



400 I Street, SW
Washington, DC 20024
202-641-8221
www.seswcbcc.org
info@seswcbcc.org

October 22, 2019

Department of Transportation Planning and Sustainability Division
55 M Street SE, 5th Floor
Washington, DC 20003

To Whom It May Concern:

This is in response to the proposal from DDOT to remove 26 spaces from the south side of P Street SW between 4th and 2nd Streets SW in order to install a 2-block two-way bike path to complete the Anacostia River Trail.

I am Chair of the Near SE/SW Community Benefit Coordinating Council (CBCC), which helps negotiate for community benefits as SW and Near SE undergo massive redevelopment, and whose explicit mission is to ensure that our community maintain social diversity as we redevelop. Fulfilling that mission necessitates accommodating the needs of residents of all ages, income and capabilities.

We know that many of our residents are dependent on cars because of disabilities, particularly those who reside in public housing that abuts the blocks in question and have no access to off-street parking. Many seniors become increasingly dependent on cars to reach areas not accessible by public transit. Many others, both new residents and those who have lived in SW for decades, do not own cars but must provide parking for their visitors. As we support aging in place as one dimension of social diversity, visitors often include caretakers who must drive and have no access to other than on-street parking.

On-street parking is becoming increasingly scarce as density increases with redevelopment, permitted residential parking is increasingly restricted, and parking for those who live here must compete with visitors to the Wharf, the Nationals and DC United stadia and an accelerating number of events that bring non-resident drivers into our neighborhood. As parking becomes increasingly scarce, off-street options have become increasingly more expensive, further squeezing out those on limited income.

If Southwest is to maintain social diversity, it must find solutions that balance the needs of pedestrians, cyclists, and automobile drivers. The proposed removal of these parking spaces does not suggest a reasonable balance, but will impose extreme hardship on one set of residents in the community. We urge you to return to the table to consider other options that ensure the safety of cyclists but also the increasingly pressing need of residents for on-street parking.

Thank you for your reconsideration of this proposal.

Sincerely,

Kenneth LaCruise, Chair

cc: Gail Fast, Chair ANC 6D
Andy Litsky, Vice Chair ANC 6D

