



Council of the District of Columbia, Committee on Transportation and the Environment
2025 Performance Oversight Hearing on the District Department of Transportation

February 5, 2025

The Washington Area Bicyclist Association (WABA), on behalf of its 5,000 members and nearly 25,000 regional advocacy supporters, appreciates the opportunity to testify on this occasion.

We will also presume to speak for the 18,000 DC residents who bike to work on a daily basis according to [goDCgo](#)¹, the District Department of Transportation (DDOT)'s sustainable transportation initiative – that figure represents 5% of commuters, according to goDCgo – and for the many, many thousands of shared mobility users who logged 6,114,324 Capital Bikeshare (CaBi) rides in 2024, a 36.9% increase from 2023, breaking the all-time annual ridership record for the second consecutive year, as reported by our friends at Greater Greater Washington. According to [Ride Report](#)², the combined ridership of all permitted micromobility providers (excluding Capital Bikeshare) totaled 8,475,300 trips in 2024.

We at WABA appreciate council members' and DDOT's year-round diligence, responsiveness, and accountability, so we will use this testimony opportunity to discuss three overarching concerns: extending the connected bike network, transportation safety, and expanding mobility options. Let's call these points collectively "active transportation level of service." And we will reinforce the need for data, equity, and accountability.

A first concern is extending and completing a connected, low-stress bike network on an accelerated timeline, prioritizing creating new, protected bike lanes in Wards 5, 7, and 8 and filling bike-lane gaps. DDOT reports completing just 4.8 miles of new protected bike lanes in FY24, with none in Ward 7 and less than one mile in Ward 8. This pace does not meet community-member needs, particularly those of less-confident bicyclists and residents of underinvested wards.

Connected is a key word here. People will shy away from travel by bike when they don't feel safe biking their entire route. We ask DDOT to measure the extent a project improves connectivity, factoring in this measure to better prioritize projects, a key goal of the Strategic Bikeways Plan. We should assess progress completing our low-stress network by tallying not only additional bike-lane miles, but also the critical gaps eliminated. DDOT must serve the diversity of residents – of abilities, neighborhoods, and transportation needs – addressing inequitable access to bicycling-safe streets.

WABA and our members are looking forward to publicizing and participating in development of the Strategic Bikeways Plan and a subsequent update to the moveDC Bicycle Priority Network. We

¹ <https://godcgo.com/bike/>

² <https://public.ridereport.com/dc?time=2024-Q1&x=-76.9985535&y=38.9404124&z=9.82>

caution that the planning and network-update processes are not reason to delay currently planned projects, based on the current Bike Priority Network.

Of course we're dismayed about the decisions that killed the long-planned Connecticut Avenue safety project, including the protected bike lanes. We call for DDOT to continue to advance projects that improve safety for all road users. These include the South Dakota Avenue NE Corridor Safety Project, Georgia Ave and Minnesota Ave bus priority projects, and the Taylor Street NE and 11th St NW protected bike lane projects. DDOT should undertake a widely supported study of Q/R Street NW-NE protected bike lanes and maintain planned progress on East Capitol Street and Southern Avenue SE and other projects.

Please keep in mind that the presence of bike lanes makes a street safer for all users.

Transportation safety is, of course, an overarching concern. That means protected bike lanes, well-maintained infrastructure, accountability, policy changes, and enforcement.

Transportation safety means refocused and redoubled efforts to meet Mayor Bowser's 2014 Vision Zero commitment, to "transform DC's roadway safety efforts, and set our sights on a goal of zero fatalities or serious injuries on our streets." Yet Washington DC experienced 52 traffic fatalities in 2024, the same number as in 2023, which was the highest number since 2007.

DDOT should work with the Deputy Mayor for Operations and Infrastructure to publish a 2025 Vision Zero update. As of February 5, 2025, the last posted [DDOT Vision Zero](#)³ update dates to 2022. The Administration must explain and be held accountable for the lack of Vision Zero progress and should articulate a path to meeting the mayor's commitment.

Focusing: Safety requires protected bike lanes. DDOT's mission is "to create an equitable, connected, and low-stress bike lane that is accessible to all users and abilities across DC."⁴ However, as of the FY24 updates, we know that about 65% (75.4 miles/116.4 total miles) of the District's network is made up of unprotected bike lanes. Protected, low stress routes – usable by riders of all ages and abilities – represent just 35% (41 miles) of the network.

On the policy front, No Turn on Red was a major step forward, and concern about implementation hiccups is widely shared. Of course, the District continues to work on STEER Act implementation and on ticket reciprocity with Maryland and Virginia jurisdictions, which WABA supports. New to these discussions: we see a growing need to address drivers on multi-use trails, particularly the Metropolitan Branch Trail.

We continue to call on DDOT to work with the Dept. of Public Works to strategically assign responsibilities and prioritize high-use routes for proper cleaning and maintenance of protected bike lanes with leaf collection, debris sweeping, and snow removal.

Returning to an earlier point: we opened this testimony by citing phenomenal bike-commuting and bike-share stats. Let's also recognize the fantastic District E-Bike Incentive Program as another mobility game-changer and applaud DDOT's plans to again offer an Adaptive Cycling Program in 2025,

³ <https://visionzero.dc.gov/>

⁴ <https://bikelanes.ddot.dc.gov/>

in cooperation with Achilles International and Capital BikeShare. **We encourage DDOT to continue advancing these efforts to make biking and micromobility an accessible and affordable option for getting around the District.** To further expand mobility options, DDOT should work with micromobility providers to devise and launch a District cargo e-bike sharing program targeting both individuals and businesses and to make adapted bicycles devices easily and affordably available to individuals with physical limitations.

One other, final point, anticipating testimony from WABA's advocacy allies: WABA continues to support release of the 2021 road-pricing report as well as study of road pricing and the Transportation Time Tax imposed on District residents who rely on public transit.

There is no debate: Washington D.C. must provide safe, convenient, affordable transportation options for all who live, work, and visit here. Mayor Bowser has stated a framework of goals that includes safety, equity, mobility, and sustainability, to be achieved through a commitment to excellent transportation facilities and services, delivered in a manner that addresses structural injustices and inequities.⁵ We at WABA envision a just and sustainable region where walking, biking, and transit are the best ways to get around, in concordance with the District of Columbia's commitments. We ask the mayor, council, and DDOT to implement our recommendations in order to meet the city's commitments and create an even better District of Columbia.

Thank you for the opportunity to testify.

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⁵ <https://movedc.dc.gov/>