

# Government of the District of Columbia

## Department of Transportation



June 22, 2021

Dear Business Owner and Operators,

RE: DDOT's Proposal to Convert 8<sup>th</sup> St NE/Edgewood St NE to One-Way Traffic Operations

We are in receipt of your letter dated May 20, 2021 (received May 25, 2021) describing your opposition to the proposed conversion of 8<sup>th</sup> St NE and Edgewood St NE to one-way traffic operations. DDOT appreciates and shares your concern for traffic safety and operations in the corridor, as well as the desire to maintain small local businesses and commercial vitality.

The design of Edgewood St and 8<sup>th</sup> St NE has been undertaken, as noted in your letter, to improve the poor pick-up and drop-off activities at the cluster of four schools in the area of Edgewood Alley (DC Prep Elementary, DC Prep Middle School, Capital Village PCS and Imagine Hope PCS). As your letter noted, DDOT's 2019 Traffic Safety Investigation found that in the study area, "transportation facilities are insufficient to accommodate the existing vehicular and pedestrian demand." Additionally, it is a long-standing goal of DDOT to complete the gap in the Metropolitan Branch Trail between Franklin St and Monroe St NE. This project has been identified in the 2005 District Bicycle Master Plan and the 2014 MoveDC Long Range Multimodal Transportation Plan.

The intention of the project is to preserve a multimodal, low-speed environment for pedestrians, bicyclists, and motorists that reduces conflicts between modes. DDOT's proposal includes narrow travel lanes, preserves the 15 MPH school speed limit, and provides a separate space for bicyclists to travel the corridor. The proposal strikes a balance of preserving access to businesses, providing dedicated space for bicyclists, and preserving on-street parking for residents and business customers where possible.

We concur with your statement that "one-way streets designed for moving traffic can lead to an increase in crashes, pedestrian and bicycle hazards, and a drain on the success of businesses, especially those highly dependent on passer-by traffic." Research shows that large, high volume one-way arterial roadways can indeed have detrimental effects on retail businesses. DDOT's proposal for 8<sup>th</sup> St NE will continue to be a low traffic volume, slow moving, pedestrian-oriented street with the added benefit of safer and increased bike traffic, and safer pick up and drop off for school patrons. In the Takoma area of DC, DDOT converted 4<sup>th</sup> St NW to one-way operation. This project preserved parking for residents and businesses and added a bike lane to the street in a similar low speed, pedestrian oriented environment. The Old Takoma Business Association noted that the project has been working well with several new business opening since the project was completed.

DDOT has already worked with the schools in the area to create pick-up and drop-off plans, as well as implemented many of the short-term recommendations from the 2019 traffic study. A pick-up and drop-off plan can only do so much when the configuration of the roadway is not conducive to an orderly traffic pattern.

We look forward to your feedback as the project designs are shared and working together to coordinate the needs of your respective businesses.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Lott", with a long horizontal flourish extending to the right.

Everett Lott  
Acting Director