seminaries, and
5 religious houses which are situated east of 10th Street,
6 Northeast.

7 Additionally, it would render somewhat inaccessible
8 the 12th Street, Northeast shopping center. This is the sole
9 existing shopping area for the 7,000 Catholic University and
10 Trinity College students, as well as the neighborhood residents.

11 May I call your attention to the demolition of the
12 Taylor Street Bridge, located over the B&O Railroad tracks.
13 This is shown in the Sunday Star February 11, 1968, along with
14 some of the 69 homes along the then proposed North Central
15 Freeway route. The ramps shown on the sketched map designated
16 to death by General Duke. This bridge was to have been com-
17 pleted by November 1969. Walk up there tomorrow. Over two years
18 later it still looks the same.

19 The total North Central takes 191 homes and 121 busi-
20 nesses. The area between Franklin Street and Buchanan Street
21 took 440 dwellings units and 23 business properties assessed
22 at \$2,606,000 taxable. Today it is 101 homes (32 of these are
23 of the 69 mentioned). Now it is 36 businesses.

24 A need for this commuter road is doubtful. As a
25 reasonable traffic count on the Northeast Streets has not been

1 possible since 1962. First, Monroe; then 12th, were paved,
2 followed by 13th; then came Rhode Island Avenue; North Capitol
3 Street; Michigan Avenue; and now New York Avenue and the Taylor
4 Street Bridge still unuseable. People are rerouted and the
5 detour streets wear out and don't get repaired. Perhaps the
6 Council should recommend that the Bureau of Public Roads be-
7 come involved on a 50-50 basis and require that detour routes
8 be repaved whenever damaged by truck traffic. Without the
9 necessity of citizens' requests. This city is in bad shape.

10 These freeways we are told will generate business. I
11 wonder why the Elite Theater next to the Southwest Freeway is
12 closed?

13 The Council should ask Congress to Legislate power to
14 charge Motor Vehicle Owners an annual fee of \$20.00 to inspect
15 positive crankcase pollution control devices. There is one
16 being developed that can be put on a vehicle in place of a
17 muffler that will reduce the carbon Monoxide content from 3.6%
18 to 0.6%. I ask that you place this pollution control cost
19 data into the record.

20 What does Montgomery County offer in exchange for the
21 D. C. sacrifices of these homes and streets? Tonight's paper--
22 and I am sorry--it is yesterday's now--the Suburban Record
23 February 6, 1970, reads: "Freeway Dumped." I wish to submit
24 this to the record.

25 In order to correct a misunderstand the 1968 Federal

1 Aid Highway Act of 1968, in the Congressional Record, July 2,
2 1968, Page H 5937, Chapter 5, Section 506(a), Replacement
3 housing: "Such payment, not to exceed \$5,000, shall be the
4 amount, if any...such payment shall be made only to a displaced
5 owner who purchases and occupies a dwelling within one year
6 subsequent to the date on which he is required to move from
7 the dwelling acquired for the project." High interest rates
8 may dash such owner hopes and let Mr. Airis off the hook.

9 Without naming names I assume that there are members on
10 this Committee who within the last two years have waxed eloquent
11 on the need of District residents for Home Rule and self-de-
12 termination on some of the matters which affect them. Are
13 these same members still of the opinion that the desires of
14 citizens of a community should be respected? How can those
15 members cry for Home Rule as they stomp in the dust those who
16 protest the taking of their homes?

17 Make the January 2, 1970 Republican Headlines in the
18 Daily News true, "TO EXPAND PARKS AND RECREATION." I would like
19 to submit this to the record also.

20 Make the 1970 World Almanac change; page 631, under
21 Washington, D. C., reads, quote: "The new Council, taking
22 office in 1967, and the newly appointed National Capital Planning
23 Commission attempted after public hearings to eliminate two
24 projects called for by the Highway Act of 1968. These were a
25 proposed Three Sisters Bridge over the Potomac and the North

1 Central Freeway. Unable to obtain release of subway funds
2 otherwise, the Council voted in August 1969 to accept the bridge
3 and freeway, with the provision that an alternate freeway
4 route would be studied."

5 You can withdraw this national recognition by your
6 actions. I thank you for your attendance at this late hour.

7 THE AUDIENCE: (applause)

8 CHAIRMAN MOORE: Thank you, Mr. Cain, for your very
9 worthy testimony. The material you have requested to be
10 entered into the record is ordered to be entered into the
11 record.

12 Are there questions from my fellow Councilmen?

13 (no response)

14 CHAIRMAN MOORE: Again we thank you, sir.

15 MR. CAIN: I would also like to send you later a copy
16 of the alternate locations studies for the East Leg Freeway,
17 dated in 1962. I think that those of you that don't have it
18 should read it. It's rather old but it is interesting to note
19 how some of these things have developed. I don't have a carbon
20 with me but I will try and get you one.

21 CHAIRMAN MOORE: Thank you, sir.

22 MR. CAIN: Thank you, sir.

23 CHAIRMAN MOORE: Thank you, and we will be very happy
24 to receive it.

25 Mr. John Carter, Assistant Director, Triangle Ministry?

1 (no response)

2 CHAIRMAN MOORE: Miss Linda Rodrigues, Undergraduate
3 Student, Catholic University of America.

4 WHEREUPON,

5 MISS LINDA RODRIGUES,

6 UNDERGRADUATE STUDENT, CATHOLIC UNIVERSITY OF AMERICA,

7 TOOK THE WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

8 MISS RODRIGUES: Thank you.

9 CHAIRMAN MOORE: Miss Rodrigues, we are very pleased
10 to welcome you here this morning.

11 MISS RODRIGUES: Thank you. My name is Linda
12 Rodrigues, and I am a student at the Catholic University of
13 America and also a member of the Undergraduate Student Govern-
14 ment at Catholic University. Before I read my testimony, I
15 would like to preface my statement with a few remarks concerning
16 exactly why I am here this evening.

17 Tuesday of this week you all heard the testimony
18 of Dr. C. Joseph Niese, Provost of our University. I am here
19 this morning because I believe that his testimony did not at all
20 adequately express the feelings of the over 8,000 people which
21 comprise our University community.

22 The North Central Freeway -- if built -- rather than
23 providing a realistic solution to the transit problem as it is
24 now in the District of Columbia will bring hardship to more than
25 1,500 persons whom it will displace, rob the District of its

1 now-limited parkland (case in point: Fort Totten Park), cause
2 thousands to loose their jobs due to the destruction of over
3 120 places of business, and increase what we now know to be
4 one of our major national problems, air pollution. In addition,
5 it is obvious that the North Central Freeway would primarily
6 accommodate traffic coming from outside the District, since it
7 would be of only limited access to D. C. drivers. The freeway,
8 in the event that it should be constructed, will not serve to
9 resolve transportation problems for residents of the District
10 but rather create an environmental nightmare.

11 As a student of Catholic University I must register
12 my outrage at the fact that this proposed freeway will not
13 only directly affect our campus by taking the land in front of
14 our dormitories on Brookland Avenue but will destroy the homes
15 and businesses of many of our neighbors in the Brookland area.

16 The North Central Freeway, then, does not promise to
17 be an intelligent nor sensitive solution to our problem of
18 transportation. Rather, it will turn the nation's Capitol into
19 a sprawling, 30-mile network of concrete. It will leave many
20 residents of the District homeless, others without adequate
21 access to the roadway, still others of low income without an
22 answer to their transportation needs, and it will leave all
23 choking on exhaust fumes. Thank you.

24 THE AUDIENCE: (applause)

25 CHAIRMAN MOORE: Thank you, Miss Rodrigues. We didn't

1 get a chance to ask you any questions, but that's all right.

2 THE AUDIENCE: (laughter)

3 THE COUNCIL: (laughter)

4 CHAIRMAN MOORE: The next witness is Mr. Kenneth
5 Filarski, Undergraduate Student, Catholic University.

6 WHEREUPON,

7 MR. KENNETH FILARSKI,

8 UNDERGRADUATE STUDENT, CATHOLIC UNIVERSITY, TOOK THE WITNESS
9 SEAT AND TESTIFIED IN SUBSTANCE AS FOLLOWS:

10 CHAIRMAN MOORE: We are very pleased to welcome you
11 here this morning, Mr. Filarski.

12 MR. FILARSKI: Same to you, sir.

13 My name is Kenneth J. Filarski, and I am currently
14 serving as the President, Undergraduate Student Government at
15 The Catholic University of America. I want to say right now
16 that I would like to add a postscript to my official statement:

17 It reads as thus: Part of the proposed freeway system
18 is intended to be my neighbor. The North Central Freeway will
19 divide the place where I live from the place where I learn and
20 work.

21 The student concern to a university and a community
22 (in this case the Brookland area of Northeast Washington) is
23 equal to that of his faculty and administration. In fact at
24 times the student concern is more valid than the other because
25 his four year movement through a university does not necessitate

1 him cultivating vested political interests but rather allows
2 his political interests to remain objective, both to a parti-
3 cular and a general situation.

4 The student therefore is appalled at the seemingly
5 total unconcern the District of Columbia and the Congress of
6 the United States have for the City of Washington, D. C.

7 In a time when an effort to take pressure, whether
8 it be conscious or subconscious, off the war in Vietnam with a
9 nationwide drive to repair the ecological damage and upgrade
10 the liveability of the environment is supported by the Presi-
11 dent and the Congress of this United States, these same people,
12 these same individuals say nothing or next to nothing about a
13 30-mile freeway system proposed to exist within the District
14 of Columbia.

15 In the least I say these two positions are not har-
16 monious with each other. But whether or not the two positions
17 are not in accord there is a value of a much higher nature,
18 that is, and I speak of, the people:

19 The people who reside here in the District of Columbia,
20 Those with whom you refer to in your census charts...those to
21 whom you say one library should serve so many people; or one
22 fire station, or one school.

23 But do these ratios serve the notion of "people"
24 that is, a plurality of individuals which gives rise to a
25 variable field of interrelations, or is the idea confused with

1 "mass" (an amorphous aggregation of human units, made amorphous
2 by the simple fact of being lumped together.)

3 Or are the ratios such that the North Leg, East Leg,
4 and North Central Freeway approaches within no less than six
5 blocks, three universities (not to mention the Three Sisters
6 interchange and Georgetown University and twenty-four elementary,
7 middle, and senior high schools.

8 How many people does one have to have to obtain a
9 freeway? If I live in Montgomery County, may I have one for
10 myself? What I am saying is that freeways are not the answer
11 for human movement. Remember vehicles are to aid human move-
12 ment not hinder. Human movement that forces family relocation
13 and business relocation is not at all human. Thousands of
14 displaced families and hundreds of businesses that employ
15 thousands are, if no one realizes, human.

16 "No previous society has made quite so little of
17 the knowledge and technology available, or fell
18 so far short of what imaginative concerted action
19 could bring about. . . our is a society of wasted
20 gain."

21 That is quoted from Aldo van Eyck, Professor of
22 Architecture, Institute of Technology, Delft, Holland.

23 I, therefore, am against all freeway construction as
24 proposed by the Highway Department of the District of Columbia,
25 January, 1970.

1 CHAIRMAN MOORE: Thank you. Oh, you are not quite
2 finished?

3 MR. FILARSKI: That's quite all right.

4 I am much against freeways for other reasons: I think
5 that the District of Columbia, the Congress of the United States,
6 and the District Highway Department, have forced our Universi-
7 ty to compromise itself--that is, are linked very closely to-
8 gether, a land grant proposal from our University to the
9 District of Columbia for 1.2 million dollars worth of land
10 and property as the reason for the University taking a "middle
11 of the road" stand on the freeway. There is a thing when you
12 want to get money from the D. C. Highway Department and
13 opposing a freeway proposed by them.

14 Also, I would like to state that I come from the State
15 of Ohio. In the state of Ohio and the state of Michigan,
16 the foremost states in completing their highway systems, as soon
17 as those roads are opened they are full of automobiles. You are
18 just aggravating a situation.

19 Also another statement: We helped the District--that
20 is, the University, to avert a possible disaster the weekend of
21 November the 15th; the weekend of march on Washington, when we
22 helped house over 3,000 people who were coming into the
23 District. We helped them by keeping them off of the streets;
24 we helped them in a crisis. Is it not time for the District of
25 Columbia to help the people within it and avert another crisis

1 in keeping their automobiles off their streets, or building
2 larger streets for these automobiles? You see, I think we go
3 from a limited total loss to a limitless total lost.

4 Another thing hit me: Outside your very Council doors
5 there is a quote for President McKinley, which says:

6 "You triumph over obstacles which would have
7 overcome men less brave and determined."

8 I would wish and I would hope that the City Council
9 of the District of Columbia would take that up as their model.
10 Thank you.

11 THE AUDIENCE: (applause)

12 CHAIRMAN MOORE: Thank you very much, Mr. Filarski
13 for your very fine testimony. Are there questions from members
14 of the Council?

15 CHAIRMAN HAHN: No. Thank you very coming.

16 COUNCILMAN HAYWOOD: No questions.

17 COUNCILMAN ROBINSON: No questions.

18 CHAIRMAN MOORE: We are very pleased that so many of
19 you have remained until this morning to listen to these very
20 excellent testimonies.

21 I wish to thank you for the courteous with which you
22 have treated the Council and responded to the Chair.

23 I want to thank all of the personnel who have worked
24 here in this room today and on other days. This is the 11th
25 session of the Council hearing.

1 CHAIRMAN MOORE: Yes, sir?

2 A VOICE FROM THE AUDIENCE: Mr. Hamilton and I asked
3 to be put on the list tonight. We were number four (4).

4 CHAIRMAN MOORE: Sorry, sir. Will you come forward
5 now.

6 THE AUDIENCE: (applause)

7 CHAIRMAN MOORE: Is this Mr. Scheirer and Mr. Hamilton?

8 A VOICE: Mr. Scheirer.

9 WHEREUPON,

10 MR. WILLIAM K. SCHEIRER AND MR. PERRY

11 HAMILTON, TOOK THE WITNESS SEAT AND TESTIFIED IN SUBSTANCE AS
12 FOLLOWS:

13 MR. SCHEIRER: Mr. Hamilton will begin.

14 CHAIRMAN MOORE: Mr. Hamilton, you are welcome, sir.

15 MR. HAMILTON: Thank you, sir. Gentlemen, the stu-
16 dents who appeared here tonight are struggling in a very real
17 way to communicate with what it seen as a very unresponsive
18 system. Although their occasional choice of words may be de-
19 batable, their anger and frustration are justified. Even in
20 cities with self-government the money, power and expertise
21 of the highway lobby and the Bureau of Public Roads effectively
22 subvert and twist the will of the majority against itself. This
23 book that I am holding up here is entitled "JACKSON - PARK --
24 a case study for Department of Developing and Planning, Chicago,
25 Illinois." It is done by Johnson, Johnson and Roy, Incorporated,

1 Landscape Architects, and I, imagine, others. I understand
2 from a Highway Department source that was kind enough to
3 lecture at a graduate-level course that I took last semester,
4 that the Bureau of Public Roads expended 1 million dollars in
5 a public relations campaign that lead up to the corridor hear-
6 ings at which this study was used.

7 They indicated at the second hearings in Chicago--
8 I believe at what they call the "design hearings"--weren't quite
9 as successful. The people started to ask some questions about
10 the assumptions that were behind the roads.

11 Before beginning my remarks about the freeway I would
12 like to make a few comments to Chairman Hahn. Although he is
13 not here, I would like for someone to convey the message to
14 him, that the issue of the demolition of the Old Post Office
15 should be placed before the Council's Planning Chambers. If
16 the Fine Arts Commission is successful in destroying this re-
17 lief from classical monotony and builds a national square as
18 well, the heart of our city will be an even more uninviting
19 place to walk and to be.

20 THE AUDIENCE: (applause)

21 MR. HAMILTON: As a businessman, I would like to dis-
22 pel one myth before I go any further. I was going to put it at
23 the end of my testimony. But we have heard much about the lack
24 of freeways contributing to the decline of business in this
25 city. I am a Member of the 18th and Columbia Road Businessmen's

1 Association. I am a real estate broker, and I am against
2 freeways.

3 THE AUDIENCE: (applause)

4 MR. HAMILTON: I would like to quote from an article
5 in the Washington Post, February 5th, 1970, the Business and
6 Finance Section, where it says:

7 "The Mayor's Economic Development Committee did
8 a survey of 100 businessmen at random from each
9 of the city's quadrants."

10 I will quote from the article:

11 "The respondents, about 70% of whom are white,
12 complained that the rising crime rate and their
13 inability to find adequate insurance protection
14 threatens the survival of their stores. 61%
15 reported that they had either poor insurance
16 coverage or none at all, and some owners with
17 policies are apparently afraid to report losses.
18 A majority of the businessmen, 64%, felt that
19 police protection was fair. None thought it
20 was good. But the remainder classified public
21 security for their stores as poor - 12%; for
22 non-existent, 24%. Facing these problems most
23 businessmen predicted a bleak future."

24 Gentlemen, I didn't read anything in this article either
25 before, in or after this quote, that referred to freeways

1 and I can't understand the attitude of the Highway Department.
2 Much has been said about highway congestion. The 1916 Highway
3 Act--and this was the first Highway Act that was passed in the
4 country--said as follows:

5 "The United States such aid the states in con-
6 struction of rural post roads and for other
7 purposes."

8 It's the "other purposes" gentlemen that we are here to discuss
9 tonight. They have somewhat expanded that from rural post
10 roads.

11 It also provided that "all roads shall be free from
12 tolls of all kinds."

13 Let us examine the type of commitment given to highways
14 in 1916. The initial commitment was a 5-year commitment of
15 5 million dollars a year. The actual amounts appropriated for
16 that 5 year period were: 5 million dollars; 10 million dollars;
17 15 million dollars; 20 million dollars; and 25 million dollars,
18 respectively.

19 Since 1916, every penny authorized for highways has
20 been appropriated. And I emphasize, gentlemen, for roads
21 which, quote, "shall be free from tolls of all kinds." A
22 similar commitment to transit--a mass transit--would mean
23 toll-free subways.

24 What has been the impact of this freedom from tolls?
25 "C. O. M..." in an article published in a quarterly journal of

1 economics, November 1963, entitled an "Economic Analysis of
2 Highway Services," concludes that "congestion has assumed the
3 function ordinarily performed by price in a free-private-market
4 system," and recommends that user-taxes be implemented to re-
5 gulate demand for freeways. Contrary to popular belief nominal
6 operating costs such as tire, time, fuel, tire-wear, insurance,
7 depreciation and registration fees and personal property taxes
8 are fixed costs--not user taxes. These costs are paid by
9 automobile owners whether or not they drive into the city,
10 so these costs do not affect their decision as to whether or
11 not to drive into the city. The main user-taxes currently in
12 effect is the per gallon tax on gasoline, and this tax is
13 nominal. In my opinion, the price and quality of alternative
14 transportation is a major factor influencing highway demand.
15 This is substantiated by a 1963 Chicago study. My reference is
16 an article by L. N. Moses and H. F. Williamson, Jr., entitled,
17 "VALUE OF TIME, CHOICE OF MODE, AND THE SUBSIDY ISSUE IN URBAN
18 TRANSPORTATION," printed in the Journal of Political Economics,
19 June 1963.

20 There were two major conclusions of this study. The
21 first conclusion, usually a part of Highway Department's
22 argument in favor of freeways and against mass transit, indicated
23 that a subway of mass transit fares would have to be a negative
24 subsidy; that is to say, an actual cash payment directly to
25 subway rider to induce him out of his automobile. The second

1 conclusion of this study usually ignored by highway planners
2 indicates that an increase in the per trip cost of automobile
3 travel of \$.70 per trip or \$1.40 per day would induce 51%
4 of automobile users out of their cars onto other modes of trans-
5 portation, and that an increase of \$1.00 per trip, or \$2.00
6 per day, would induce 77%, or would have induced 77% of auto-
7 mobile users in Chicago under other modes of transit in 1963.
8 One can only guess what that would be today.

9 The New York Magazine, September 22nd, 1969, suggests
10 several solutions to New York's problem. Similar concept
11 should be considered before any freeways are built in the
12 District.

13 I will read a few of the more relevant suggestions
14 from the magazine:

15 "Collect tolls of \$1.00 on bridges and tunnels -
16 west bound only. This would lower the cost of construction,
17 operation and maintenance and would speed traffic."

18 "To raise the low average of 1.7 persons per vehicle
19 entering the city. Collect tolls in inverse proposition to the
20 number of people in the car." Accordingly, four (4) people
21 traveling in a car would pay a toll of \$.25, while one person
22 would pay a toll of \$1.00.

23 "Improve service in quality of mass transit to increase
24 usage."

25 "Eliminate entirely all bus and subway fares within the

1 burroughs of New York City and finance the upkeep of the transit
2 system by 'commuter tax,' to be paid by all resident, non-
3 residents and businesses earning income in the city, to be
4 collected weekly like withholding tax."

5 Even with the proposed subway, gentlemen, will we be
6 able to do as point three says, "Improve service and quality?"
7 To answer that question we have to turn a brochure published
8 by METRO and examine some of their figures on estimated rider-
9 ship.

10 On page 27 of this little brochure it says,

11 "To measure Metro's revenue potential an extensive
12 analysis of ridership was undertaken utilizing the latest
13 available regional data and the most up-to-date proven computer
14 techniques." To estimate ridership certain basic assumptions
15 were necessary. For study purposes, it was assumed that by
16 1975 a freeway system will be in place involving the complete
17 inner loop network of the North, South, East and Center Legs;
18 Completion of I-66 and the Three Sisters Bridge across the
19 Potomac; completion of the North Central Freeway; I-95; and a
20 portion of the Northern Parkway in Maryland. By 1990 we assume
21 the highway system will include the outer beltway, the Monticello
22 Freeway, extensions of the Indian Head Highway, Southeast Ex-
23 pressway, and Central Avenue. And these, of course, we haven't
24 even heard about tonight because they are somewhere down the
25 pike.

1 We must conclude that our proposed rail transit system
2 could not fill the demand created by eliminating our freeway
3 system.

4 Therefore, concurrent with your repudiation of the
5 entire proposed freeway system you must request a complete
6 review of Metro for the purpose of building greater capability
7 into the system.

8 Based on Metro figures, annual rider trips in 1990
9 will be 348,848,000. A recent experiment in Toronto leaves
10 us to question the validity of this estimate even if the
11 freeways are built. Let me give you some of the details of this
12 experiment: a 42-mile rapid transit system was built on an
13 existing railroad network. The Province of Ontario invested
14 \$24 million dollars in rolling stock, track improvement and
15 stations. That comes to about \$1.3 million dollars per mile.

16 In the most recent -12-month period there was an
17 operating deficit of \$2.6 million dollars. \$.06 million of
18 this \$2.6 million dollars was expended, gentlemen, to expand
19 the fringe parking facilities and the size of the stations to
20 accommodate unanticipated demand.

21 The Planning Department underestimated the first year
22 demand by 36% and underestimated a current year demand by
23 63%.

24 The Government never had planned that the system would
25 be self-sustaining. The development that is taking place in

1 areas convenient to the "go-station" has brought up a continuing
2 increase in passengers. That is quoted directly from the
3 article which was published in Business Week, January 3rd, 1970.
4 I recommend it for your perusal.

5 We have, in case people in the audience are not aware
6 of this--perhaps maybe the Council Members aren't--but they
7 should be, because it is probably on their map up there (in-
8 dicating).

9 This Map, gentlemen, is printed by the Department of
10 Highway Traffic.

11 REPORTER'S NOTE: (Mr. Hamilton approached the Council
12 bench and proceeded to testify in substance as follows:)

13 MR. HAMILTON: The black marks on this map--the black
14 lines indicating existing rail-lines in the Washington area
15 (indicating) which can be utilized.

16 I just wanted to show it.

17 THE COUNCIL: (reviewing same in detail)

18 MR. HAMILTON: Let's introduce that into the record.
19 I think I would like that introduced, if possible.

20 THE AUDIENCE: (applause)

21 MR. HAMILTON: ...traffic is very astutely recognized
22 the possibilities for a rail highway system coming in from
23 Rockville, coming in from Baltimore, coming up from Richmond,
24 thru Alexandria. The possibilities are limitless. Why it even
25 includes a rail-line into Georgetown, which isn't even proposed

1 in the present Metro plan.

2 I would like to comment now on the cost of this
3 Torono experiment, which I mentioned was \$1.3 million dollars
4 per mile:

5 The last Wednesday evening the hearing ran so late we
6 decided to cancel until the next day. At the end of the meet-
7 ing I approached Mr. Thomas Airis, the Highway Department, and
8 asked him for some per mile cost figures, on the METRO SYSTEM--
9 that is, on the Highway System for the District. He told me
10 that with a little mathematics I could go into the books which
11 the Highway Department published here and look at the figures
12 for the number of miles and look at the figures for cost and
13 thereby arrive at my answer.

14 Well, I have done that tonight in the back of the room.
15 I spent some time going through it, and I couldn't find any
16 figures, for the cost of the East Leg; I couldn't find any
17 cost or the figures for the North Leg; and I couldn't find any
18 mileage for any of them. I am a little curious as to why I
19 couldn't find those figures in the booklet when he said they
20 would be there.

21 A VOICE FROM THE AUDIENCE: They are secret!

22 MR. HAMILTON: I am also curious--in the light of this
23 particular occurrence--why Mr. Airis has evaded his responsi-
24 bility to appear before the citizens at the final hearing to
25 answer our questions.

1 THE AUDIENCE: (applause)

2 MR. HAMILTON: At any rate, I came to an approximate
3 total mileage of the highway system, from Mr. Sam Abbott,
4 Ad Hoc Director of the Department of Highways and Traffic.

5 THE AUDIENCE: (laughter and applause)

6 MR. HAMILTON: Using his approximate total mileage and
7 the cost of only the North Central Freeway and the South Leg
8 of the Inner Loop--totaling \$209,000,000,00--not including the
9 cost of the whole system, just those two elements of the
10 30-mile-system, we arrived at a per-mile cost of just over
11 \$7 million dollars.

12 As a businessman, gentlemen, it doesn't make sense,
13 this doesn't make common sense and it doesn't make business
14 sense, to invest that kind of money in a system which is going
15 to be obsolete when we could put perhaps \$2 or \$3 million dollars
16 per mile into using our existing rail-lines. And maybe even
17 \$4 million dollars per mile into building an adequate subway.

18 THE AUDIENCE: (applause)

19 MR. HAMILTON: In closing, I would like to add that
20 age is no barrier about concern to transportation problems.
21 My 11-year-old brother-in-law, Mark of Chevy Chase, Maryland,
22 who is out here tonight -- despite the late hour -- because he
23 wanted to come to these hearings -- has asked me to include some
24 of his suggestions into the public record:

25 (1) raise the cost of private parking in the downtown

1 ared to a level that would economically preclude many auto-users
2 from automobile commuting.

3 THE AUDIENCE: (applause)

4 MR. HAMILTON: (2) provide free rapid service feeder
5 buses to outlying transit stations; free parking at those
6 stations and free transit rides. Gentlemen, that sounds like to
7 me a toll free system that we committed ourselves to for high-
8 ways almost 50 years ago?

9 Thank you for the opportunity of appearing.

10 THE AUDIENCE: (applause)

11 MR. SCHEIRER: Mr. Chairman, I have only a short
12 statement. I can't help but feel that -- feels very much at
13 home here -- is that right?

14 THE AUDIENCE: (laughter)

15 MR. SCHEIRER: You, of course, didn't pass the law.
16 Congress passed the 1968 Highway Act, but Council did have
17 something to do with another absurdity, namely the removal
18 of Sammy Abbott tonight! I commend you, Reverend Moore, in
19 your action in this regard. I want to state for the "record"
20 that I was told by the Building Superintendent, "Robert Taylor,"
21 that the orders leading to that removal came from Chairman Hahn.
22 The third absurdity is the map behind you. It contradicts a
23 map down in ROOM 410. That map shows that the North Central
24 and the North East Freeways have the same status of their Mary-
25 land extensions! This one does not. I think the comparison

1 shows that the Highway Department realized what they were doing.
2 I think it is just an absurdity that they chose to put a map
3 like that up there. And, of course, I think this was mentioned
4 last Friday by someone from the Montgomery Civic Federation, and
5 it hasn't been changed.

6 A fourth absurdity is the status of the February 9th
7 hearing. I notice on my notice here that it says, "February
8 9th," and it doesn't say "if needed." And it said a concluding
9 session will include questioning of official witnesses.

10 I sympathize with your desire to be responsive to the
11 citizens but I don't think it is wise to offer something and
12 then take it back.

13 THE AUDIENCE: (applause)

14 MR. SCHEIRER: As you know, I am also chairman -
15 Chairman of the Transportation Committee - Federation of Citizens'
16 Association and there I would like to correct the record. Our
17 President has correctly stated that the Federation's position
18 is that there is no need for additional freeways and such need
19 cannot possibly be demonstrated until the subway is built.
20 In addition, the following comments are in order:

21 The Federation has taken no position on the individual
22 projects, therefore it cannot say that the strongest case can
23 be made for the South Leg. Two, the Federation has taken no
24 position on the study of the North Leg. It is simply opposed
25 to the North Leg.

1 THE AUDIENCE: (applause)

2 MR. SCHEIRER: In view of this, the Federation would
3 not suggest that the Department of Highways and Traffic look
4 into the possibility that adequate East or West capacity could
5 be provided on the South Leg - South West Freeway, and East
6 Center Leg, plus additional Mall crossings, etcetera!

7 Everytime I look at a different map of the freeway
8 situation I become very confused because there is a, as I said,
9 the steps of his Leg and Limb, varies from map to map. However,
10 it is not too important because the basic issue is very simple:
11 the dominance of the "automobile." The automobile just simply
12 dominates this City too much! And any additional freeways, it
13 is only going to dominate it more.

14 President Nixon, in his statement to Union address
15 called for balanced growth in transportation. Well, no matter
16 how you define it, balanced growth in transportation is still
17 going to leave an unbalanced transportation system. If you
18 take the rapid transit and the freeway system - sectors - and
19 if they grow at the same rate, why the absolute difference be-
20 tween them is going to grow greater even if they grow at the
21 same absolute. By the same absolute amount, the absolute difference
22 is still going to remain the same, and this is the same sort of
23 comparison people make between standard of living and less-
24 developed countries. What we need simply is unbalanced growth.
25 In other words, we need rapid transit and no more freeways.

1 THE AUDIENCE: (applause)

2 MR. SCHIRER: Now, I have said this before. METRO
3 won't be constructed until 1979. In the meantime, the situation
4 isn't too desirable, but there are things we can do.

5 We can have more express buses. We can investigate
6 busways. We can use existing rail-lines, as you have heard from
7 many people. Even then the situation would not be desirable,
8 but I submit one additional freeway would be far worse.

9 THE AUDIENCE: (applause)

10 MR. HAMILTON: May I add an additional word, please?

11 CHAIRMAN MOORE: Yes, you may!

12 MR. HAMILTON: Thank you. I have been sitting in the
13 hearing tonight and I have been hearing the students, and that
14 is why I made my comments at the opening of my remarks about
15 the frustration and anger being justified by the students. And
16 I have been a student myself until recently and I am gradually
17 working toward a graduate degree. I have experienced in the
18 last ten years in the District a good deal of frustration be-
19 cause I come from a middle-class small middle-western town. You
20 might say I am a middle of the road, and I am used to political
21 voice. I am very frustrated. Although I didn't mind not voting
22 initially when I came here I have been quite frustrated when I
23 watched Congress and Representative Natcher, and the others,
24 vote through a system which if not opposed vocally by the citizens
25 --by all the citizens--it just doesn't make economical sense, as

1 I have tried to show, and as many people have tried to show,
2 and it doesn't make environmental sense.

3 I think I feel in myself the same kind of anger and
4 the same kind of frustration in talking to a Council, and I
5 guess indirectly to a Congress which doesn't seem to listen.

6 And I would only hope that the Council would give
7 those of us that feel this frustration and who are young some
8 sign that they are listening, because I have a distinct feeling
9 that we will not continue to try much longer--we can't!

10 Time seems to be running out for those of us who are
11 very disturbed with a system that does seem unresponsive.
12 Thank you very much.

13 THE AUDIENCE: (applause)

14 CHAIRMAN MOORE: Thank you.

15 Councilman Robinson?

16 COUNCILMAN ROBINSON: Thank you very much. Just one
17 admonition to you, sir. You say that you are from a mid-
18 Western state. I hope you write home to your friends and tell
19 them to put the pressure on Congress.

20 THE AUDIENCE: (applause)

21 COUNCILMAN ROBINSON: Have you friends back home,
22 have them put pressure on the Congress and we will get some-
23 thing done, and maybe we will get the Home Rule. We can't do
24 anything here. We have no Congressman to go to. But you folks
25 from the mid-West who come here to Washington, which you have a

1 right to do -- but I never hear any of you say you have put the
2 pressure on your family and your friends back home to write to
3 your representatives.

4 MR. HAMILTON: Sir, I haven't been home in 10 years.

5 COUNCILMAN ROBINSON: I know, but you can write.

6 MR. HAMILTON: I don't know anyone there. We are here
7 in this city.

8 THE AUDIENCE: (laughter)

9 MR. HAMILTON: And with all due respect, sir, if we
10 don't do something here in this City as Citizens of this City,
11 we are not ever going to get Home Rule. If the people in the
12 Colonies had written back to their friends in England we
13 wouldn't have had self-government today.

14 THE AUDIENCE: (laughter)

15 COUNCILMAN ROBINSON: It took five (5) months in those
16 days to get back to home but now it only takes you five (5)
17 minutes to get there.

18 MR. HAMILTON: Have you tried U. S. Mails?

19 MR. SCHEIRER: Mr. Chairman, six years from now we will
20 be celebrating the 200th Anniversary of 1776, symbolized by
21 the Declaration of Independence. If 1976 comes and passes
22 without substantial Home Rule it will be a complete mockery
23 of this Celebration.

24 CHAIRMAN MOORE: Thank you.

25 THE AUDIENCE: (applause)

1 CHAIRMAN MOORE: Are there any questions?

2 (no response)

3 THE AUDIENCE: (applause)

4 CHAIRMAN MOORE: The hearing is hereby adjourned.

5 A VOICE FROM THE AUDIENCE: Mr. Chairman, I have
6 attended many hearings in the past six (6) years.

7 REPORTER'S NOTE: (At this point, the Chairman stated
8 that the meeting was adjourned.)

9 WHEREUPON,

10 THE HEARING WAS ADJOURNED ON February 7, 1970,

11 AT APPROXIMATELY 1:00 A.M.

12 REPORTER'S NOTE: (All exhibits and documents
13 presented during this hearing are in the possession of the
14 City Council, and are unmarked for identification purposes.
15 An assistant to the Council stated that he would take care
16 of the exhibits and documents at this point.)

17 [REPORTER: Joseph C. Browne, Jr., Ward & Paul Reporting 25 K NE
18 Service, Washington, D.C.

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