

Appendix B

**Business
Comment Letters**

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3016 Tilden Street NW, Inc.

July 10, 2003

Superintendent
Rock Creek Park
3545 Williamsburg Lane NW
Washington, DC 20008

Dear Sir or Madam:

I am writing on behalf of 3016 Tilden Street NW, Inc., a cooperative building located near Rock Creek Park. The Board of Directors discussed the "Rock Creek Park and the Rock Creek and Potomac Parkway Draft General Management Plan and Environmental Impact Statement". Our comments follow:

- We applaud the US Park Service for the detailed study and the process which has incorporated public input and discussion at various points during the past several years of the project.
- We do not support Alternative B, No Action.
- We do not support Alternative C, Non-motorized Recreation Emphasis. We strongly support the concept of the park as a recreational and learning site. At the same time, the realities of the area's growth, both in terms of people and automobiles, requires that Rock Creek Parkway continue to be used for automobile traffic.
- We do not support Alternative D, Mid-Weekday Recreation Enhancement. Closing the parkway to automobile traffic during mid-day would result in more congestion in both local neighborhoods near the park and on main thoroughfares such as Connecticut Avenue. These areas already have been impacted by the area's growth and further automobile traffic during the mid-day seems undesirable from the point of view of safety and community life.
- We support Alternative A, Improved Management of Established Park Uses. This alternative adds improvements to enhance the facilities, to improve the educational experience of recreational visitors, and to enhance the cultural aspects of the park. This alternative also includes some welcome measures to slow traffic speed. We have no strong view on the portion of this Alternative that would implement HOV restrictions on Beach Drive during rush hour, but wonder whether this would force more automobiles into nearby neighborhoods, as discussed as a negative feature of Alternative D above. We note the cost of this alternative and believe it would be a wise investment for the future.

Thank you for the opportunity to comment.

Regards,



Polly A. Penhale
President of the Board
3016 Tilden Street NW, Inc.
Washington, DC 20008

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ROCR 0914
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"Elliott Milstein"

To: <dccouncilmembers@dccouncil.us>, <mayor@dc.gov>,
<elliott@wcl.american.edu <ROCR_superintendent@nps.gov>,
> <Councilmember.Denis@montgomerycountymd.gov>,
<douglas.duncan@co.mo.md.us>, <chris.vanhollen@mail.house.gov
06/27/2003 11:38 AM AST
Subject: Keep Beach Drive Alive! Support Alternative B

I write in Support of Alternative B regarding Beach Drive and to urge your opposition to the other possibilities. Changing the status quo will have a negative effect on the lives of many people and the benefits of change will inure to relatively few.

It is a terrible idea to prevent automobiles from using Beach Drive. Even in non-rush hours traffic on both Connecticut Ave and 16th Street, the arterial alternatives to Beach Drive, is clogged much of the time. Eliminating the Beach Drive route will make matters on those streets much worse.

In addition, closing Beach Drive will siphon a lot of traffic into the Rollingwood neighborhood of Chevy Chase. As a resident of that neighborhood, I stand with my neighbors in opposition to the closing of the park.

Driving a car through the park is a time-honored way of enjoying its beauty. The park is full of paths and walkways for bikers and hikers. Indeed, I am one of the people who enjoy both biking and walking through the park. The existing rules adequately balance the multiple ways that people can and do use the park. Perhaps constructing a more effective bike lane is possible for those who want it.

Please do whatever you can to defeat the proposed change.

Elliott S. Milstein
Professor of Law
American University, Washington College of Law
4801 Massachusetts Ave., N.W.
Washington, DC 20016

Jorge Costa <
To: "rocr_superintendent@nps.gov"
<rocr_superintendent@nps.gov>

04/02/2003 07:15 AM PST
Subject: closing of beach drive during weekdays

Dear Sir:

As I resident of Chevy Chase, DC. I wanted to let you know my feelings regarding the proposed plan to close traffic on Beach Dr. on weekdays. My position is the following. If the closure strategy is be the same as is done on weekends I think it is a positive move. Access to North and South is still maintained by the sections that are left open.

Taking 27th to Broad Branch can still get you to downtown by the parkway.

There are so many roads in this city. Why cant we have at least on safe place where our children can be without fear of being struck by a car.

Regards

Jorge Costa

Account Manager, Ariba, Inc.

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"Bike the Sites, Inc." info@bikethesites.com
To: <rocr_superintendent@nps.gov>
Subject: Bike the Sites Washington, DC

07/12/2003 05:42
PM AST
Please respond to
"Bike the Sites,
Inc."

To who this may concern,

I am the Operations Manager at Bike the Sites located in the Old Post Office Pavilion downtown. On a personal level, I am very interested in seeing Rock Creek become even more bicycle friendly. Through our business, my fellow employees and I lead guided tours through many areas of the Washington region, but would love to have better access to such a urban park gem. In addition to leading tours, our customers can rent and frequently ask about good biking opportunities. It would be a boon to a local District based business such as us. It would be great for a biking enthusiast such as myself who has just purchased my first home east of Rock Creek Park to have a car-free environment. I hope that my co-workers contact you with equal conviction on closing the park to motor vehicles during the weekday like on the weekends. Sincerely,

Mark Farrell Operations Manager
www.bikethesites.com

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"Mitchell Arthur" <mitchell_arthur@
To: <rocr_superintendent@nps.gov>,
bah.com> <rocr_gmp@nps.gov>, <mayor@dc.gov>,
<dccouncil@washington.dc.us>, <jon.bouker@mail.house.gov>
03/28/2003 05:48 PM EST

Subject: Rock Creek Park Initiative to limit vehicle traffic during weekdays.

Bravo! It is nice to see Politicians and Government officials take a stand and fight for what is right and flies in the face of often wrong conventional wisdom. Rock Creek Park has become a de facto highway for vehicles who simply use it to short cut Connecticut Avenue and rarely use it to appreciate the natural beauty is has to offer. The park should first and foremost be a PARK, not a highway.

Your decision is one based on sound usage policy and fair accommodation to all. I applaud your efforts and hope you will make the change permanent. I am an active user of the park on weekdays and weekends. It will be nice to have a few sections of car free solitude during the weekday hours.

Keep up the excellent work.
Arthur D Mitchell
Senior Associate
Booz Allen Hamilton

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MR. JAMES: Thank you. My name is David James, J-A-M-E-S. I live in Alexandria. I am a geophysicist with the Carnegie Institution. I am a daily bicycle commuter from Alexandria. I ride up Rock Creek Parkway from Memorial Bridge, north on the final stretch on Broad Branch Road. I have been riding, I've been running and I've been commuting at Rock Creek for more than 35 years. While I fully endorse the management plans that call for daily closures of sections of Beach Drive, I want us and you to not lose sight of a massive problem for cyclists and other recreational users in the park. Specifically the multi-use paths, particularly south of Pierce Mill have been deteriorating for decades. Many sections are now narrow, they're potholed, broken by invading roots and covered with mud. These bike paths are not only a disgrace to the park and to the city, they're positively dangerous. They are far below national standards. If these deteriorating multiuse paths are not improved as part of this plan, or whatever plan emerges, there will be a growing movement among cyclists particularly to ride exclusively on the road. This can already been seen on the roads even where they're running to parallel to trails. I urge the Park Service to rebuild—I mean completely rebuild, not patch, those critically neglected paths before they're abandoned by increasing numbers of cyclists. This must be done regardless of how road closure decisions are finally reached. I would comment in concluding that there has been a lot of glib talk about access provided by existing bike paths. What paths we do have are increasingly unsafe, even unserviceable. I have seen very little evidence over the past 3 decades that the National Park Service has any serious interest in maintaining multiuse paths at anything resembling federal standards. This remains a first order and entirely unresolved problem. For this new management it should be a top priority. I suggest that each of you, the 3 up there and others in the Park Service, take a morning or an afternoon on a weekend and walk from Pierce Mill south all the way to the Kennedy Center and take a look at that path. It's a disgrace. Finally, Beach Drive was closed for several months some years ago when the tunnel near the zoo was retiled and the sky did not fall.

"Edward H. Asher" <EHA@cclandco.com
To: "ROCR_superintendent@nps.gov"
<ROCR_superintendent@nps.gov>
cc: "Richard Parsons (E-mail)" RParsons@montgomery-chamber.com
07/15/2003 10:48 AM AST
Subject: DO NOT CLOSE ROCK CREEK PARK

As the President of The Chevy Chase Land Company of Montgomery County, Maryland, I take great exception to the proposal to close Rock Creek Park to traffic as has been proposed. The founder of our company, Senator Francis Newlands, was one of the authors of the bill to create Rock Creek Park, and envisioned the park to be enjoyed by people in cars, walking, etc. The intent of the bill was not to ever close the Park to vehicular traffic. Additionally, the tenants of our many office buildings in Montgomery County count on Beach Drive to travel to daytime meetings downtown, many of which occur in the middle of the day. Please do not close this mode of transportation to those who must use their cars to access downtown during the day. Lastly, the disabled can only enjoy this scenic route by car...many cannot walk. Thank you for not acting to close the Park to vehicular traffic. <<Edward Hall Asher.vcf>> (See attached file: Edward Hall Asher.vcf)

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MR. MCCORMICK: Hello, my name is Charlie McCormick. I own City Bikes in Adams Morgan. I just wanted to speak for a couple of minutes about the park and how much I enjoy using it. For experienced cyclists, the park is pretty accessible on weekdays. But for inexperienced cyclists, there's a real barrier there with the cars. I'm used to it now, so it doesn't bother me as much. But for people starting out - I hear it all the time in the shop - where can I ride? Rock Creek is really not an option. The trail by the Potomac Parkway is too narrow and too dangerous. The surfacing there is a problem I'm sure you have heard about. The regular hiker-biker path that goes next to the road - that's not the road itself in Beach Drive - is really too narrow to accommodate the recreational needs of a lot of the cyclists that come through our shop.

The proposal from the Park Service is enlightened and great and a great step forward. I really welcome this kind of a proposal. I'd really like to see discussion about the access points to the park as well, Park Road and Calvert Street and further north as well that seem to be a problem getting into the park with non-motorized vehicles.

I see it all the time. People coming down from Adams Morgan and Mount Pleasant on Park Road are virtually pushed off the road by the cars coming down because it's very narrow there. Allowing weekday access to the park will make a huge difference for cyclists and much of our community. Thank you very much for your time.

NEAL R. GROSS
COURT REPORTERS AND TRANSCRIBERS
1323 RHODE ISLAND AVE. N.W.
WASHINGTON, D.C. 20005-3701

"Christina Moon"

To: <rocr_superintendent@nps.gov.com> cc:

Subject: Make Rock Creek Park Available!

07/14/2003 09:12 AM AST

I am writing to SUPPORT the National Park Service's preferred option to establish weekday recreation zones on Beach Drive in Rock Creek Park. Rock Creek Park is one of the great treasures of the Washington area, but as currently managed, the heart of the Park is available only to motorists five days a week. I commend the Park Service for seeking a balanced approach that will allow pedestrians, cyclists, roller bladers, and people of all ages and physical abilities to experience the Park seven days a week. I am a DC resident...I use Beach Drive almost daily, and I will not mind sharing the road on off-peak hours with bikers, hikers, walkers, and skaters. After all, that is the point of the park, isn't it?

Thank you - I know you'll do the right thing.

Christie Moon
Human Resources Director
Deluxe Restaurant Group
www.cafedeluxe.com

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ROCR 1596
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JESSIE M. HARRIS

FLOWER AND NATURE PHOTOGRAPHY

4401 W STREET, N.W. • WASHINGTON, D.C. 20007
202/462-7647 • 202/462-9088

June 19, 2003

National Park Service
Rock Creek Park Superintendent
3545 Williamsburg Lane NW
Washington, D. C. 20008 – 1207

Dear Sir:

I recognize the conflict that must exist between the driver and the person who wants to enjoy the park experience. I appreciate your dilemma. Nonetheless I would ask that you close the segments of Beach Drive all day long as outlined in Alternative C.

We have this magnificent park in the middle our city and yet we have let it become a speedway.

I think it is time we gave the Park back to nature as was originally attended. It would be such a gift to the people.

Sincerely,

Jessie M. Harris



"Cowart, Bill"

To: <leveyb@washpost.com>

cc: <rocr_superintendent@nps.gov>, <letters@washpost.com>

06/24/2003 08:32 AM AST

Subject: Rock Creek

Dear Bob,

Thanks for your brave column. You nailed it on the head, as hundreds of solo-driving car commuters (most of whom have probably never seen Rock Creek during the proposed recreation hours), will probably scream in a knee-jerk reaction, while the thousands of beneficiaries are less likely to give you the support you deserve. For example, school children who would never fathom that they could take a field trip to explore the natural beauty and wildlife of a serene weekday Rock Creek, unimaginable today, are unlikely to be crying out for a treat they have yet to experience. As a transportation planner by profession, I can also support your position and appreciate the difficulty in convincing people that converting a relatively minor off-peak route to recreational use outside of rush hours will not have noticeable impacts on other roads. I appreciate your willingness to take such a stand despite the unfairly adverse reaction you are likely to receive.

I recently moved from Glover Park to London, where the mayor this February took a similarly brave stand and imposed a 5 pound (8 dollar) "congestion charge" on most private vehicles driving downtown during the day. There were well more than the usual doomsday predictions and naysayers who thought there would be traffic chaos and irreparable damage to downtown businesses. Quite to the contrary, the charge has been a brilliant success. Downtown traffic levels have been cut around 15 percent, which, given traffic flow dynamics, has resulted in a 30-50 percent decrease in downtown travel times. The net revenues are all dedicated to public transport, bringing even more benefits to most commuters, whose buses are no longer stuck in so much traffic (and who can't afford London's exorbitant downtown parking rates anyway). And downtown businesses, understandably skeptical at first, have been surveyed as now showing greater than 70 percent support for the congestion charge, as the charge has shifted more frivolous, low-value discretionary trips to outside of the congested hours and provided greater freedom for shoppers and others with genuine need to ply London's busy downtown during weekdays.

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While I'm sure many of your readers will howl, these congestion charges (none on as large a scale as London's) are now in place in some form or another in dozens of cities worldwide -- including on certain roads in California, formerly home of the "freeway," and elsewhere across the US. The idea has been gently floated in both Maryland and Virginia in a variant called HOT lanes, where solo-drivers can buy their way into rush-hour HOV lanes with a toll. Studies in London, the US, and elsewhere have shown that, when properly implemented, these charges benefit all walks of life. Far from being a way for the rich to buy their way out of traffic jams, they provide relief equally to the benefit of anyone who walks when downtown, rides a bus, or has an important errand to which they need to drive. (That's just about anyone who ventures downtown, and many people twice, in my book.) No doubt, this worthwhile idea will incrementally be introduced in greater Washington as well in the coming years. Let's hope our politicians are visionary and it is sooner, rather than waiting and continuing to burden our life with the unnecessary automobile and SUV traffic -- the necessary is bad enough.

Let's also hope that the Rock Creek recreation plan doesn't get reversed in a reactionary fit by the commuters and politicians you so aptly described. The evidence is now clear that congestion charges not only are feasible, but work well in modern automobile-filled cities. We can dream that more measures to have drivers pay their fair share through congestion charges, and to avoid unnecessary trips that clog the roads, are implemented in Washington. And we have a great first step to limiting unnecessary driving and improving Washingtonian's quality of life by making Rock Creek Park truly a park again during recreation hours.

Sincerely,

Bill Cowart
Transportation Planner
ICF Consulting

"Julia Clark"

To: <jon.bouker@mail.house.gov>

cc: <chris.vanhollen@mail.house.gov>, <rocr_superintendent@nps.gov>

03/28/2003 10:22 AM EST

Subject: a bike friendly Rock Creek Park

Thank you for supporting efforts to make Rock Creek Park more bike friendly by closing the roads to vehicle traffic during certain hours on weekdays. Still the Park is not safely usable for bike commuters. Please consider expanding this program to accommodate commuters.

Julia Akins Clark
General Counsel
IFPTE

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To: <rocr_superintendent@nps.gov>
07/09/2003 10:43 AM AST
Subject: Comments

I am writing to support increased weekday bicycle use on upper beach drive. I live in Bethesda and work in Silver Spring. I use beach drive for bicycle commuting and recreation.

Please don't give in to short sighted fear tactics to maintain the status quo. What we need in boldness and vision aimed at improving the health of the humans who live and work in Montgomery County and Washington, D.C.

Increased bicycle use means less car use, healthier, thinner people and cleaner air.

This is good public policy!!!

Julia Akins Clark
General Counsel
IFPTE

To: rocr_superintendent@nps.gov
07/14/2003 05:49 PM AST
Subject: Rock Creek for Cyclists- Good Idea

Dear Park Service,

I, and my biking associates, strongly support the Park Service's wish to close the park to automobiles on weekdays. Not only will this provide a venue for exercise, but it will also restore the park to a park-like state.

I don't see how doing this on a trial basis represents any threat to traffic patterns. There are certainly a lot more roads for cars than there are paths for bicycles.

Thank you for considering this email as you make your decision.

Pamela Helton
for
Indigo Spokes

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Rhett Asher
To: "ROCR_superintendent@nps.gov"
<ROCR_superintendent@nps.gov>
07/15/2003 02:11 PM AST
Subject: DO NOT CLOSE ROCK CREEK PARK

To whom it may concern,

I am writing to voice my opinion about the closing of Rock Creek Park for Trail use only. I am --AGAINST-- the closing of the Parkway! I use this parkway for recreational and professional reasons to gain access to Washington, DC. I have lived in that area for over 30 years and have found the parkway to be a convenient and scenic route into DC. Please consider my request to keep the parkway open.

Thank you for your time and consideration.
Sincerely,

Rhett

Rhett Asher
Director, Research & Education
International Mass Retail Association

"Jonathan Skolnik"
To: <rocr_superintendent@nps.gov>
Subject: Cyclists and Beach Drive
05/19/2003 04:13 PM AST

As a transportation economist, a believer in sustainable transportation and an occasional driver on Beach Drive, I find the proposal to close Beach Drive during off-peak hours to be very troubling.

A major principal in transportation planning is to encourage people to drive in the off-peak when roads are less congested. Your proposal does the opposite!

A major principal in sustainable transport is to improve opportunities for individuals to commute on foot or by bike. By leaving cars on the road during rush hours, this plan also fails in this regard!

A major principal in planning public parks and facilities is to encourage multiple use. I travel off-peak downtown on business and like to drive on Beach Drive because it is a break from the city and its streets full of lights and traffic. It is my chance to enjoy the park. Your proposal will rob me of my enjoyment!

Another major principal in transportation planning is promoting safety. The current arrangement of cars and bikes sharing the road is unsafe. Your proposal does little to change

that as the hours where use is separated are the hours with the least conflicts!

As an economist who values efficient use of resources, it strikes me as inefficient to have bicyclists using a road built for automobile specifications, when a far cheaper bike path could meet their needs at lower cost and be available full time for bike commuters.

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If a new path is too expensive without off-setting revenues, why not make Beach Drive open only to those with EZ-Pass transponders (these are available for free in Maryland). You could then charge 10-25 cents a trip to drive on Beach Drive and use that money to build a bike trail system. This will cut travel on Beach Drive, provide a means to manage travel demand in the future, encourage sustainable commuter options and improve safety and accessibility for all!

Jonathan Skolnik
Vice President
Jack Faucett Associates, Inc.

To: rocr_superintendent@nps.gov, rocr_gmp@nps.gov,
mayor@dc.gov, dccouncil@dccouncil@washington.DC.us,
jon.bouker@mail.house.gov,
chris.vanhollen@mail.house.gov,
cc: rockcreek@waba.org, RockCreekPARC@mindspring.com
03/28/2003 10:46 AM EST
Subject: National Park Service Plan

I have just learned that the National Park Service has proposed a plan to limit weekday traffic on upper Beach Drive. I hope you will adopt this plan. If adopted, the NPS plan appears to offer new opportunities for weekday recreation in Rock Creek National Park for all residents of the Washington metropolitan area. More importantly, plans such as this will preserve the treasure of a national park for future generations and enhance the quality of life of all of us living in the city.

Residents using Beach Drive each day will surely complain and bitterly of the loss a favored way to get to work. We too live next to the park and my family uses Beach Drive to get to work. But all of us living by the park or using these roads should be reminded of what citizens learned in New York and other cities in the late 19th century--the immense value of preserving a park in the center of a city. Imagine what New York City would be like today without Central Park.

I came to realize the importance of projects like this while writing scripts and narration for a film "The Forest Where We Live," and a following 6-part series on the same theme for educational markets. I discovered that urban forests were critically important not just for their beauty but for preserving the quality of life of all those living in and around a city--reducing pollution, winds, heat and erosion. Without them, we would have the problems facing Atlanta, which has lost more than 70% of its trees in the last 20 years, namely enormous heat, lowered air quality, and a propensity for flooding.

I worry that Washington, D.C. will face the same problems as Atlanta when I see the massive deforestation taking place in the corridor between Washington, DC and Baltimore as well as on the landscapes to north around Rockville, Gaithersburg and beyond, and also to the south of D.C. in northern Virginia.

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With trees around the city being destroyed on such a mass scale, Rock Creek Park will surely be a critical bulwark against heat, pollution and flooding, and prove to be a vital link to the preservation of the quality of life and the beauty of this city.

We found in making the film a fair number of options which one can propose even to the developers who feel threatened by environmentalists. The old conflict between city/developers and environmentalists does not have to be.

There are solutions. In Michigan, California, Illinois and other states, developers, city planners and environmentalists

are working together to improve their cities. Chicago under Mayor Daley is a notable example.

The NPS plan suggests that leaders here may be equally progressive. I hope you will adopt this plan and begin developing other measures as well to protect the trees and open space in this city and surrounding suburbs of Maryland and Northern Virginia.

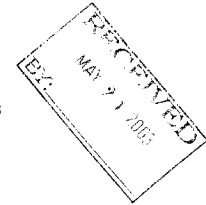
Anna Reid Jhirad
Writer, Producer
Marigold Productions

PATRICIA McPHERSON

Interiors

Superintendent
Rock Creek Park
Washington, D.C. 20008

19 May 2003



Sir:

I am writing to oppose proposals that would change the CURRENT system that allows cars and bikes to use the roads of Rock Creek Park on an equal basis. This is an issue that does NOT need fixing.

For almost 10 years, bike groups have operated below the radar screen of many area residents -- they have conducted regular "parades" through the park, escorted by Park Police vehicles during morning commuting hours (about 8:00 am), bringing car speeds down to under 5 miles/hour and temporarily halting access to roads in the upper park. These practices were the initial phase of a long-planned effort to persuade Park authorities that there was a vocal majority who wanted to restrict access to park roads. There is no formal commuter or car group organized to counter the bikers, but that does not mean that there is no fervent opposition to closing the road to cars under the proposals before you. I believe if the Superintendent restricts driving hours now, the bikers will definitely be back in the future to lobby for total closure. The ongoing Klinge Road is a case in point. (Where instead of closing down a road the lobbying is to open it up!)

The bike lobby espouses the elitist notion that they should have the park solely to themselves during a big chunk of the workday -- an interesting principle which stands the egalitarian view that parks are established for all to enjoy on its head. As a resident of Montgomery County (formerly a DC resident), my family works and goes to school in Washington. We are taxpayers in both jurisdictions. We enjoy the park by car and by bike on weekends. As a frequent driver of the park during the weekday, I can assert that there is NO traffic problem during the hours the bikers would like to have the park closed. During commuting hours, the lane restrictions are very efficient.

People like my 84-year old mother, a DC resident, should be able to enjoy a ride through the park in the middle of the day as part of a needed outing. I see no reason why bikers who are "afraid" to ride with cars can't use the bike path. I also do not understand why the Park Police cannot patrol the roads more effectively and on a regular basis and ticket speeders, those who pass illegally as well as truck drivers who don't belong. Oh yes, and the bikers who don't obey the rules as well.

Rock Creek Park -- all of it -- is a resource for all, not just bikers. Bikers need to learn to share the road and adhere to the law. Just because they are pollution free does not mean they have the right to the exclusive use of an entity supported by tax dollars of all citizens. Weekends are a perfect time to restrict auto use. The present system is fair and it works. Do not yield to the bike lobby.

cc: Washington Post

Mrs. Harry McPherson

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Metro Teleproductions
To: rocr_superintendent@nps.gov
Subject: beach drive closing
03/31/2003 11:49 AM PST

Please do not close rock creek park on weekdays 930-330 pm. I commute from dc to silver spring there is no way that 16th st, 14th and 13th can handle the overflow, especially when you are constantly fixing the roads. I understand the concept but rock creek is a major thoroughfare.. with the changes in security, especially along 16th with walter reed, this has to be taken into consideration.

To be candid I am urging you to keep things the way they are right now, a proposal to implement (hov) high occupancy on beach drive during rush hours penalizes single drivers. This certainly isnt an easy decision, I am asking you as a taxpayer and someone who deals with rock creek during rush hour and non rush hour to keep things as they are.

If you have any questions, please don't hesitate to call me.

Dave Lilling

Metro Teleproductions Inc

Do you Yahoo!?

"Robert Brubaker"

To: <ROCR_superintendent@nps.gov>

Subject: Alternative D, Mid-Weekday Recreation Enhancement (Beach Drive)
03/31/2003 02:47 PM EST

Please respond to
"Robert Brubaker"

National Park Service, Rock Creek Park
Superintendent
3545 Williamsburg Lane NW
Washington, D.C. 20008-1207

Ref: Management of Rock Creek Park and the Rock Creek and Potomac
Parkway Alternative D, Mid-Weekday Recreation Enhancement

Dear Sir or Madam;

There is a group of mostly senior citizens who bike ride mid-week. One favorite ride starts at Roosevelt Island, heads north out the Capitol Crescent Trail, across the Georgetown Connector, and then returns south through Rock Creek Park via Beach Drive. From Candy Cane City to Broad Branch Road there is no paved trail. These rides are mid-day and for the most part there is little traffic on Beach Drive as it winds through the Park. Unfortunately the few cars using the road at

that time of day travel fast. It sure takes away from the enjoyment of the Park when they zoom by.

I was actually pleased by the weakness of the counter-arguments I read about in the Washington Post (Page C7 3/30/03). At the time of day you are proposing the north section closure of Beach Drive, there is little traffic. It can't have a spill-over impact anywhere else, especially since the alternate routes also have little mid-day traffic. The concern about 'heighten security' is also easily addressed. I suspect I speak for many bicyclists when I say we understand that the road would be opened to car traffic during an emergency evacuation of the city.

Many Public Health Officials currently seek to reduce the impediments to fitness. Metroped is particularly concerned with removing Public Policy impediments to fitness. Your plan helps this goal.

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Page 1 of 1

Thank you for proposing the Mid-Weekday Recreation Enhancement. I hope you succeed.

Sincerely,

Robert Brubaker, Director

Metroped Inc.
www.metroped.org

"Rodrigues, Dennis (NIH/OD)"

To: "rocr_superintendent@nps.gov" <rocr_superintendent@nps.gov>

Subject: Comment on draft plan

04/03/2003 09:51 AM EST

Thank you for sending me a copy of the draft plan. As a frequent user of Rock Creek Park, I'd like to voice my support of the NPS's preferred alternative, which would close 3 segments of Beach Drive during the mid-day. While I would probably prefer to see even greater restrictions on automobile use in the Park, I think your recommendation is balanced and fair.

Dennis Rodrigues
Chief, On-Line Information Branch
NIH Office of Communications and Public Liaison

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"David Roodman"

To: <rocr_superintendent@nps.gov>

Subject:

07/13/2003 07:26 PM AST

I am writing to SUPPORT the National Park Service's preferred option to establish weekday recreation zones on Beach Drive in Rock Creek Park. I believe it is essential for the health of the city and that the park, and urban assets such as the Park be made as attractive as possible as places to be in and near rather than convenient places to zoom through. And I am a regular weekday biker in the Park. Thank you.

David Roodman
Co-director
Parenting Division
Pham & Roodman

"Simon Dixon"

To: <rocr_superintendent@nps.gov>

Subject: Rock Creek Park

07/14/2003 06:24 PM AST

Please respond to Simon

Dear Superintendent,

Thank you for taking the time to weigh up the future of Rock Creek Park.

I am not a cyclist or much of a runner, but who knows; perhaps my newborn son might like to be one day. I'd love to think that there will be a place in DC that he could go and enjoy time riding in a park without taking his life in his hands. I travel through Rock Creek and know that some drivers treat it like a raceway.

There are plenty of roads out there, (16th Street, Connecticut Ave etc.) but there is only one Rock Creek Park. I hope that you will find it in yourself to go the courageous route and close the Park to traffic during the day. When all the bleating falls away, you will be remembered for giving Washingtonians an island of peace in this ever increasing sea of stress we live in.

Thanks for taking the time to read this. Whichever way you decide, I hope the ride is not too rough.

Cheers,
Simon Dixon

Simon Dixon
Rock-it! Media

ROCR 0432
Page 1 of 1ROCR 0350
Page 1 of 1

"Keith Ramsay"

To: <rocr_superintendent@nps.gov>

Subject: Roc Creek Park 07/14/2003 10:16 AM AST

Please respond to kramsay

I am writing to SUPPORT the National Park Service's preferred option to establish weekday recreation zones on Beach Drive in Rock Creek Park. Rock Creek Park is one of the great treasures of the Washington area, but as currently managed, the heart of the Park is available only to motorists five days a week. I commend the Park Service for seeking a balanced approach that will allow pedestrians, cyclists, roller bladers, and people of all ages and physical abilities to experience the Park seven days a week.

Please note the following points that may be of interest:

- * Beach Drive is one of the greatest recreational resources in the Washington, DC area and is used by thousands of people on weekends. Expanding this opportunity to weekdays would enhance quality of life for people all over the Washington metropolitan area.
- * Beach Drive's recreation zones are part of a growing network of trails that make Washington and Montgomery County a prime destination for recreation.
- * Beach Drive would remain open to motor vehicles 18 hour per day, including peak commuting hours during the morning and evening rush hour.
- * The draft NPS plan is a very modest proposal, since it would provide for recreation zones for only 6 hours per day, during off-peak hours when traffic is relatively light.
- * Beach Drive is not just another road for moving cars. It is a road that runs through a woodland, next to a stream, right in the heart of the city. Expanding its availability for recreation is a better use of this wonderful resource.
- * Weekday recreation on Beach Drive is supported by more than 30 local environmental, recreation and community organizations.

Keith Ramsay

Water Resources Engineers

Rummel, Klepper & Kahl

"Sibley"

To: rocr_superintendent@nps.gov

Subject: Rock Creek Park Proposal 07/15/2003 03:52 PM AST

Dear Park Service,

As a resident of DC, I would like to express my full support for the National Park Service's proposal to establish weekday recreation zones on Beach Drive.

It is rare that there is such a simple and straightforward opportunity to dramatically increase outdoor recreational opportunity in the middle of an urban area! As an owner of a business located near Rock Creek Park, I fully appreciate the usefulness of Beach Drive and the other roads in the park as a vital traffic conduit. But as you well know, the use of these roads by drivers varies dramatically with the time of day, and it is therefore clear that the modest proposal of a 6 hour daytime recreational period will not materially effect traffic patterns in DC, either in nearby neighborhoods or elsewhere. In fact, during the proposed time of day, transit times via rock creek park do not represent the large relative benefit over other arterials that they do during rush hour.

The recreational opportunity already presented by the park represents a truly invaluable resource to our community, and one that stands out as exceptional as compared to all of the urban areas in which I have resided. Frankly, I am thrilled to hear about this potential addition to that opportunity. I feel it is not only a great enhancement to the park, but an especially intelligent management of traffic patterns and transportation requirements.

I know that my own use of Rock Creek Park will be significantly enhanced by the implementation of this proposal. More importantly, thinking objectively about the bigger picture of overall benefit to DC and area residents at large, I cannot imagine that the benefits of this proposal do not far outweigh any drawbacks.

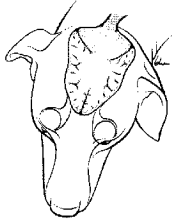
I strongly urge you to support the adoption of this measure.

Regards,

Tim V. Sibley, StreamSage, Inc.

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23 April, 2003
JMcDonnell
Neurology-Neurosurgery

Tufts University School of Veterinary
Medicine

National Park Service, Rock Creek Park
Adrienne Coleman, Superintendent
3545 Williamsburg Lane NW
Washington, D.C. 20008-1207
202-282-1063


Dear Superintendent Coleman

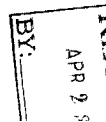
I support American Whitewater and agree that the General Management Plan for Rock Creek National Park is woefully inadequate in addressing management of Rock Creek.

The Plan should specifically authorize canoeing and kayaking in recognition that these activities are a traditional use of the Park and have been for at least 35 years.

The namesake river, Rock Creek, is regularly subjected to sewage overflows and urban runoff. It is a tragedy of the first order that the primary river in our Nation's Capitol is not better protected and that the Park Service is not doing more to recognize the problem and improve sanitation such that other recreation activities such as fishing and wading may be permitted in the Park.

The Plan should specifically address the continuing issues of water quality and sanitation. The Park must develop a planning mechanism for improving water quality throughout the Park and restoring the creek for fish health and viability, as well as public health.

Sincerely,

Dr. John J. McDonnell



"Richard G. Andre"

To: rocr_superintendent@nps.gov

Subject: Rock Creek Park weekday use
07/11/2003 05:12 PM AST

11 July 2003

Dear Superintendent:

I am writing to SUPPORT the National Park Service's preferred option to establish weekday recreation zones on Beach Drive in Rock Creek Park. Rock Creek Park is one of the great treasures of the Washington area, but as currently managed, the heart of the Park is available only to motorists five days a week. I commend the Park Service for seeking a balanced approach that will allow pedestrians, cyclists, roller bladers, and people of all ages and physical abilities to experience the Park seven days a week.

Thank you for your consideration of this matter.

Dr. Richard G. Andre
Professor and Vice Chair
Department of Preventive Medicine/Biometrics
USUHS

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ROCR 1703
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Gayle Berens
To: "rocr_superintendent@nps.gov"
<rocr_superintendent@nps.gov>
07/14/2003 04:44 PM AST
Subject:

Dear Sir/Madame:

I'd just like to register my opinion about Rock Creek Park and what should be done. Why don't you simply make a decent bike trail that connects through the whole park? It would solve a huge number of problems. The current bike trail, as you know, is very badly maintained, dangerous, ridiculously narrow, doesn't go through the whole park, and can't accommodate its many users. I understand it's not quite as simple as widening the current trail, but a good land planner should be able to come up with something that's workable. Gayle Berens

Gayle Berens
Vice President
Real Estate Development Practice
ULI--the Urban Land Institute

"Larry Greenblatt"
To: <rocr_superintendent@nps.gov>
Subject: closing of Rock Creek Park
06/23/2003 01:24 PM AST

I've been meaning to send you this for weeks but I misplaced the Post article. You cannot close down Beach Drive to vehicle traffic during weekdays. I can't think of a worse scenario for the commuting nightmare that already exists between Montgomery County and the District. Currently we do not have a single highway connecting the city and the state of Maryland. Virginia has multiple highways that service the city. Maryland has none. I do not consider NY Avenue a highway. All we have is 16th Street, Georgia, CT. and Wisconsin Avenues. With bus traffic and lights it is unbearable already. And I'm not just talking about rush hour. It's all the time.

Please do not close Rock Creek Park.

Larry Greenblatt
Viewpoint Communications Inc.

ROCR 0915
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"Dan Ward"

To: rocr_superintendent@nps.gov

cc: barkerk@washpost.com

Subject: Beach Drive Closure

04/02/2003 12:26 PM EST

Dear Sir,

I read Karlyn Barker's article "Park Service Proposes Beach Drive Closures" on the Washingtonpost.com website (go to

<http://www.washingtonpost.com/wp-dyn/articles/A49333-2003Mar29.html>) which indicated that there are possible plans to institute new traffic closures on beach drive. I would like to offer a few brief comments on this matter.

I live in Chevy Chase, MD and work in Dupont Circle. Every day I commute to work via Beach Drive. During my commute -- which can take a little more time than commuting via Conn. Ave, but is a FAR more enjoyable experience -- I marvel at the wonders of nature that I see every day. Instead of liquor stores and apartment buildings, I see waterfalls and rapids. Instead of car washes, I see natural stone walls. Instead of buses, I see deer (almost every night in the winter!). My morning commute is like my own little trip to Skyline Drive -- every day.

I admire the desire to make this section of Rock Creek Park more bicycle and pedestrian friendly -- I have spent many a weekend walking my dog or riding my bicycle on this section of Beach Drive, and am thankful for the fact that I do not have to be concerned with motorized traffic on the weekends. However, it is difficult to deny that this is a crucial traffic artery during the week, which is also a welcome departure from the commuting misery that is found on Connecticut Avenue.

I would ask that you consider other options to achieve your desired goals. Please feel free to contact me if you have any questions or seek additional community input. Please also notify me of the time and location of any proposed public hearings.

Thank you,

Daniel S. Ward

WARD & ASSOCIATES