Written Testimony of Advisory Neighborhood Commission 6C
Before the Committee on Transportation and the Environment
On
The D.C. Department of Transportation

Budget Oversight Hearing
April 9, 2018

Councilmember Cheh and Members of the Committee,

ANC 6C writes to provide recommendations for the District Department of Transportation’s FY2019 proposed budget and performance indicators, under Mayor Muriel Bowser’s FY2019 Proposed Budget and Financial Plan.¹

Need for Additional Public Space Inspectors

ANC 6C urges the Council to appropriate funding for additional inspectors and other enforcement staff for the Public Space Regulation Division (PSRD).

As the Council is aware, PSRD inspectors bear responsibility for conducting inspections of an extraordinary variety of uses and work in the public realm. These include temporary closures of the District’s sidewalks; occupancy of street parking and other curbside spaces (for activities ranging from funerals to construction staging and roll-on/roll-off containers); protection of street trees and tree boxes during excavation or construction; sidewalk cafes; and use/paving of the so-called “public parking”—often enclosed by private fencing—between the sidewalk and the front boundary of a private lot.

We support the work of PSRD and recognize the increasing demands on their current resources. Based on our own experience, PSRD requires additional staff in order to be fully capable of supervising and inspecting not only permitted uses (to ensure permit compliance), but also widespread illegal use of or construction in public space. ANC 6C accordingly recommends an increase in PSRD’s budget to provide for additional enforcement personnel.

Vision Zero Targets and Commitment

Under “Workload Measures” on page F-31 of DDOT’s budget proposal, DDOT indicates that input and output data for its strategic objectives help answer the question, “How much are we doing?” However, for each of the listed objectives, DDOT indicates that data is not available.

¹ ANC 6C authorized this testimony at its duly noticed, regularly scheduled monthly meetings on March 14, 2018, and April 11, 2018, with a quorum of 6 out of 6 commissioners and the public present, by a vote of 6-0.
² The relevant DDOT section of the FY2019 budget proposal begins on page F-15 of the following document: https://cfo.dc.gov/sites/default/files/dc/sites/ocfo/publication/attachments/DC_OCFO_FY19_Budget_V4_WEB_0.pdf
This is particularly problematic for its Vision Zero objective, which is first on the list and is a well-publicized priority for the District. DDOT indicates that data is not available for the following measures:

- No data for “number of bicyclist serious injuries” from 2015-2017
- No data for “number of intersection/safety improvements for bicyclists implemented” from 2015-2016
- No data for “number of motor-vehicle serious injuries” from 2015-2017
- No data for “number of pedestrian serious injuries” from 2015-2017

ANC 6C strongly objects to this lack of data, and believes that accurate and consistently collected data is imperative for the Vision Zero initiative. District residents deserve to know whether DDOT is effectively pursuing Vision Zero goals per its own stated benchmarks. Accurate and transparent data also allows the community to identify areas for improvement in order to effectively collaborate with DDOT on additional measures.

ANC 6C therefore strongly urges the Committee to recommend that DDOT sufficiently staff, fund, and support activities surrounding the collection and public distribution of Vision Zero data.

**Bicycle Infrastructure and Services**

In its FY2019 proposed budget, DDOT provides actual and target performance indicator data for 2016-2019 across a number of important agency objectives. ANC 6C would like to urge the Committee to consider recommendations for two bicycle-related measures under Section 3 of Key Performance Indicator (page F-30):

- Under “Percent increase in miles of bike lanes installed,” DDOT proposes a target of 10% for FY2019. Since its recent peak of 9 miles of new bike lane installations in 2014, DDOT’s annual goals have decreased each year, falling to a target of 7.5 new miles in 2015 (actual delivery was 4.42 miles), a target of 5.13 miles in 2016 (actual delivery 4.69 miles), and a “ready to install” target of only 2.05 miles in 2017 (delivery unavailable). Given that DDOT is falling short of the pace needed to meet the District’s transportation goals (outlined in MoveDC, Vision Zero, and elsewhere), **ANC 6C recommends that the Committee strongly urge DDOT to reverse the downward trend of targets and installations, and set a higher goal that matches or exceeds DDOT’s 2014 peak. ANC 6C requests that DDOT devote the necessary budgetary and human resources to meet this higher goal.**

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Under “Percent increase in Capital Bikeshare Ridership,” DDOT sets a low goal of 3% for 2019, despite CaBi’s far higher 15.6% actual ridership growth in 2017. CaBi is a critically important service that helps D.C. residents access affordable multimodal options, in line with District long-term transportation goals. However, with a low 3% target for ridership growth, ANC 6C worries that DDOT is not prioritizing CaBi system expansion, particularly in underserved neighborhoods. We note that the dockless bicycle pilot program, while an exciting and empowering new active transportation option, is not a substitute for CaBi system expansion, particularly since many CaBi current and would-be users rely on the system for reliable daily commutes from predictable locations. ANC 6C therefore recommends that the Committee strongly urge DDOT to increase its target for CaBi ridership growth in line with recent growth actuals. ANC 6C also requests that DDOT devote a commensurate level of resources to meet that higher goal.

Bus Rapid Transit Study for New York Avenue

In its FY2019 budget proposal, DDOT includes a $1 million line-item for a bus rapid transit (BRT) study along the New York Avenue corridor (page F-22). ANC 6C supports this allocation of resources and the pursuit of better transit options, but would like to remind the Committee of three ongoing streetscape and traffic redesign projects that overlap with this BRT area of study: New York Avenue streetscape, Florida Avenue streetscape, and a redesign of the virtual circle at the intersection of New York Ave and Florida Ave. All three of these ongoing projects seek to create new bicycle/pedestrian infrastructure, improve safety through more predictable traffic patterns, and enhance east/west and north/south connectivity for cyclists and pedestrians. ANC 6C recommends that the Committee urge DDOT to ensure coordination between all three projects and the proposed BRT study, and to integrate high quality, protected bicycle/pedestrian infrastructure into any potential BRT recommendations along the New York Avenue corridor.

Thank you for considering these recommendations from ANC 6C.