

May 20, 2021

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Councilmember Kenyan R. McDuffie  
Ward 5 Council Member  
Chairperson, Committee on Business and Economic Development  
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1350 Pennsylvania Avenue NW, Suite 506  
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Email: kmcduffie@dccouncil.us

**Re: DDOT's Proposal to Convert 8th Street, NE/Edgewood Street, NE to One-Way Vehicle Circulation**

Dear Director Lott and Councilmember McDuffie:

We, the business owners and operators along the 8th Street, NE/Edgewood Street, NE corridor are writing to express our strong opposition to DDOT's proposal to convert a portion of 8th Street, NE/Edgewood Street, NE to one-way traffic circulation.

We support DDOT's proposal to add a bike lane. We are also open to any DDOT proposal that maintains two-way traffic along the 8th Street, NE/Edgewood Street, NE corridor. However, for the reasons described below, we strongly urge you to reconsider DDOT's proposal to implement one-way traffic circulation.

DDOT states that its proposal is intended to address "the poor circulation of drop-off activities at City Arts and DC Prep Elementary Charter Schools. Based on the industrial nature of the school buildings, it is likely that the area roadways were not intended to accommodate the vehicular and pedestrian volumes associated with the schools in the study area." However, although it is unclear whether DDOT's proposal will meet its intended goal of improving pick-ups and drop-offs for the charter schools, the proposal would definitely have a significant, detrimental impact on our existing businesses and economic development in the area.

The District has a strong desire to increase economic development and to support businesses in all 8 wards. Indeed, the District's Comprehensive Plan ("10-A DCMR") includes a number of specific policies intended to diversify the local economy, accommodate job growth, **maintain small businesses and neighborhood commercial districts**, and increase access to employment for District residents. *See* 10-A DCMR § 700.1 (emphasis added). From an economic development standpoint, the District's businesses generate property and sales taxes, provide jobs, and meet local needs for goods and services. Part of growing an inclusive city involves improving access to

Director Everett Lott  
Councilmember Kenyan R. McDuffie  
May 20, 2021  
Page 2

needed goods and services for residents, not making it harder for residents to access these goods and services.

Moreover, as set forth in Policy ED-3.1.1: Neighborhood Commercial Vitality, the Comprehensive Plan promotes “the vitality and diversity of Washington’s neighborhood commercial areas by retaining existing businesses, attracting new businesses, and improving the mix of goods and services available to residents.” 10-A DCMR § 713.5. Further, Policy ED-3.2.1: Small Business Retention and Growth encourages the “retention, development, and growth of small and minority businesses.” 10-A DCMR § 714.6.

Thus, the District specifically wants to promote the development and maintenance of existing businesses, particularly small and minority-owned businesses, in order to improve neighborhood commercial vitality. However, DDOT’s proposal to implement one-way traffic circulation on 8th Street, NE/Edgewood Street, NE, does the exact opposite.

Traffic patterns on retail and service corridors have a major impact on the success or failure of retail and service establishments. One-way streets designed for moving traffic can lead to an increase in vehicle crashes, pedestrian and bicycle safety hazards, and a drain on the success of businesses, particularly those highly depended on passer-by traffic. In contrast, two-way traffic makes streets more walkable, increases visibility from slower moving two-way traffic, and creates a favorable multi-modal environment. Maintaining the existing two-way condition along the 8th Street, NE/Edgewood Street, NE corridor will preserve retail and service storefront exposure, encourage and enable new retail and services to open and thrive, continue to prioritize and protect pedestrian safety and comfort, and uphold the economic synergy that the businesses in the area have worked to achieve.



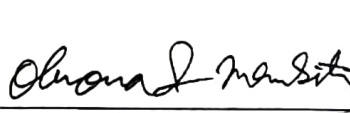
We believe that a better, more-balanced solution that would help address the traffic situation, while not killing our businesses, is to require the schools causing these traffic issues to develop and implement enforceable traffic control and pick-up/drop-off plans, instead of implementing measures that would adversely impact our businesses along the 8th Street, NE/Edgewood Street, NE corridor.

Thank you for your consideration of our letter, and we strongly urge DDOT to reconsider and NOT move forward with its proposal given the likely, severe detrimental impact of this proposed change to our businesses.

[Signatures on Following Page]

Director Everett Lott  
Councilmember Kenyan R. McDuffie  
May 20, 2021  
Page 3

Sincerely,



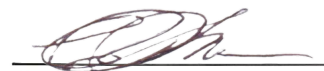
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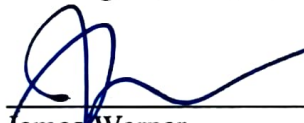
Robert J. Miller  
Manager  
711 Edgewood Street LLC  
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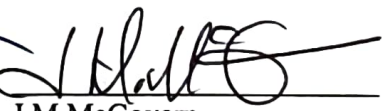
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