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U. S. DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

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Secretary of Transportation Alan S. Boyd today issued the following statement:

The District Council and the National Capital Planning Commission have approved a highway plan for the District of Columbia which has considerable merit and which I believe provides a basis for starting at once the job of expanding the Washington highway network.

Detailed engineering analysis must be made on some elements of the plan before the Department can approve or even comment on them.

But, in general, I regard the plan as a good and significant beginning toward what we have been urging all along -- a comprehensive transportation system.

Some elements of the plan should obviously be included in any comprehensive system -- even if other parts of the plan now before us were eventually to be modified.

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I am prepared at this time to approve certain elements and will ask the Federal Highway Administration to take steps necessary to produce an engineering review of the remainder of the plan.

This will make it possible for us to comply with President Johnson's directive for action by January 1 and to start the actual work of building needed new highways in Washington.

The following elements of the plan can be approved now:

1. Construction of an industrial freeway, running roughly parallel to New York Avenue as part of the Interstate System.
2. Construction of the Palisades Parkway from the District line to the existing 23rd Street interchange, with tunnels under the Georgetown waterfront. This will put the entire project under the jurisdiction of the United States Park Service.
3. Deletion of the Three Sisters Bridge and Potomac Freeway from the highway plan.
4. Appointment of a design concept team to study the north leg and the distribution of traffic in the downtown area.

In view of the fact that the plan does not envision a substantial increase in the flow of automobile traffic into the downtown Washington area from Virginia, I find no need at this time for the Southwest leg of the inner loop and am deleting it from the system.

However, I do believe it will be necessary to construct ramp tunnels from the Theodore Roosevelt bridge, under the grounds of the Lincoln Memorial, to connect with Independence Avenue near Ohio Drive.

Finally, I am requesting the Federal Highway Administration to determine whether the East leg should be extended from East Capitol Street to New York Avenue or whether it would be better to construct a bridge across the Anacostia River to make it possible to use the right-of-way now occupied by Kenilworth Avenue to connect the Interstate routes.

The second approach would make it possible for motorists not bound for downtown Washington to bypass the heavily congested portions of the District. It would involve no displacement of residences.

I am personally gratified to see the District of Columbia moving actively ahead on a highway program. I believe the District is on its way to expanding the highway system in a way that will both serve the motorists of metropolitan Washington and preserve the character of the Nation's capital.

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