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Golden Triangle BID ★ Greater Greater Washington ★ Greater Washington Partnership ★ Mt. Vernon Triangle CID  
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**Testimony by Caitlin Rogger, Interim Executive Director  
Committee on Transportation and the Environment  
Agency Oversight Hearing  
February 26, 2021**

Dear Chairperson Cheh and members of the committee,

Good afternoon, I'm Caitlin Rogger, interim executive director of DC Sustainable Transportation and also Greater Greater Washington. DC Sustainable Transportation (DCST) is a nonprofit organization which works to make DC a global leader with frequent, rapid, safe, affordable, and reliable transportation to, from, and around DC job centers. DCST brings together business, advocacy, and government entities to make DC a global leader with frequent, rapid, safe, affordable, and reliable transportation to, from, and around DC job centers.

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

DCST works closely with the District Department of Transportation to increase use of sustainable modes of travel such as transit, bicycling, and walking and sustainable uses of public space in the District of Columbia.

DCST appreciates the challenges faced by District government agencies in continually adjusting to the shifting landscape created by the pandemic. DDOT has worked well with us to identify opportunities in that context to adapt existing public resources, such as road space, sidewalks and curbside lanes, to **increase safety, support efficient transit operations, and to promote safer retail, dining and recreational activity.**

As with other District agencies, DDOT faces choices that will determine how residents, visitors and businesses navigate the COVID period, and the opportunities and constraints these groups will face

in the longer term. DDOT has tried innovative approaches to making economic and social activity possible during these constrained times, which is crucial for the survival of local businesses as well as social recovery. **Expanded outdoor dining opportunities, streateries, and expanded sidewalks have been a highlight of DDOT working closely** with the business community.

DCST is likewise interested in curbside pilots that make more economically productive use of spaces currently used for parking, as reliance on plentiful parking can stifle the use of this space for more recreational, social and commercial activities. We'd encourage trying out **automated parking enforcement approaches for pickup-dropoff zones**, which would protect and increase the value of these innovative resources.

At the same time, many of the constraints that would normally slow progress in **bolder, more progressive** actions such as bus priority are not currently at play. DCST is pleased with DDOT's efforts to expand on the **bus priority corridors or "bus lanes/car-free lanes"**. This reflects an investment in the District's future mobility, livability and access to opportunities particularly for residents, workers and visitors who live on low incomes, are of color or are otherwise from marginalized communities. DCST would encourage DDOT to engage with local communities to achieve the right balance between local needs and broader wins, and lean into this opportunity to integrate efficient, high quality bus access to the fabric of living and working in DC.

**DCST views the K Street Transitway as a once in a lifetime opportunity** for truly forward-thinking mobility in the District, to shift both quality of service and popular perception of the bus. We should take care that this prominent corridor is transformed in a beautiful and thoughtful way for the next generation, to ensure that the redesign is worthy of the goals and intentions of this pivotal project.

DCST recognizes that road user compliance is a critical factor in the success of progressive measures to deliver a substantially better transportation system, such as bus lanes. We support efforts to **pilot automated traffic enforcement**, which could pay dividends both for safety and for more equitable application of traffic laws by both making enforcement more efficient and taking it out of the realm of human discretion. The Department of Public Works could play a very helpful role in ensuring bus lanes in particular are observed correctly by stepping up to the need for stronger enforcement.

DDOT's emphasis on implementing **Vision Zero-supporting infrastructure and programming** during this time is appropriate to reaching our safety goals, and should be expanded upon.

In a late-COVID era with more widely available vaccinations, which many of us can now envision if not yet quite touch, mobility could be a key ingredient both for economic recovery and in addressing the equity issues that have been exacerbated by the pandemic.

DCST hopes to see continued and **increased investment in bigger-picture, visionary opportunities such as following up on the congestion pricing study**, the report from which is expected in the coming months. The bus lane and bike lane networks, and the chance to make recommendations from moveDC more concrete and accountable, also could greatly improve how our city is accessed

and experienced. They represent opportunities to reimagine our mobility landscape to increase access and efficiency and to renew DC's status as an economically and commercially thriving hub with safe access for all.

As outlined above, DCST appreciates DDOT's efforts to apply innovative approaches and encourages the agency to embrace bold, visionary efforts to increase access to opportunities - whether economic, social, recreational or educational - through investing in sustainable travel modes such as bus, bike and walking.

Thank you. I am happy to answer any questions you may have.

*Caitlin Rogger*

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