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Golden Triangle BID ★ Greater Greater Washington ★ Greater Washington Partnership ★ Mt. Vernon Triangle CID
NoMa BID ★ Sierra Club DC Chapter ★ Southwest BID ★ Washington Area Bicyclist Association
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**Testimony by Caitlin Rogger, Executive Director
Committee on Transportation and the Environment
DDOT Oversight Hearing
February 9, 2024**

Dear Chairperson Allen,

I'm writing on behalf of the DC Sustainable Transportation (DCST) Coalition, of which I serve as executive director. DCST is a nonprofit organization that brings together business, advocacy and government entities to make DC a global leader in fast, reliable, safe and sustainable transportation.

Our members include ten of DC's Business Improvement Districts, the Federal City Council, Events DC, the Coalition for Smarter Growth, the Sierra Club DC chapter, the Greater Washington Partnership, Greater Greater Washington, the Transportation Equity Network, and the Washington Area Bicyclist Association.

While we were unable to participate in the Committee on Transportation and the Environment's oversight hearing on February 9th, DCST wishes to share brief comments on the District Department of Transportation in 2023 on three topics: bus priority, DC's bike network, and curbside management.

DCST applauds DDOT's progress in implementing major improvements for bus service in DC, specifically automated enforcement for bus priority corridors and the fourteen 24-hour bus routes. Automated enforcement is crucial for ensuring that our investments in a high-quality bus network functions as designed, and we're pleased to see this plan come online via the memorandum of understanding signed with WMATA. The 24-hour bus routes will enable many more riders to utilize the bus rather than expensive and often prohibitive personal vehicles or ride hailing services late at night or early in the morning, particularly third-shift workers. We

appreciate both the Council's leadership and the administration's implementation in bringing these important changes online.

DC has made important strides in expanding and improving the performance of Capital BikeShare. We note that the system achieved a record of 4,426,431 rides in 2023, a testament to both the enormous demand for these services (especially e-bikes) and DDOT's progress in expanding the system accordingly. We're also enthusiastic about the five-year "strategic bikeways plan", which will bring more intentionality in achieving a fully connected bike network.

Finally, curbside management is one area where we're uncertain of DDOT's direction and would value clarity. Nothing seems to have replaced the pickup-dropoff (PUDO) zone program, and many businesses are wondering what the plan is for curbside access. It's less safe and predictable for all street users, with safety and efficiency implications for pedestrians, cyclists, drivers, and bus riders, because in the absence of clear rules, many delivery and ride-hail drivers simply park in the street. We were interested to hear that the curbside program may be moving into the project delivery team, as this may allow for more coordination. We're keen to engage in the conversation about the next generation of curbside planning, while noting the need for clear plans becomes more urgent every month.

I want to close by thanking the Council for the opportunity to share comments from our coalition. I am happy to answer any questions you may have.

Yours sincerely,

A handwritten signature in black ink, reading "Caitlin Rogger". The signature is written in a cursive, flowing style.

Caitlin Rogger

Executive Director

DC Sustainable Transportation Coalition