

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Department of Transportation



Fiscal Year 2022 Performance Oversight Hearing

Testimony of
Everett Lott
Director

Before the
Committee on Transportation and the Environment
Council of the District of Columbia
The Honorable Charles Allen, Chairperson

John A. Wilson Building
Room 500
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9:30 A.M.

Introduction

Good afternoon, Chairperson Allen and members of the Committee on Transportation and the Environment. My name is Everett Lott, and I am the Director of the District Department of Transportation, commonly referred to as DDOT. Thank you for the opportunity to testify on behalf of Mayor Muriel Bowser at today's hearing on DDOT's performance in Fiscal Year 2022.

The year 2022 marked DDOT's twentieth anniversary, and we have witnessed many significant accomplishments during this time. Throughout the past two decades, our agency has served the residents of the District daily, providing programs and services that deliver a safe, sustainable, and reliable multimodal transportation network. For nearly half of these twenty years, DDOT's work has followed the path provided by moveDC, the District's multimodal long-range transportation plan. The current goals of moveDC reflect the work that we do at DDOT every day to prioritize:

1. Safety;
2. Equity;
3. Mobility;
4. Project delivery;
5. Management and operations;
6. Sustainability; and

7. Enjoyable spaces.

These goals not only provide a broad vision of what DDOT strives to achieve, but also reflect many of the notable accomplishments of the last year.

Safety

Safety is not only the agency's top priority, but also the goal of every DDOT project, no matter the size or scope.

During FY22, DDOT developed our proactive Annual Safety Program, or ASAP, that includes the implementation of targeted safety improvements at 100 sites per year, including:

- improved signage,
- new pavement markings, and
- installation of curb extensions.

In addition to rapidly deploying new safety tools at sites across the city, we have been able to leverage ASAP to accelerate the delivery timeline for installing safety countermeasures at high crash locations from 60 months to 15 months.

Through our proactive signal optimization program, we have increased the number of signals with Leading Pedestrian Intervals (LPIs). LPIs give pedestrians a “head-start” crossing the street, making them more visible to drivers. We have equipped nearly 1,200 signals with LPIs, approximately 80% of eligible

intersections – one of the highest percentages in the nation. We are excited to continue this project and deploy LPIs to more eligible locations.

Last year, DDOT also delivered a record number of 12 corridor safety projects, including:

- protected bikeways on 9th Street NW and New Jersey Avenue NW;
- bus priority corridors on H Street NW and Minnesota Avenue SE;
- road diets and other corridor safety improvements on Wheeler Road SE and Central Avenue SE.

In addition to our proactive safety work, the agency has been extremely responsive to safety concerns submitted through our Traffic Safety Input (TSI) Program. Through improved management and contracting practices, we successfully installed safety measures to address nearly 1,000 community-generated safety concerns in FY22—more than double what we were able to achieve over the previous four years combined. DDOT is continuing to make improvements to our TSI process to prioritize installations where they are most needed. All these programs, paired with our daily work and the projects we deliver, bring us closer to our Vision Zero goals.

Equity

Our next goal is *Equity*. As one of the first agencies to create an equity statement, DDOT defines transportation equity as the shared and just distribution

of benefits and burdens when planning for and investing in transportation infrastructure and services. Our [equity statement](#) highlights our commitment to elevating and advancing transportation equity.

In 2021, we also developed an Equity Assessment Tool to ensure we prioritize and score projects based on transportation equity. The Equity Assessment Tool is a demonstrable product highlighting DDOT's commitment to closing transportation equity gaps and anticipating potential positive or adverse impacts that affect our communities.

As part of our commitment to consider equity across our full portfolio, all staff submitting budget requests are required to use the equity assessment tool to calibrate the requests and programmatic scope based on the resulting equity score. DDOT continues to develop and enhance our Equity Assessment Tool to be used throughout the life of a project, program, or service to ensure that we continue to meet our equity goals from inception, through implementation, and after completion.

DDOT also promotes equity with our On-the-Job Training and Disadvantaged Business Enterprise (DBE) Programming. In November, DDOT hosted our 12th annual DBE Summit and was able to connect with more than 250 DBE firms, BY providing them tools and resources to better access DDOT project opportunities. In addition, DDOT held 10 outreach events connecting with more

than 1,000 small businesses. DDOT also conducts internal diversity and inclusion programing, facilitated by the agency's Equity and Inclusion Division.

Mobility

Our next goal, *Mobility*, focuses on what helps our residents travel throughout the District: increased system reliability, improved accessibility, and safe, affordable travel options.

DDOT has continued to make progress on our Bus Priority Plan, which outlines our vision for and emphasizes the importance of transit to the District. It also includes an overview of the bus priority corridor network and the project pipeline, which is DDOT's plan to deliver 51 bus priority projects.

- In FY22, our teams completed construction of the 16th Street NW bus lanes between Arkansas Avenue and K Street.
- We also reached substantial completion of the bus lanes on H Street NW between 13th Street and North Capitol.
- DDOT began construction on its dedicated bus lanes on Pennsylvania Avenue SE, which will be completed this year.
- On Martin Luther King, Jr. Avenue SE, we are currently in the design phase to implement further improvements including extending the southbound bus lane to Good Hope Road SE later this year.

Creating a connected and protected bikeway network is also an essential part of providing varied mobility options to the District. In 2022, DDOT constructed 5.5 miles of protected bikeways and 2.5 miles of standard bikeways to achieve our ambitious “20x22” pledge. In two years, we have been able to improve safety for all roadway users by building 20 miles of new protected bikeways. These bikeways were constructed on routes that significantly contributed to the overall connectivity of the network, including:

- the 9th Street cycle track,
- the 15th Street cycle track, and
- the Virginia Avenue NW cycle track.

There are currently 105 miles of bikeways in the District, 28 of which are protected.

Last year, DDOT also opened permit applications to new and existing shared fleet device operators for the first time since the public health emergency. Seven permits were awarded, and the District now has four shared fleet electric scooter operators and three shared fleet electric bicycle operators. These include one new operator to the District supporting a robust network of mobility options. This program, combined with DDOT’s award-winning Capital Bikeshare program, gives residents and visitors more choices than ever before to travel the District.

Project Delivery

Project Delivery is the fourth goal of moveDC—and moveDC informs how we allocate resources toward projects that help us meet our mobility goals. Projects that support this work include:

- the Florida Avenue NE Streetscape Project,
- the Minnesota Avenue SE Bus Priority Project, and
- the C Street NE Rehabilitation Project.

The Florida Avenue NE Streetscape Project began in September 2022 and includes the blocks between 2nd Street and H Street. The overall design focuses on improving safety for pedestrians and bicyclists and improving bus access. Upon completion, roadway users will have access to:

- protected bikeways,
- improved streetlighting,
- wider sidewalks, and
- landscaping.

The Minnesota Avenue SE Bus Priority project is focused on improving bus operations and safety between Pennsylvania Avenue and East Capitol Street in Ward 7. Construction on this project began in 2022, and will improve bus service, access to bus stops, and safety. When completed this spring, residents will see:

- improved bus trip speeds and reliability,

- treatments to safely accommodate all travel modes.

The C Street NE Rehabilitation Project extends from 14th Place to 22nd Street. The project also includes North Carolina Avenue NE from 14th Street to 16th Street. The project improves overall safety for pedestrians, motorists and cyclists along the C Street NE corridor by including:

- upgraded bus stops and crosswalks,
- bikeways, and
- new streetlights, creating a pleasant, dynamic and safe experience for all.

Management & Operations

The next goal of moveDC is *Management and Operations*. Ensuring that the District's infrastructure is in a state of good repair is an essential part of DDOT's daily operations.

In FY2022, we repaired more than 20,650 streetlights, and as part of our PaveDC plan, DDOT:

- Repaved 76 miles of roadway,
- Constructed and improved 52 miles of sidewalks, and
- refreshed 73 miles of roadway markings.

Through PaveDC, DDOT also completed more than 1,000 small sidewalk repairs with our in-house teams. Additionally, DDOT resurfaced 172 alleys

allowing us to surpass 1,000 total alleys resurfaced since the kickoff of Alleypalooza (a mayoral campaign to expedite alley restoration) in 2015.

In 2022, DDOT released the final recommendations for the DC Circulator Transit Development Plan Update. Proposed changes included the preferred alternative for a new service route for Ward 7, extending into Ward 6, that connects the Deanwood Metro Station to Union Station, serving destinations in

- Deanwood,
- Benning Road,
- Stadium-Armory, and
- Union Station Metrorail Stations.

This new route will provide access to grocery stores and shopping centers, job centers, hospitals, transit connections and other amenities.

Sustainability

Sustainability is the sixth goal of moveDC and it focuses on our work to create and improve sustainable travel opportunities across the District. The growing network of bikeways and shared fleet devices makes trips safer and more convenient; thereby helping us to achieve our mode shift goals. The DC Streetcar, DC Circulator, and Capital Bikeshare provide transportation alternatives to reduce single-occupancy vehicle trips and emissions, allowing residents to utilize available electric buses and bikes. We announced last year that we will receive

\$9.59 million to purchase an additional 17 electric buses for the DC Circulator fleet, helping us to meet important emission reductions goals.

The District’s tree canopy is an essential part of DDOT’s sustainability goals. Last year, the Urban Forestry Division continued its goal of ensuring that nearly every planting space was filled with a healthy, thriving tree. These kinds of projects help support a greener, healthier, more sustainable future for the District.

Enjoyable Spaces

The final goal of moveDC is *Enjoyable Spaces*. Our agency’s work has helped reimagine how we use and enjoy our public space.

Open Streets is our opportunity to open corridors in the District to thousands of residents so they can walk, bike, run, scoot and gather in the public space. Since the beginning of FY22, DDOT has hosted seven Open Streets events, reaching all eight Wards. This was our first year hosting Open Streets events on other corridors in addition to Georgia Avenue, and thousands of residents came to support local businesses and participate in a range of activities.

During FY22, DDOT also continued our successful streetery program, playing an important role in supporting District businesses. Incorporating the public space allows our local businesses to creatively expand their dining areas to include safe outdoor seating capacity—and establish vibrant communal spaces.

Our Arts in the Right-of-Way (AROW) program facilitates art in the public right-of-way, such as bike racks, utility boxes, and pedestrian areas. In FY2022, AROW installed murals on Massachusetts Avenue NW and Wheeler Road SE, in addition to eight murals at four schools in Ward 7 for the Color the Curb program. The program also approved permits for more than a dozen public space arts projects in partnership with neighborhood Business Improvement Districts and community associations.

Further Highlights

Fiscal Year 2022 was a year marked by the conclusion of many incredible projects for DDOT.

- We made significant safety improvements to Wheeler Road, completing quick-build projects to respond to immediate community concerns, while planning a larger capital improvement project on the same corridor.
- We invested in our School Crossing Guard and Traffic Control Officer programs, increasing safety for those who walk, bike and take transit, while also creating opportunities for meaningful employment.
- We celebrated the opening of the Parkside Pedestrian Bridge in Ward 7, which provides safe and accessible mobility opportunities for area residents. The project more directly and safely connects the Mayfair neighborhood and

Parkside development to the Minnesota Avenue Metro and bus transfer stations and the Deanwood community.

- DDOT rehabilitated and constructed more than 3.7 miles of the paved, multi-use Rock Creek Park trail, providing upgraded connections across multiple Wards, and giving residents new options for getting to the National Zoo.
- We extended the Met Brach Trail from Brookland to Fort Totten, improving bicycle and pedestrian access for more than 1,500 daily users. The new trail features LED lighting, stormwater management facilities, wayfinding signage and security cameras.
- We grew our Disadvantaged Business Enterprise community connections, holding space for our small and local business partners who are vital collaborators that help support our work.
- We began the process of updating the Transportation Online Permitting System, or TOPS, to better help residents engage with our Public Space Regulations Division.

Conclusion

On the heels of DDOT's 20th anniversary year, we are proud of the progress we have made as an agency. Our work continues to keep our residents and visitors

moving, both safely and efficiently, connecting everyone to work, play and opportunity.

Thank you for the occasion to testify on the work DDOT has done, and I look forward to answering any questions.