



GLOVER PARK  
CITIZENS' ASSOCIATION

# Urgent!

Hello, fellow GPCA members:

As you may know, a motion was passed at our June GPCA meeting to oppose the bike lanes that the DC Department of Transportation (DDOT) has proposed for Tunlaw Road and 37<sup>th</sup> Street NW. The idea was to write a letter of objection to DDOT and I will do that - but it has since become clear that this DDOT proposal is much more like an actual plan that might quickly solidify without our input. We must act strongly and NOW to stop it. Bike lanes are a good thing, in principle, and can provide greater safety for bicyclists. However, the characteristics of our neighborhood must be considered when weighing the pros and cons of bike lanes on Tunlaw and 37<sup>th</sup> St., specifically. These roads are narrow, congested, or both. The proposed dedicated and protected bike lanes (i.e., lanes with a hard barrier between the road and the bike lane) on either side of these streets would mean the elimination of all parking on 37<sup>th</sup> Street south of Tunlaw down to Reservoir Road, and the elimination of all parking on Tunlaw from its intersection with New Mexico Avenue down to 37<sup>th</sup> Street. **WHAT!!!?**

Currently, cars dodge and weave around each other on Tunlaw Road south of Calvert Street. To do so, they must proceed slowly. Yes, the congestion can be annoying – but it's slow. Imagine how fast cars will be able to go when all parking is eliminated in favor of bike lanes. Improved safety for a limited number of bicyclists will come at the cost of greater danger for everyone who lives on, walks on, or crosses over Tunlaw Road. The same holds true for the stretch of 37<sup>th</sup> St. that's in question. Perhaps the plan includes increased police enforcement of safe speeds? No, there is no such component anticipated in the plan – the Metropolitan Police Department is already stretched; police are focused, appropriately, on crime versus safe traffic patterns.

And what about the lost parking spaces? With most parking spaces in Glover Park serving homes with families or residents of four or more, the elderly, caretakers of young children or the elderly, and all the service providers who help us maintain our homes, the planned loss of up to 187 parking spaces will be devastating. Unlike many other neighborhoods in Ward 3, we in Glover Park don't have all that many driveways and garages in which to park. Often, the lucky segment of residents who do have these amenities *still* can't park their cars off street because our older garages and short driveways don't accommodate today's cars.

So what will happen to the cars that, at various times of day, park in those lost 187 spaces? Since one parking space is typically used by several cars at various times of day, we are talking about 400-600 cars - and they will go to the side streets off Tunlaw and 37<sup>th</sup> Street. Calvert, Beecher, Benton, Manor Place, W Street, Huidekoper Place and Observatory Place will be buzzing with the traffic of folks circling around looking for parking. This congestion will likely extend to W Place and Hall Place, 39<sup>th</sup> Street and 39<sup>th</sup> Place, and beyond. Those who live on one of the affected streets will have to look farther and farther afield for parking. For those of us who are seniors, that will mean a longer walk carrying our groceries; or the inability to run errands for fear of moving our cars and losing our parking spaces. For many it will mean trying to carry babies and dry cleaning and groceries many blocks to reach home. Caregivers and contractors and delivery services will all be affected, too. Nowadays I have to sit patiently in my car while the FedEx van in front of me makes its way down Observatory Place and eventually ducks into an open parking space. What will it be like when there are no parking spaces open??

And what about our Glover Park businesses? How will they be affected, just as they are getting back on their feet after the impact of the pandemic? With far less parking in the neighborhood, those who might visit Glover Park to patronize local businesses - get some Rockland's barbeque or grab some wine at Pearson's - well, they won't stand a chance. They'll give up and go elsewhere and our commercial strip will suffer further.

Wouldn't it be great not to have to worry about parking cars? Yes! With good weather and strong bodies we could all bicycle everywhere, or at least take public transportation. But the weather is not always good, and many of us are senior citizens or parents of young children. We cannot bike everywhere. On top of that, we are a neighborhood with few public transportation options. Metro trains are not available and our bus service is limited - and has been reduced in recent years without regard for GP residents' protests. Taxis, Uber and Lyft are expensive alternatives. In the end, most of us are reliant on cars and we need to park them somewhere.

There are other implications of these planned bike lanes, and GPCA will be communicating with you again to detail them. Meantime, though, rapid action is required. The ANC3B is hosting DDOT at its July 15<sup>th</sup> virtual meeting at 7 pm. **PLEASE JOIN THE MEETING VIA ZOOM AND VOICE YOUR OPPOSITION.** Show up and don't give up, however long it takes to be heard! The meeting link is not yet available but you will soon be able to find it at <https://anc3b.org/>. Join the meeting and raise your hand or ask to speak after DDOT's presentation. We will be in touch with additional information about whom to contact, and with talking points to guide you, after the July 4<sup>th</sup> holiday. Stay tuned!

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