

GOVERNMENT OF THE DISTRICT OF COLUMBIA
District Department of Transportation



Responses to Fiscal Year 2015 Performance Oversight Questions

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Director, District Department of Transportation
Submission to

Committee on Transportation and the Environment
Chairwoman Mary Cheh
Councilmember, Ward 3
February 29, 2015

Committee on Transportation and the Environment
John A. Wilson Building
1350 Pennsylvania Ave., NW, Suite 412
Washington, DC 20004



A. ORGANIZATION AND OPERATIONS

1. Please provide a complete, up-to-date organizational chart for the agency and each division within the agency. Please include an explanation of the roles and responsibilities for each division and subdivision within the agency.

- Please include a list of the employee's (name and title) for each subdivision and the number of vacant positions.
- Has the agency made any organizational changes in the last year? If so, please explain.

Response: In FY 2015, DDOT worked extensively to improve operations and project delivery, and to enhance the quality of services delivered to the citizens of the District of Columbia. This has been accomplished through an organizational realignment. The goal of the realignment is to enhance DDOT's operations, project delivery, administrative services, and performance management. DDOT's mission is to ensure the safe and efficient operation of the transportation network. This includes a number of core functions such as maintaining or expanding transportation assets (traffic signals, sidewalks, streets, alleys, bridges, street lights, etc.), maintaining and expanding the tree canopy, providing transit options, and managing public space. While the realignment is still on-going, Appendix Q1 contains a draft DDOT organizational chart that encompasses an organizational structure that supports efficient and effective management of these core functions.

2. Please list each **new program** implemented by the agency during FY 2015. For each initiative please provide:

- A description of the initiative.
- The funding required to implement the initiative.
- Any documented results of the initiative.

Response:

Vision Zero

In FY15, DDOT led the planning effort for the Mayor's Vision Zero transportation safety initiative. A multi-agency program, Vision Zero aims to eliminate all traffic fatalities and serious injuries by the year 2024. In December 2015, the Mayor released the Vision Zero action plan, which outlines 67 strategies, and regulatory and legislative proposals to improve safety outcomes. Public engagement during the planning effort resulted in over 4,000 resident-identified hazardous locations, and nearly 3,000 completed safety surveys. The action plan has received national recognition, and the Vision Zero website won an international 2015 Gold MarCom Award in recognition of outstanding creativity in a government website. Partner agencies have begun implementation of Vision Zero strategies. Approximately \$267,000 from DDOT's Vision Zero Fund (successor to Fund

6645 for bicycle and pedestrian safety) supported the costs of planning, public engagement, and the creation of the action plan. An additional \$500,000 is being granted from DDOT's Vision Zero Bicycle and Pedestrian Safety Fund to partner agencies to pilot innovative safety strategies in the plan in FY 2016. DDOT will continue to lead implementation and monitor progress.

AlleyPalooza I and II

In July 2015, Mayor Bowser successfully launched the agency's first AlleyPalooza Campaign. The goal of this program is to complete work on 64 alleys across the District. DDOT began a second AlleyPalooza Campaign in September 2015, following the successful results of the first campaign. Over two 8 week periods (July - November), DDOT repaired or reconstructed 8 alleys in each of 8 Wards to meet the goal of 64 alleys, bringing the total number of alleys repaired or reconstructed to 128. Moving forward, DDOT will continue to rehabilitate alleys in poor condition, and AlleyPalooza will be a core component of this work. The campaigns also included a focus on transparency. The agency launched a new GIS website where residents and others were able to follow-along as DDOT advanced its work. This website is hosted here: <http://dcgis.maps.arcgis.com>.

ParkDC Penn Quarter & Chinatown Performance-Based-Parking-Pilot

During FY15, and continuing into October 2015, DDOT began testing new parking procedures in the Penn Quarter/Chinatown areas. This pilot defines individual on-street parking spaces through the installation of new parking space markers with labels indicating unique space numbers. The transition was completed on October 23, 2015, affecting approximately 100 multi-space meters/pay boxes and 750 metered spaces. There are no time or pricing adjustments associated with this transition. The project is funded by a \$1 million Value Pricing Pilot Grant from the Federal Highway Administration (FHWA). At this stage, DDOT is still collecting parking data and results from the pilot are not yet available.

TranStat

During FY15, DDOT implemented an agency-wide program called "TranStat" to track and improve performance. Every two weeks, DDOT managers across all departments gather to review performance trends and evaluate performance metrics of DDOT programs, activities, and services. The DDOT Director and senior staff attend these meetings to provide leadership, guidance, and operational support on all technology-focused, customer service, and performance management issues. The program seeks to promote transparency, efficiency, effectiveness, and collaboration across divisions to maximize productivity on a wide range of subjects from streets, alleys, and sidewalks to transit.

Kids Ride Free on Rail

On June 30, 2015 the D.C. Council authorized the Kids Ride Free on Rail program. The program provides free trips on Metrorail for District public and charter school students. Kids Ride Free on Rail is being implemented by DDOT, WMATA and OCTO. The

program complements the Kids Ride Free on Bus program. Students have had online access to enroll in both programs using their DC One Cards since August 17, 2015. As of the end of FY15, approximately 15,000 students enrolled, were issued a Kids Ride Free on Rail, and more than 5,700 trips were taken.

3. Please provide a complete, up-to-date **position listing** for your agency, which includes the following information for each position:
- Title of position.
 - Name of employee or statement that the position is vacant, unfunded, or proposed.
 - Date employee began in position.
 - Salary and fringe benefits, including the specific grade, series, and step of position.
 - Job status (continuing/term/temporary/contract).
 - Please list this information by program and activity.

Response: See Appendix Q3.

4. Does the agency conduct annual **performance evaluations** of all of its employees? Who conducts such evaluations? What steps are taken to ensure that all agency employees are meeting individual job requirements? What steps are taken when an employee does not meet individual job requirements?

Response:

Yes, DDOT completes evaluations of its employees on a mid-year and annual basis. The mid-year review is initiated by the employee's immediate supervisor or the reviewer in the absence of the immediate supervisor. This review serves as a mechanism for providing feedback to an employee and, if necessary, identifying areas that need improvement.

Annual evaluations are completed by each employee's immediate supervisor with review by the next level of managerial supervision. DDOT's Human Resources Division utilizes a query created by DCHR to review current status of employee plans and evaluations; status updates are sent to the employee's Supervisor and Managers encouraging them to conduct meetings and performance overview sessions with each employee. When an employee does not meet individual job requirements, the supervisor meets with the employee to discuss deficiencies; if job requirements are not met after discussions, the supervisor places the employee on a PIP – Performance Improvement Plan.

5. Please list all **employees detailed** to or from your agency, if any. Please provide the reason for the detail, the detailed employee's date of detail, and the detailed employee's projected date of return.

Response: There are no DDOT employees detailed to other agencies; however, Susie McFadden-Resper is an Office of Disability Rights (ODR) employee detailed to the Office of Civil Rights at DDOT. Since ODR and DDOT have a number of overlapping initiatives, Ms. McFadden-Resper is providing assistance by working with DDOT on their ADA Transportation Transition Plan, Red Top Meter program, training and all other ADA needs. She will also help support the newly created position of Transportation

Equity and Inclusion Officer at DDOT. The detail started 01/04/2016 with a NTE of 09/30/2016.

6. Please provide the Committee with:

- A list of all employees who receive cellphones, personal digital assistants, or similar communications devices at agency expense.

Response: See Appendix Q6 Part 1.

- A list of all vehicles owned, leased, or otherwise used by the agency and to whom the vehicle is assigned.

Response: See Appendix Q6 Parts 2 - 3.

- A list of employee bonuses or special award pay granted in FY2015 and FY2016, to date.

Response: There were no bonus or special award pay given to staff in FY 2015 or FY 2016 to date.

- A list of travel expenses, arranged by employee.

Response: See Appendix Q6 Part 4.

- A list of the total overtime and worker's compensation payments paid in FY 2015 and FY 2016, to date.

Response: See attachment Q6 Parts 5 and 6.

7. Please identify all **electronic databases** maintained by your agency, including the following:

- A detailed description of the information tracked within each system.
- The age of the system and any discussion of substantial upgrades that have been made or are planned to the system.
- Whether the public can be granted access to all or part of each system.

Response: See Appendix Q7.

8. What has the agency done in the past year to make the activities of the agency more **transparent** to the public? In addition, please identify ways in which the activities of the agency and information retained by the agency could be made more transparent.

Response:

DDOT continues to provide timely and beneficial information concerning agency operations and services using innovative and user friendly technology. The following resources and applications were improved upon and implemented to provide ongoing transparency to the public:

Public Meetings: In 2015 DDOT participated in regular public meetings to hear from residents, to gather input and public opinion as well as to share information with regarding projects and services provided by the agency. The DDOT Director as well as senior staff and program staff have attended numerous Advisory Neighborhood

Commission (ANC) and community meetings in an effort to stay connected with residents and other impacted stakeholders. DDOT has also initiated more than 30 meetings to obtain feedback on various transportation planning, traffic, bicycle and pedestrian and safety related studies and projects.

Work Plans - DDOT publishes its work plan on the DDOT webpage to display the agency aim to strategically repair specific roadways, alleys, sidewalks, curbs, and gutters. The public may view the current workplan at <http://ddotfiles.com/workplan>.

DDOT Compendium - In an effort to support transparency with the District's constituency, DDOT maintains a public repository of policies and procedures used when managing public space and the transportation network. All DDOT policies are publically searchable and can be found at <https://comp.ddot.dc.gov/SitePages/Home.aspx>.

Transportation On-Line Permitting System (TOPS) - DDOT provides the District with a real-time Public Space Permitting System. TOPS is an intuitive, online system that enables home owners, tenants, and businesses alike to apply for the specific type of public space occupancy, construction, excavation, annual or rental permit required for use of the public space within the District of Columbia. TOPS may be accessed from home, conveniently placed kiosks at local Metropolitan Police Department District offices or at DDOT's Public Space Permit Office at 1100 4th Street, SW.

DDOT also offers applications that allow users to easily access information about public space permits through a web browser or mobile device. DDOT's Public Space Permit Viewer application is a geographic information system (GIS) centric application that provides users with opportunities to view public space related permits on an interactive map along with corresponding information about the permit such as permit name, duration, expiration date, status, etc. The [Viewer application](#) offers information about pending and active public space permits and is searchable by address, area, notable landmark or Ward.

Cityworks - Cityworks is the Work Management System used by the District Department of Transportation to manage requests for service to District assets such as alleys, curbs and gutters, roadways, sidewalks, signage, signals, streetlights, and trees. This online tool enables constituents and visitors alike to check the status of DDOT service requests for up to 60 days. The [IPMA Open Service Request](#) tool is enabled by GIS and gives its users the ability to see street and service requests and their statuses on an interactive map. A user can enter a specific address or service request number and pull up all the service requests for that location or within that area and see its status.

Open Data - OCTO provides hundreds of data feeds on District government information via the [open data website](#). DDOT has submitted many data sets that are publicly accessible including street light data, residential parking permit data, alley maintenance inventory, pavement marking data, and parking meter data. Just this month, DDOT and OCTO published over 17 million mapped records related to traffic enforcement and crashes. The District has never before published safety data of this volume. All of DDOT's open transportation data can be found at <http://opendata.dc.gov/datasets?keyword=transportation>.

InnoMAYtion Hackathon Portal - The collection of DDOT services represented in this [portal](#) provides access to Circulator buses (real-time locations, history, bus stops, statistics, etc.) as well as non-bus transit information, such as car and bike rental information.

Social Media - DDOT consistently uses social media to deliver relevant information to the public. DDOT's twitter feed (@DDOTDC) now has more than 28,000 followers and actively engages the community via daily posts. DDOT's twitter handle continues to be a useful tool to share instantaneous and up to date transportation related information to the community at large. DDOT's @DCVisionZero twitter feed performs a similar function, with an emphasis on safety information.

Traditional Media - On a monthly basis, the DDOT Office of Communications issues more than a dozen press releases, advisories, public notices to keep residents informed about services, meetings, and projects.

DDOT Call Center and Clearinghouse - DDOT manages an internal call center that answers and assists with incoming constituent queries pertaining to DDOT feature services. This past fiscal year, the call center answered 65,765 calls which was more than a 44% increase from the previous fiscal year. DDOT's customer service clearinghouse received and responded to 2,808 written communications from the "Ask the Director" link on our webpage as well as formal letters to the Director and/or the Mayor via the Intranet Quorum (IQ) System.

9. How does the agency solicit **feedback** from customers? Please describe.

- What is the nature of comments received? Please describe.
- How has the agency changed its practices as a result of such feedback?

Response: DDOT uses several different methods to solicit feedback from our customers including:

Social Media - The nature of comments received through this medium vary, but are typically related to the many projects, programs, and services provided by the agency. As a result of feedback received, comments are forwarded to the appropriate divisions for review and/or necessary action as it pertains to repairs and inspections.

Public Meetings - DDOT holds regular public meetings to gather input and public opinion as well as share information with the public regarding projects and services provided by the agency. During FY15, DDOT held over 30 public meetings ranging from Vision Zero, alley and traffic safety improvements, to disadvantaged business enterprise (DBE) program goals and open house forums. Additionally, DDOT has participated in countless other advisory neighborhood commission (ANC) and community meetings in an effort to solicit feedback from external customers. DDOT continues to expand public engagement efforts on specific projects through innovative means intended to increase the breadth of participants in our activities such as inviting outside data experts to "hackathons," including a recent hackathon for Vision Zero on February 13, 2016. As a result of public feedback, DDOT is growing its public reach and has improved community engagement staffing to ensure more efficiency in our solicitation efforts.

Notice of Intent (NOI) - DDOT is required to give a written notice of intent to modify traffic and/or parking requirements. The department provides a publicly available Notice of Intent (NOI) to notify Advisory Neighborhood Commissions and residents and to solicit comments on the proposed modifications. Residents may provide comments to DDOT regarding the modifications proposed in an NOI no later than thirty days (30) after the date of the NOI's publication. A listing of DDOT's recently published NOIs can be found at https://noiadmin.hostpilot.com/_layouts/15/start.aspx#/SitePages/Home.aspx.

Public Space Meetings - The Public Space Committee meets monthly to review and render decisions on a variety of permit applications for the use and occupancy of the public right of way to include sidewalk cafes, over-height retaining walls, over-height fences, and security bollards. The public is encouraged to participate and provide feedback as it is taken into consideration.

10. How has the agency tried to reduce agency **energy use** in FY 2015?

Response: In FY15, DDOT procured 18 diesel-electric hybrid electric buses for the DC Circulator fleet. Hybrid electric buses are more fuel efficient than standard diesel buses. DDOT also installed 481 LED Streetlights.

11. Please complete the following chart about the residency of **new hires**:

Number of Employees Hired in FY 2015 and FY 2016, to date		
<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	FY15 – 54 FY16 - 4	FY15 -38 FY16 - 2
Term	FY15 – 3 FY16 – 3	0
Temporary	0	0
Contract	0	0

12. Please provide the agency's FY 2015 Performance Accountability Report.

Response: See Appendix Q12.

B. BUDGET AND FINANCE

13. Please provide a chart showing your agency's approved budget and actual spending, by division, for FY 2015 and FY 2016, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures.

Response: See Appendix Q13.

14. Please list any **reprogrammings**, in, out, or within, related to FY 2015 or FY 2016 funds. For each reprogramming, please list the total amount of the reprogramming, the original purposes for which the funds were dedicated, and the reprogrammed use of funds.

Response: See Appendix Q14.

15. Please provide a complete accounting for all **intra-District transfers** received by or transferred from the agency during FY 2015 or FY 2016, to date.

Response: See Appendix Q15.

16. Please identify any **special purpose revenue accounts** maintained by, used by, or available for use by your agency during FY 2015 or FY 2016, to date. For each account, please list the following:

- The revenue source name and code.
- The source of funding.
- A description of the program that generates the funds.
- The amount of funds generated by each source or program in FY 2015 and FY 2016, to date.
- Expenditures of funds, including the purpose of each expenditure, for FY 2015 and FY 2016, to date.

Response: See Appendix Q16.

17. Please provide a list of all projects for which your agency currently has **capital funds** available. Please include the following:

- A description of each project, including any projects to replace aging infrastructure (e.g., water mains and pipes).
- The amount of capital funds available for each project.
- A status report on each project, including a timeframe for completion.
- Planned remaining spending on the project.

Response: See Appendix Q17.

18. Please provide a complete accounting of all **federal grants** received for FY 2015 and FY 2016, to date.

Response: See Appendix Q18.

19. Please list each contract, procurement, lease, and grant ("**contract**") awarded, entered into, extended and option years exercised, by your agency during FY 2015 and FY 2016, to date. For each contract, please provide the following information, where applicable:

- The name of the contracting party.
- The nature of the contract, including the end product or service.
- The dollar amount of the contract, including budgeted amount and actually spent.
- The term of the contract.
- Whether the contract was competitively bid or not.
- The name of the agency's contract monitor and the results of any monitoring activity.

- Funding source.

Response: See Appendix Q19.

20. Please provide the details of any **surplus** in the agency’s budget for FY 2015, including:

- Total amount of the surplus.
- All projects and/or initiatives that contributed to the surplus.

Response: See Appendix Q20.

C. LAWS, AUDITS, AND STUDIES

21. Please identify any **legislative requirements** that the agency lacks sufficient resources to properly implement.

Response: There are no legislative requirements that DDOT lacks sufficient resources to properly implement at this time.

22. Please identify any statutory or regulatory **impediments** to your agency’s operations.

Response: There are no statutory or regulatory impediments to DDOT’s operations at this time.

23. Please list all **regulations** for which the agency is responsible for oversight or implementation. Please list by chapter and subject heading, including the date of the most recent revision.

DCMR Title and Chapter	Description	Most Recent Revision
18-12	Bicycles, Motorized Bicycles, and Miscellaneous Vehicles	November 28, 2014
18-14	Commercial Transportation Safety	November 19, 2010
18-15	DC Circulator	December 10, 2010
18-16	DC Streetcar	November 28, 2014
18-17	Student Transportation	September 20, 2013
18-20	Traffic Regulations: Applicability and Enforcement	March 6, 1998
18-21	Traffic Signs, Signals, Symbols, and Devices	May 2, 2008
18-22	Moving Violations	November 28, 2014
18-23	Pedestrians	August 14, 1987
18-24	Stopping, Standing, Parking, and Other Non-Moving Violations	October 24, 2014
18-25	Size, Weight, Construction, and Loading of Vehicles	November 1, 1991
18-26	Civil Fines for Moving and Non-Moving Infractions	May 30, 2014
18-27	Special Parking Privileges for Persons With Disabilities	August 21, 2009
18-40	Traffic Signs and Restrictions At Specific Locations	February 1, 2013

DCMR Title and Chapter	Description	Most Recent Revision
18-99	Definitions	October 24, 2014
24-1	Occupation and Use of Public Space	January 20, 2012
24-2	Rental of Public Space	February 4, 2011
24-3	Administrative Procedures for Sidewalk Cafes	August 26, 1983
24-5	Vendors and Solicitors (Just Newspaper Stands)	July 30, 1993
24-6	Parking Facilities and Valet Parking	September 4, 2009
24-7	Parades and Public Events	September 24, 2010
24-8	Presidential Inaugurations	May 21, 1982
24-10	Deposits On Public Space	June 30, 1989
24-11	Downtown Streetscape	September 1, 2000
24-12	Sidewalks	December 13, 2013
24-13	Civil Fines Under D.C. Law 6-100	September 3, 2010
24-14	Street and Alley Closing	July 21, 1989
24-16	Valet Parking	September 3, 2010
24-20	Prevention of Hazardous Conditions	January 11, 1991
24-26	Transportation of Ultra-Hazardous Materials	December 9, 2005
24-33	Public Right-of-Way Occupancy Permits	October 10, 2014
24-34	Public Space Management of Excavation Work	September 24, 2010
24-35	Intercity Buses	June 24, 2011
24-37	Special Trees	January 21, 2005

24. Please explain the impact on your agency of any **federal legislation or regulations** adopted during FY 2015 that significantly affect agency operations.

Response: In FY15, DDOT awaited federal legislation or regulations to clarify federal funding expectations affecting the agency's operations. Indeed, the Highway and Transportation Funding Act of 2014 (PL 113-159) became law on August 8, 2014 and continued through May 2015. This legislation did not significantly affect DDOT operations since it extended MAP-21's funding framework, and the agency was already operating under MAP-21 guidelines from the previous year. Congress also extended the MAP-21 framework through a series of Congressional extensions through the end of the fiscal year (September 2015) and into December.

In December 2015 (FY16), Congress passed the Fixing America's Surface Transportation ("FAST") Act. The FAST Act largely maintains the MAP-21 program structure, including funding allocation. Because this legislation was only recently approved, and because it largely continues the MAP-21 framework, there are no federal legislation or regulations adopted during FY15 that significantly affect DDOT's operations. DDOT expects that US

DOT will promulgate regulations implementing the FAST Act in the future, but in FY15, none of the US DOT’s rulemakings significantly affected agency operations or funding.

25. Please provide a list of all **MOUs** in place during FY 2015.

Response: See Appendix Q25.

26. Please provide a list of all studies, research papers, and analyses (“**studies**”) the agency requested, prepared, or contracted for during FY 2015. Please state the status and purpose of each study.

Response: See table below for DDOT’s studies, research papers, and analyses.

Study	Purpose	Status
parkDC: Chinatown/Penn Quarter	DDOT has selected the Chinatown/Penn Quarter Area to test various technologies to make parking easier and reduce congestion. The goal is to make traveling and parking easier by increasing parking availability and providing drivers with tools to find available parking spaces. Based on the lessons learned during the pilot, DDOT will extend these strategies to other parts of the District to better manage parking supply and demand.	Study started September 2014. Completion - December 2016
Evaluation of Peak Hour Restrictions on Arterials	DDOT developed a framework for assessing the effectiveness of existing or new rush hour parking restrictions on arterial roadways.	Study started November 2013. Completed April 2015.
Transit Signal Priority Micro-simulation	The project will develop a model to assess the impacts of various transit signal priority strategies using DDOT’s traffic signal controller logic, network characteristics, and traffic mix.	Study started March 2014. Expected to end March 2016.
Monitoring and Evaluation of Pavements to Preserve Trees, Improve Stormwater Infiltration, and Reduce Sidewalk	Phase 1 of this study outlined a 5-year monitoring and evaluation plan for Flexi-pave installations, to assess the performance of Flexi-pave installations in the district in terms of mitigating root/pavement conflicts and maintaining pavement permeability for stormwater management.	Study started October 2014. Report delivered April 2015. Phase 2 pending.

Study	Purpose	Status
Uplift		
Multi-family Housing Parking Study	The District Department of Transportation (DDOT) and the Office of Planning (OP) undertook a research effort to assess parking demand in multi-family residential buildings throughout the District. The project developed empirical residential parking utilization rates that reflect the relationship between land use, transportation, and travel demand for multi-family residential buildings in the District. A web-based, interactive tool was created (and will be launched soon) to educate developers, residents, zoning bodies, and District agencies about parking demand.	Study started November 2013. Completed September 2015.
Trip Generation and Data Analysis	DDOT is undertaking research to better understand multimodal urban trip generation at mixed-use (residential and retail) sites in the District. This effort combined with previous efforts have collected data at more than 60 sites and enhanced DDOT's understanding of the relationship between land use, transportation, and travel demand for specific land use types located in heavily urbanized settings.	Study started March 2015. Completed September 2015.
16 th Street Transit Priority Study	DDOT has undertaken a planning study of the 16th Street, NW, bus line between H Street and Arkansas Avenue to improve transit performance and reliability. The 16th Street line currently serves more than 20,000 bus riders each weekday, making it one of the highest in the region for ridership; more than half of the people traveling on 16th Street in the peak are bus riders.	Study started January 2015. Anticipated completion March 31, 2016.
Brookland/Edgewood Livability Study	DDOT completed a comprehensive approach to traffic calming and operational improvements for all users living in and visiting the Brookland/Edgewood neighborhoods. The study, completed over a 9	Study began September 2014 and was completed June 2015.

Study	Purpose	Status
	month period, entailed extensive outreach data collection and analysis and provided recommendations that are cost effective and result in measurable system improvements for all, reduce vehicle speeds where safety issues have been identified, and overall enhance the comfort and livability for residents and visitors to the neighborhoods.	
C Street, NE Transportation Study	DDOT is completing a multimodal corridor study of C Street NE between 16th Street NE and 21st Street NE. Building on the valuable work from the previous C Street study in 2010, DDOT is conducting this study to evaluate the current and future multimodal transportation conditions along the corridor, and to refine previous recommendations and concepts for improving mobility and safety for all users.	Study started December 2014, will be completed by February 2016.
TCO Program Optimization Project Study	In FY15, DDOT and Accenture conducted a study to optimize how the TCO program is run (e.g., deployment). This included collecting data to understand the current state of the DDOT TCO Program, analyzing the data to recommend best practices and optimize efficiencies, and propose a roadmap for future deployment.	Began Summer 2015, ended in January 2016.
Eastside Downtown Cycletrack Study	Last year, DDOT began the Eastside Downtown Cycletrack Study. This study is examining the development of a protected bicycle facility (cycletrack) for north and south travel on the eastern end of downtown. The purpose of the study is to determine how DDOT could provide protected bike facilities in the study area from 9th Street, NW to 4th Street, NW on the west and east sides, respectively, with Florida Avenue NW to Constitution Avenue NW as the northern and southern boundaries, respectively.	Study is ongoing
Streetcar lighting	Found most platforms meet or exceed	Completed in FY15

Study	Purpose	Status
survey (survey near the Streetcar Station Platforms)	required foot-candles; Increased wattage of two existing lights at the Union Station platform	
IVY City study on LEDs	Converted 76 high-pressure sodium to LED to increase illumination.	Completed in November 2015
Rhode Island Avenue	Found lighting levels along sidewalks to be low; recommended to add 15 LED lights on existing utility poles and will convert 16 existing high-pressure sodium lights to LED.	Work is scheduled to be completed in March 2016.
Potomac Avenue SE Pocket Parks	Installed two new poles with LED lights and converted 13 other lights to LED.	Completed in October 2016
Union Station to Georgetown Transportation Improvements EA	DDOT is conducting an Environmental Assessment to implement streetcar from Union Station to Georgetown (see more information below under question 59).	Ongoing (see more information below under question 59).
Long Bridge	DDOT, VRE, and DRPT are working to finalize a pre-NEPA study and initiate the NEPA analysis which will ultimately lead to a preferred alternative to advance rail and multimodal improvements in the corridor.	DDOT will complete the planning study in FY16 and will also initiate the NEPA process.
State Rail Plan	DDOT is preparing a State Rail Plan consistent with the Federal Railroad Administration standards under the Passenger Rail Investment and Improvement Act of 2008 and the newly passed FAST Act. The plan is a requirement for receiving Federal Railroad Administration grants. It will consider planned improvements and suggest additional capital improvements.	Anticipated plan completion is FY16.
Southeastern Boulevard Feasibility Study	DDOT recently completed a feasibility analysis which evaluated potential travel demand, land ownership, and construction costs in the corridor. DDOT will initiate an Environmental Assessment (EA) process this year which will ultimately define how the agency will advance the project.	Environmental process will begin this fiscal year.

Study	Purpose	Status
Off-Hours Delivery Pilot Project	The District’s increasing population and development make the metropolitan area one of the most congested in the country. Approximately five to seven percent of total vehicle traffic in the District is attributed to truck traffic. In 2014, PPSA received a grant from FHWA for a pilot off-hours delivery program within the District.	Final completion of the pilot is expected in Spring 2018.

27. Please list and describe any ongoing **investigations**, audits, or reports on your agency or any employee of your agency, or any investigations, studies, audits, or reports on your agency or any employee of your agency that were completed during FY 2015 or FY 2016, to date.

Response: See Appendix Q27.

28. Please identify all **recommendations** identified by the Office of the Inspector General, D.C. Auditor, or other federal or local oversight entities during the previous 3 years. Please provide an update on what actions have been taken to address these recommendations. If the recommendation has not been implemented, please explain why.

Response: See Appendix Q28.

D. PROGRAM-SPECIFIC QUESTIONS

I. Infrastructure and Maintenance

29. What is the state of federal roads in the District? Please provide:

- The number of miles of federal roads in the District.
- The percentage of federal roads assessed as Excellent, Good, Fair, and Poor.
- The agency’s goals for federal roads assessed as Excellent, Good, Fair, and Poor.
- How frequently are federal roads assessed?
- Is the condition of federal roads improving or worsening? Please describe.
- Local and federal dollars spent resurfacing/improving federal roads in FY 2015.
- Miles of federal roads resurfaced/improved in FY 2015.

Response:

The District has 454 centerline miles of federally funded streets.

The following chart provides the breakdown of pavement condition for the federal streets in the District. This data is based on the last complete pavement condition survey completed in 2015.

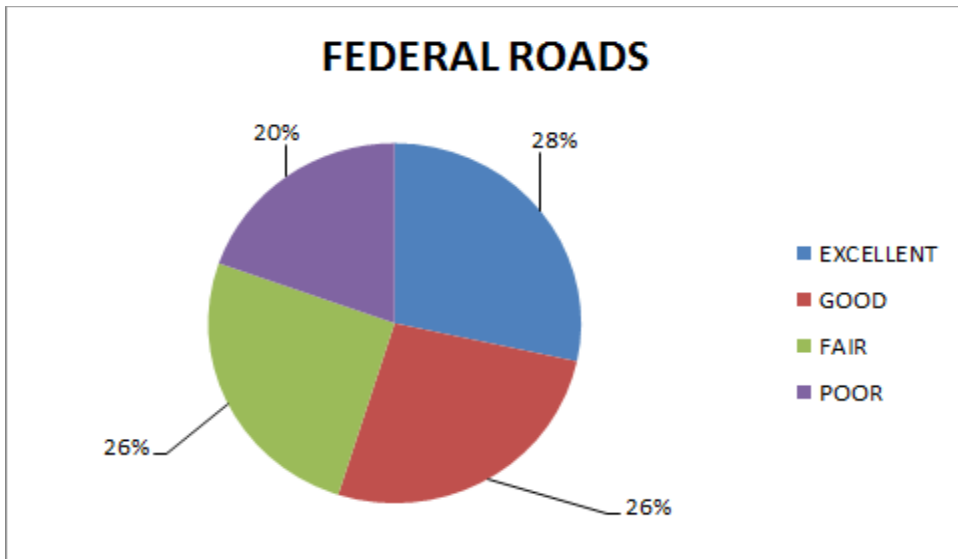
<i>FEDERAL ROADS CONDITION</i>	<i>EXCELLENT</i>	<i>GOOD</i>	<i>FAIR</i>	<i>POOR</i>
<i>PERCENT</i>	<i>31%</i>	<i>25%</i>	<i>24%</i>	<i>20%</i>

For streets in Excellent or Good condition, DDOT's goal is to maximize the Remaining Service Life (RSL) of the pavement on these segments by adopting pavement preservation techniques such as Crack Sealing and Slurry Seal.

The federally funded streets are surveyed annually to assess pavement condition. Between FY14 and FY15, the condition of federal roads did not materially change. While there was some movement between good, fair, and poor, many of these were borderline cases that changed condition categories without significant changes to the overall network conditions.

DDOT's budget for federally funded streets in 2015 included \$13,529,000 of federal funds and \$2,771,000 of local funds.

In FY15, DDOT completed approximately 15 miles of resurfacing and paving on federally funded streets. In addition, DDOT made minor repairs to more than 50 streets (including both federal and local roads). However, given the minor size of these repairs, DDOT measures this work in square yards (69,200 square yards were used in FY 2015). A complete listing of all work completed in FY2015 is on the DDOT website under DDOT Work Plan: <http://ddotfiles.com/workplan>



30. What is the state of local streets in the District? Please provide:

- The number of miles of local streets in the District.
- The percentage of local streets assessed as Excellent, Good, Fair, and Poor.
- The agency’s goals for local streets assessed as Excellent, Good, Fair, and Poor.
- How frequently are local streets assessed?
- Is the condition of local streets improving or worsening? Please describe.
- Local and federal dollars spent resurfacing/improving local streets in FY 2015.
- Miles of local streets resurfaced/improved in FY 2015.

Response:

The District has 690 centerline miles of local streets. The local streets are assessed every two years, and the latest local roads condition report will be available in late 2016. The data below reflects work performed in FY15 and the pavement condition of local streets in the District.

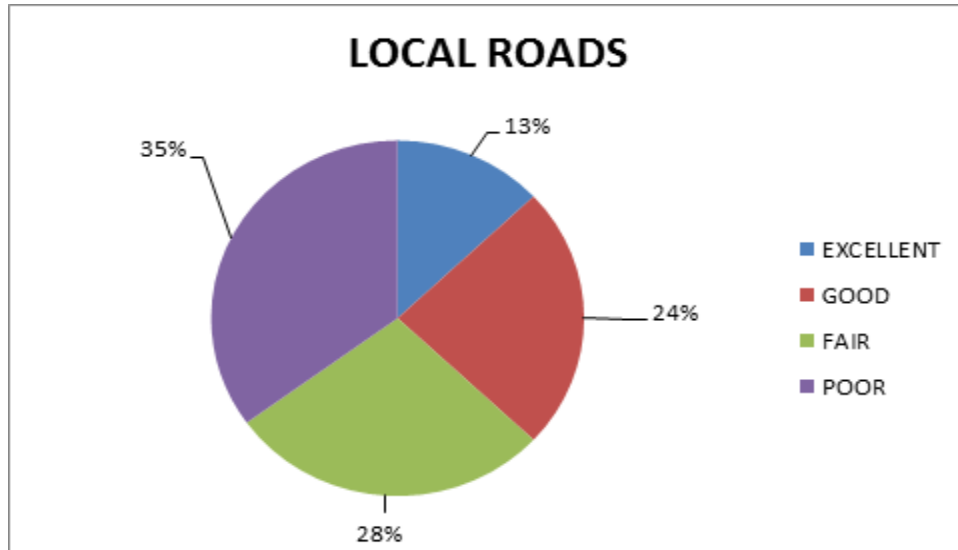
<i>FEDERAL ROADS CONDITION</i>	<i>EXCELLENT</i>	<i>GOOD</i>	<i>FAIR</i>	<i>POOR</i>
<i>PERCENT</i>	<i>13%</i>	<i>24%</i>	<i>28%</i>	<i>35%</i>

For streets in Excellent or Good condition, DDOT’s goal is to maximize the Remaining Service Life (RSL) of the pavement on these segments by adopting pavement preservation techniques such as Slurry Seal and Crack Sealing.

Based on the adjustments above, the condition of the local streets network showed minor improvement. We need approximately \$25 million annually (\$250 million total) for the next

10 years to bring all the local roads to excellent/good condition. DDOT's budget for local streets totaled around \$10 million in 2015.

In FY15, DDOT completed approximately 11.7 miles of resurfacing/paving on local streets, and an additional 13.8 miles of pavement preservation - Slurry Seal. In addition, DDOT made minor repairs to more than 50 streets (including both federal and local roads). However, given the minor size of these repairs, DDOT measures this work in square yards (69,200 square yards were used in FY 2015). A complete listing of all work completed in FY15 is on the DDOT website under DDOT Work Plan or the following link:



<http://ddotfiles.com/workplan>.

31. What is the state of alleys in the District? Please provide:

- The number of miles of alleys in the District.
- The percentage of alleys assessed as Excellent, Good, Fair, and Poor.
- The agency’s goals for alleys assessed as Excellent, Good, Fair, and Poor.
- Is the condition of alleys improving or worsening? Please describe.
- Local and federal dollars spent resurfacing/improving alleys in FY 2015.
- Miles of alleys resurfaced/improved in FY 2015.
- An assessment of whether the amount of funding dedicated to alley maintenance and repair in FY 2015 and FY 2016 was sufficient to meet agency goals.

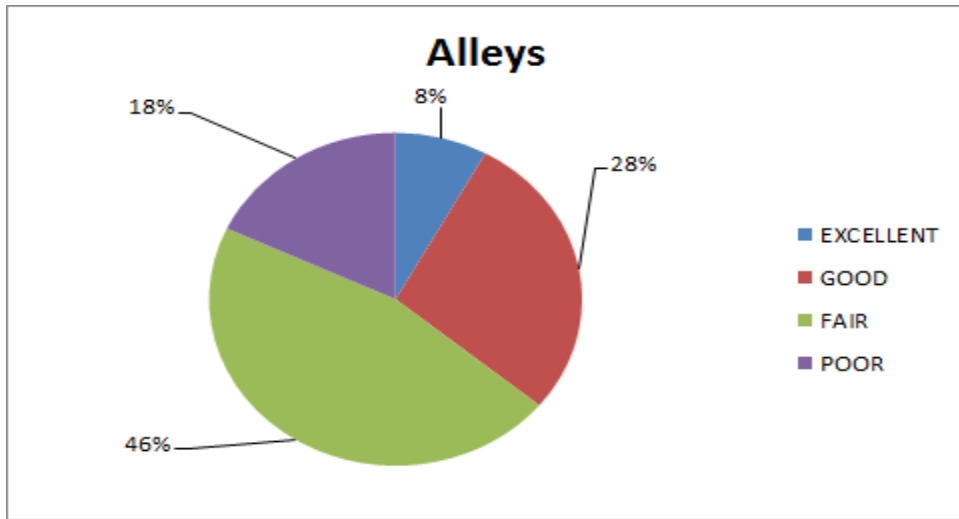
Response: There are approximately 364 miles of alleys in the District. DDOT is currently working to get a vendor to complete a citywide alley condition survey. The following chart provides the breakdown of alley conditions based on the last survey performed over 10 years ago; the breakdown captures the work performed in previous years. DDOT will update these conditions next year after completing an alley condition assessment.

<i>ALLEYS</i>	<i>EXCELLENT</i>	<i>GOOD</i>	<i>FAIR</i>	<i>POOR</i>
<i>PERCENT</i>	8%	28%	46%	18%

DDOT’s goal is to rehabilitate alleys that are in poor condition and accordingly prioritizes alley repair based on the condition of the alley. In the absence of the alley condition rating DDOT prioritizes repairs based on inspections conducted when responding to alley repair requests submitted via the Mayor’s 311 Call Center. In FY15, DDOT completed work on approximately 210 alleys. These include large alley repairs, rehabilitation and complete alley segment replacement. In addition, DDOT made minor repairs to more than 200 alleys; however, given the minor size of these repairs, DDOT measures this work in square yards (46,178 square yards were used in FY 2015). The condition of the alleys citywide should be improving as more alleys are rebuilt and improved.

In July 2015, Mayor Bowser successfully launched the agency’s first AlleyPalooza Campaign. The goal of this program is to complete work on 64 alleys across the District. DDOT began a second AlleyPalooza Campaign in September 2015, following the successful results of the first campaign. Over two 8 week periods (July - November), DDOT repaired or reconstructed 8 alleys in each of 8 Wards to meet the goal of 64 alleys, bringing the total number of alleys repaired or reconstructed to 128. Moving forward, DDOT will continue to rehabilitate alleys in poor condition, and AlleyPalooza will be a core component of this work. The campaigns also included a focus on transparency. The agency launched a new GIS website where residents and others were able to follow-along as DDOT advanced its work. This website is hosted here: <http://dcgis.maps.arcgis.com>.

For FY 2015, the local budget for alley improvements was \$12.4 million. A complete listing of all work completed in FY15 on the DDOT website under DDOT Work Plan or the following link: <http://ddotfiles.com/workplan>



32. What is the state of sidewalks in the District? Please provide:

- The number of miles of sidewalks in the District.
- The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor.
- The agency’s goals for sidewalks assessed as Excellent, Good, Fair, and Poor.
- What is the status of the sidewalk assessment that DDOT began in 2014?
- Is the condition of sidewalks improving or worsening? Please describe.
- Local and federal dollars spent resurfacing/improving sidewalks in FY 2015.
- Miles of sidewalks resurfaced/improved in FY 2015.
- What is the status of the sidewalk gap closure project that began in FY 2014?

Response:

The District has approximately 1,415 miles of sidewalk. The latest sidewalk assessment was completed in 2015 and the condition of the sidewalks in the District is as follows:

	<i>EXCELLENT</i>	<i>GOOD</i>	<i>FAIR</i>	<i>POOR</i>
<i>SIDEWALKS</i>	65 %	21%	9 %	5%

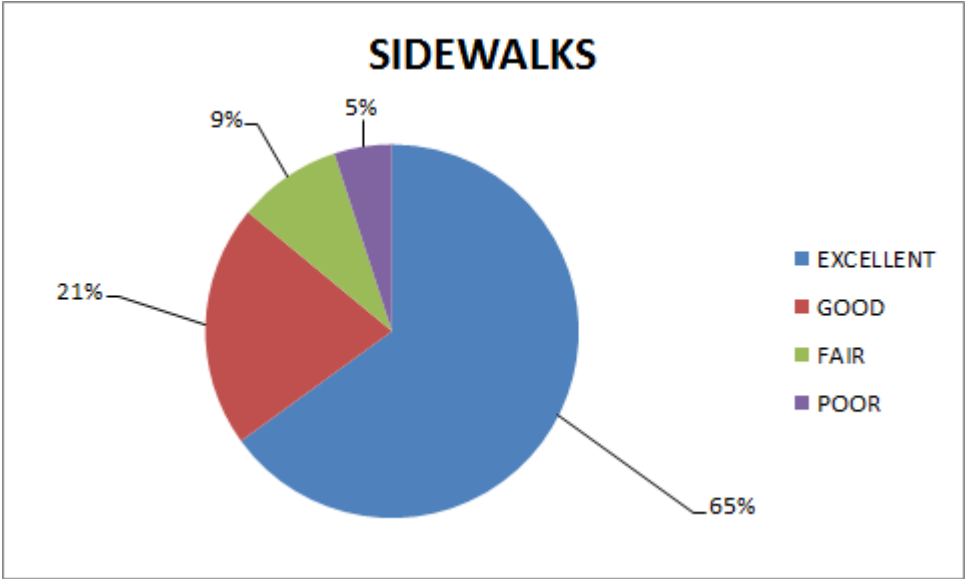
The overall condition of sidewalks is continuously improving as sidewalk repairs and replacements are performed regularly. A sidewalk condition assessment was completed last year and the numbers above reflect this assessment. In addition, the ADA improvement project, which focuses on the removal of accessibility barriers in the public space contributes to the improvement of the District’s sidewalk network.

The FY15 local budget for sidewalk improvements was \$7.5 million and approximately 175 blocks of sidewalk were repaired. In addition, DDOT made minor repairs to more than 300 sidewalks. However, given the minor size of these repairs, DDOT measures this work in square yards (24,000 square yards were used in FY 2015).

The sidewalk assessment DDOT began in 2014 has been completed. The data, along with Cityworks service request data, was used to develop the FY2016 sidewalk project list, which will be published shortly.

Regarding the sidewalk gap closure project, DDOT completed a GIS-based methodology to rank and prioritize missing sidewalk segments in Fall 2015. DDOT now has a construction contract to implement the sidewalk gap closure project and plans to start work when construction season begins (Spring 2016). This contract will enhance DDOT’s existing ability to address sidewalk gaps. In FY 2015, DDOT’s Asset Management Division filled ten segments of sidewalk gaps throughout the District (this is included in the 175 figure above).

A complete listing of all work completed in FY15 is on the DDOT website under DDOT Work Plan or the following link: <http://ddotfiles.com/workplan>



33.What is the state of bridges and tunnels in the District? Please provide:

- The number, name, and location of each structurally deficient bridge and tunnel.
- The timeline for repairing or replacing each structurally deficient bridge and tunnel, including the date when construction is expected to begin.
- How frequently are bridges and tunnels assessed?
- Are any of these bridges and tunnels expected to reach a hazardous state, necessitating its closure or reduction in use, before construction is completed?
- Is the condition of bridges and tunnels improving or worsening? Please describe.
- Local and federal dollars spent resurfacing/improving bridges and tunnels in FY 2015.
- Miles of bridges and tunnels resurfaced/improved in FY 2015.

Response:

- There are five (5) structurally deficient bridges in the District. The table below shows the name, and location of each structurally deficient bridge
- The table below shows the status/timeframe for repairing/replacing each bridge.

Structure Number	Facility Carried	Facility Intersected	Location	Bridge Deck Area	Status
0003	31st Street, N.W.	C&O CANAL	Georgetown & C&O Canal	2,160	Design will be completed August 2016; Construction is projected to start February 2017.
0104-1	Ramp	Ramp from Benning Road to Kenilworth Avenue	Benning Road at Kenilworth Avenue	2,664	Being evaluated as part of I295 corridor study for safety and geometry to be completed December 2017; DDOT/AMD will continue repair/maintenance of the bridge.
1001	Anacostia Freeway	Nicholson Street	Anacostia Freeway, S.E.	6,356	Design will be completed June 2016; Construction is projected to start December 2016.
1001 (Ramp 6)	Ramp 6 over Nicholson Street	Nicholson Street	Anacostia Freeway Ramp to Penn. Ave.	2,343	Design will be completed June 2016; Construction is projected to start December 2016.

All bridges and tunnels in the District are assessed every 24 months except for bridges with identified concerns. These bridges are monitored more frequently as specified by the engineer's recommendations issued during the inspection/assessment.

None of the bridges or tunnels in the District are expected to reach a hazardous state requiring closure or reduction in use prior to scheduled maintenance and repairs.

Over the years, the overall condition of bridges and tunnels has improved. DDOT has consistently taken a risk based assessment and improvement methodology while implementing its bridge preservation and preventive maintenance program. Using this approach, DDOT has taken proactive measures when necessary to make timely repairs to appropriate bridge elements in order to extend the service life of the bridge/tunnel and improve safety.

DDOT's budget for bridge and tunnel maintenance in 2015 was \$11,080,000.

In FY 2015, DDOT's bridge preservation and preventive maintenance program improved approximately 60 bridges (approximately 5.0 miles) and 15 tunnels (approximately 2.0 miles).

34.What is the status of the Streetscape projects currently underway and expected to begin construction in FY 2016 and FY 2017? For each project, please include:

- The project's name and location.
- The project's budget.
- Status (e.g., the stage in design process or under construction).
- Whether the project is on schedule and on budget.
- Anticipated completion date.

Response:

See Appendix Q34 attached.

35.Please provide the agency's street, alley, and sidewalk improvement schedule for FY 2015 through FY 2019.

- Which streets, alleys, and sidewalks were scheduled to be improved in FY 2015?
- Of these, which were not completed? Why?

Response: DDOT creates an annual workplan to address infrastructure related repairs (Sidewalk, Streets and Alleys). The annual workplans are published on DDOT's website [<http://ddotfiles.com/workplan>]. The draft FY2016 workplan is currently being developed and will be available on DDOT's website by April 2016.

Appendix Q35 lists the items that were not completed in FY 2015. These locations were not completed in FY 2015 due to utility conflicts, delays in availability of federal funds (waiting for August redistribution monies/obligation), partial suspension of work per contract requirements, differing site conditions, green alley applications, or conflicts with private

developers/development projects. However, locations not completed in FY 2015 will become part of next year's workplan.

36. What is the status of the completion of the 11th Street Bridge, H Street Bridge, and South Capitol Street Bridge Projects? Did the timeline, budget, or scope of either project change in FY 2015?

- Last year, DDOT noted that an outstanding issue related to the completion of the 11th Street Bridge is the conclusion of the Net Benefit Agreement with NPS. Has DDOT resolved this issue?

Response: Please find below the completion status of the 11th Street Bridge, H Street Bridge, and South Capitol Street Bridge Projects.

11th Street Bridge

The 11th Street Bridge project was divided into two phases. The initial phase of the project included the replacement of the aging, river crossing bridges and the construction of a new interchange along I-695 and I-295/DC-295. After the success of the initial design/build to budget phase, FHWA allowed DDOT to continue the 2nd phase of the project which replaced aging infrastructure along the Southeast/Southwest freeway (I-695), and provided new access to 11th Street, SE from I-695.

Timeline: The initial phase was completed on time in September 2013. The second phase (Project Completion) was also completed on time in September 2015, except for the portion of the I-695 EB off-ramp to 11th Street, and the Net Benefit Agreement, as discussed below.

Scope: The scope of the second phase was modified slightly, to defer the two right turn lanes onto 11th Street, SE from the I-695 EB off-ramp to avoid construction conflicts with the CSX Virginia Avenue Tunnel. Construction of the two right turn lanes cannot be completed until the construction of the CSX tunnel is completed.

Outstanding Issue: At this time, DDOT is still working to resolve one outstanding issue related to the final acceptance of the project, which is the Net Benefit Agreement (NBA) with National Park Service (NPS). The NBA has been negotiated with NPS; however, NPS is requesting payment to a third party, which is currently under legal review.

Funding: The project was completed on time and on budget however, resolution of the NBA has delayed the Final Acceptance of the project.

H Street Bridge

DDOT is in the planning stage of project development for the H Street Bridge project. The project is complex. DDOT has been actively engaged with the Union Station Redevelopment Corporation (USRC), Amtrak, Akridge, and the US Department of Transportation in coordinating the planning, design, and bridge construction.

Timeline: On February 5, DDOT advertised the procurement package for engineering services to complete the TS&L and the design-build package including any work required under the National Environmental Policy Act (NEPA). DDOT is working on a master project schedule with the Federal Railroad Administration (FRA), USRC, Amtrak, and Akridge as well as determining inputs and assumptions concerning project needs, limits, and components.

Scope: DDOT will work with FRA, USRC, and Amtrak on the reconstruction, maintenance, and design of the bridge. This work will occur in partnership with the Union Station Master Plan, including the transportation functions and the “overbuild” air rights development. FRA has recently started to advance the Master Plan vision and has initiated an Environmental Impact Statement (EIS) under NEPA. Decisions about passenger rail facilities, pedestrian and bicycle flow, parking access, intercity bus, streetcar, and development access all factor into the design and construction of the bridge. DDOT will coordinate with other stakeholders to ensure this project meets the needs of all the stakeholders and to ensure it is successful.

Funding: There were no funding changes to this project.

South Capitol Street Bridge Project

The South Capitol Street (SCS) Corridor Project is divided into two phases:

- Phase 1 includes a new Frederick Douglass Memorial Bridge (FDMB) over the Anacostia River, and includes the approaches on each side of the river plus reconstructing
- Phase 2 includes a new interchange on Suitland Parkway at MLK, Jr. Avenue, plus reconstruction and streetscape improvements on South Capitol Street north of the Nationals Ball Park and New Jersey Avenue north of M Street SE. Phase 2 of the project will not start until approximately 2020. This phase is currently unfunded. While the timeline of the project has not changed, the overall costs of the project have been greatly reduced by approximately \$100M due to refining the design along Suitland Parkway and MLK, Jr. Avenue.

Phase 1 of the SCS Corridor Project will be procured using design-build (DB) delivery and is currently in the procurement stage. Four DB teams were shortlisted in January 2014 to proceed ahead to develop technical and financial proposals. A draft Request for Proposals (RFP) was issued to the four shortlisted teams for comment in March 2014. Based upon industry comments and finalization of the environmental process in August 2015, a revised draft RFP was issued to the shortlisted teams in November 2015.

Current Status: The project team has prepared the final RFP for Phase 1. Release of the final RFP is anticipated in spring 2016, which would enable contract award in winter 2016 with final completion of the project in winter 2020. In addition, the project team has significantly advanced environmental approvals with the Federal Highway Administration (FHWA), and the Record of Decision (ROD) was issued in August 2015. In addition, FHWA approved the use of a local hiring preference (Special Experimental Project No. 14

or “SEP-14”) in September 2015. Also, the Coast Guard (USCG) provided a justification for the navigation channel along the river which allowed for the selection of the fixed bridge alternative.

Timeline: The project timeline changed significantly in FY 2015, resulting in a 12 month schedule delay due to several factors:

- Project Labor Agreement (PLA) – The previous mayoral administration elected to incorporate a PLA into Phase 1 of the SCS Corridor Project procurement during FY 2014. FHWA approved the use of a PLA on the project in February 2016.
- FHWA ROD – The project experienced a delay in achieving the ROD in early 2015 due to the EPA requiring the issuance of a Draft Supplemental Final Environmental Impact Statement (DSFEIS). This required the project to publish the DSFEIS and hold a public meeting and comment period prior to issuance of the ROD.
- FHWA Cost Estimate Review (CER) – Due to the delays experienced on the project, FHWA required the project to perform another CER in December.
- FHWA review of RFP – FHWA must review the final RFP before release to the short-listed design build teams. FHWA will not accept the final RFP for review until the PLA was approved.
- Approval of Financial Plan – DDOT must certify the availability of Advanced Construction funding before release of the final RFP to the short-listed design build teams. The Financial Plan is under review and anticipated to be approved to allow for the spring 2016 release of the RFP.

Funding: The January 2016 update to the SCS Corridor Financial Plan identified total aggregate funding reductions when compared to the May 2013 baseline. The dominant factors contributing to these reductions included:

- Elimination of several risk items on the project.
- Modification to the scope of work along Suitland Parkway and MLK Jr. Ave.
- Concurrence from the USCG on the navigation channel along the Anacostia River resulting in the fixed bridge option for the project.

37. Please explain the status of the green alley program. Please include the location of any projects completed in FY 2015 or planned for FY 2016 or FY 2017 and a cost breakdown as compared with green infrastructure.

Response:

The DDOT Green Alley Program is part of the larger Green Infrastructure (GI) effort to retrofit existing roads and alleys to capture stormwater runoff. At the end of FY15, DDOT constructed ten Green Alleys. DDOT completed several GI retrofit projects in FY15 and early FY16 and have several under design in FY16. DDOT’s GI Standards released in FY14 are the guide for all design and construction of GI in the District right-of-way (ROW). In addition, all DDOT major land disturbing projects now include GI, as well as private construction projects in the ROW, to meet the 2013 District Stormwater Regulations.

As DDOT scales up the GI program, Green Alleys will be constructed through a dedicated program for alleys as well as through neighborhood GI retrofits. Neighborhood retrofits allow DDOT to focus on a small geographic area, create a bigger impact to stormwater reduction, and consolidate cost. Neighborhood retrofits include permeable pavement, bioretention, and trees. DDOT is focusing on selecting and constructing sites that are the most cost effective and achieve the most benefit. DDOT's new Green Infrastructure Standards will be used in the GI and Green Alleys project and help streamline the design process.

DDOT GI and Green Alley projects are funded through a variety of sources. Primary funding is from the District Stormwater Permit Compliance Enterprise Fund (MS4 Fund), the Environmental Protection Agency (EPA) Clean Water State Revolving Fund (CWSRF), and the Bag Bill, all administered by the Department of Energy and Environment (DOEE). Additional funding is provided through local Green Alley funds and the Bloomingdale Medium Term Flooding Mitigation Project.

In FY15, DDOT completed the RiverSmart Washington Project in the Chevy Chase and Petworth neighborhoods of Ward 4, which included permeable pavement in streets, alleys, and sidewalks, and bioretention in bumpouts and tree spaces. The five Green Alleys in RiverSmart Washington were completed early in the project and reported in FY14.

In 1st Quarter FY16, DDOT completed the LID Retrofits Project at three locations and the Q St Green Alley. The LID Retrofits Project constructed bioretention areas, bumpouts, and permeable paving at East Beach Drive NW (Ward 4), Fitch Pl NE (Ward 7), and Erie St SE (Ward 8). The Q St Green Alley (Ward 3), located between Q St, 45th St, Q Pl, and Indian Rock Terrace NW, was constructed with permeable pavers and bioretention in an alley that was partially closed to vehicles and dedicated to pedestrians.

DDOT is now preparing to construct GI more effectively and cost efficiently through an IDIQ Construction contract that will be under procurement in mid FY16. The GI IDIQ contract will be used to construct projects over the next two years, through FY18. Pending approval of the GI IDIQ contract, DDOT will begin construction on the next phase of GI projects in late FY16. The following projects are planned for FY16 and FY17:

- Ft Davis Traffic Calming LID project (Ward 7)
 - Construct FY16-FY17
 - Intersection of Fort Dupont St and Q St SE
 - Narrow a wide intersection with the use of bioretention bumpouts and permeable pavement parking lanes to calm and slow traffic as well as capturing stormwater runoff.
- LeDroit Park GI Flooding Mitigation project (Ward 1)
 - Construct FY16 – FY17
 - Five sites with permeable pavement, bioretention, and trees
 - One Green Alley at Oakdale Alley

- Green Alleys (Citywide in MS4 area)
 - Sites currently under analysis and design in FY16
 - Ten Green Alley sites to be constructed FY17-FY18
 - Priority is MS4 area to meet MS4 Permit requirements
- Klinge Watershed Neighborhood GI Retrofit (Ward 3)
 - Multiple Green Alley; permeable pavement, and bioretention sites
 - Design underway FY16; construction planned FY17
- Alger Park Watershed (Ward 7)
 - Design start FY16, construction planned FY17
- Dix St NE between Division Ave and 55th St (Ward 7)
 - Design start FY16; construction planned FY17
- Oregon Ave Watershed (Ward 4)
 - Design start FY17; construction planned FY18

In FY16, DDOT will start construction on the Oxon Run Green Streets project (Ward 8), which will install twelve bioretention areas around Oxon Run Park to capture runoff from streets and alleys. The Oxon Run Green Streets project is constructed concurrently with the Oxon Run Trail project and is funded by a Sustainable DC Grant, the EPA CWSRF, and the MS4 Fund.

The cost of Green Alleys can be compared in several ways to other green infrastructure techniques. Compared to typical paved alleys, Green Alleys cost about 1 ½ to 3 times as much as a conventionally paved alley and the cost per square foot is show below. Cost variability includes the depth of excavation and drainage infrastructure that may be needed for water storage and to prevent saturation. DDOT is seeing a rise in bid prices for GI items, which is leading to more variability and difference in prices. DDOT is investigating the price changes to understand and address the issue. As GI areas become more common and more contractors gain experience with the technology, DDOT expects the prices to stabilize.

DDOT has not adjusted the cost data in the last year and there remains a wide variation. The cost information provided here is for a range of projects and includes the RiverSmart Washington (RSW) project which was constructed in 2014-15. RSW includes permeable pavement in green alleys and parking lanes. Cost includes design, construction, and project management, but not maintenance.

	Standard Concrete Alley	Green Alleys	RiverSmart Washington
Construction cost per square foot of alley	\$12 - \$28	\$20 - \$71	\$71 (includes permeable pavement parking lanes)

Comparisons between Green Alleys using permeable pavement and other green infrastructure methods, such as bioretention and stormwater planters, use unit costs per impervious area managed and unit cost per gallon managed. The new DDOE stormwater regulations and stormwater retention credit system quantify stormwater cost in dollars per gallon managed. Project unit costs from DDOT’s early LID projects have a wide range of variability and depend on size, depth, and infrastructure required. The range of cost comparisons that we have for initial projects and the RSW project is below:

	Green Alleys	Bioretention & Stormwater Planters	RSW Permeable Pavement (2014)	RSW Bioretention (2014)
Costs per square foot of impervious right-of-way managed	\$18 - \$89	\$7 - \$52	\$18	\$7
Costs per gallon managed	\$12 - \$74	\$8 - \$58	\$12	\$8

II. Transportation Operations Administration Programs

38. In FY 2014, DDOT implemented a Parklet Program designed to provide small spaces serving as an extension of the sidewalk to provide amenities and green space for people using the street.

Response:

- How many Parklets has DDOT installed to date?
DDOT has issued a permit for one parklet. Golden Triangle BID partnered with Gensler, an architect firm, to install the first parklet at 2020 K Street NW. The parklet was in place from July until November 2015. DDOT didn’t actually install it – the applicant did, and we issued them the permit; DDOT’s role is to review the permit applications for parklets, and it is up to outside organizations to sponsor them.
- What has the effect of these Parklets been?
DDOT observations of the parklet showed an average of 37 people a day used the parklet. Most visits were short (under ten minutes), and the average length of a visit was about 13 minutes. Peak parklet usage time was in the lunch hour. Parklet occupants varied between individual and group activities, with a stronger preference for individual activities such as using one’s phone, reading a book, or tying one’s shoe. DDOT was unable to measure the economic impacts of this parklet. Parklets typically show the strongest effects on food vendors, and the one food vendor near this parklet declined our request to share sales data. Although the observations focused more on the public’s usage of the parklet and less on parking availability, casual observations did not notice that the parklet created a problem

with parking availability. There were times when all metered parking spaces on the block were taken, but there were other times when parking was available.

For other effects, DDOT experienced the most popular PARK(ing) Day ever, which is a similar concept to parklets. As part of PARK(ing) Day, 31 new one-day parks sprouted up on DC streets on a sunny Friday in September, from Navy Yard to Adams Morgan, and from Georgetown to Ward 7's Lincoln Heights. Several PARK(ing) Day applicants have expressed interest in making their ideas more permanent, and we anticipate that as the weather warms up, we will receive more permit applications this year.

39. In FY 2015, DDOT, in conjunction with Pepco, introduced the DC Power Line Undergrounding (DC PLUG) Initiative, to underground up to 60% of the most vulnerable primary and lateral mainline feeders in the city to provide resilience and greater reliability to the District's power system.

- What is the status of the undergrounding effort?
- How many primary and lateral mainline feeders have been undergrounded?
- What is the estimated completion time for this project?

Response: The DC Power Line Undergrounding (PLUG) Initiative plan is to underground up to 60 primary feeders in Wards 3, 4, 5, 7, and 8. Legislation, which went into effect in May 2014, authorizes the issuance of revenue bonds not to exceed \$375 million to the District for this purpose. Pepco will contribute \$500 million and DDOT is proposed to contribute up to \$125 million.

DDOT and Pepco jointly submitted a Triennial Plan by order to the DC Public Service Commission (PSC), which was approved in November 2014. PSC asked the team to submit a series of Triennial Plans throughout the course of the program. This initial (November 2014) Triennial Plan specified the working relationship between DDOT and Pepco. The plan is for DDOT to design and construct the infrastructure (conduits and manholes) to support the electrical infrastructure (cables, ties, and transformers) that Pepco will design and construct. The plan proposes "cost sharing" as a tool to enable a 50/50 cost split.

To date, no feeders have been undergrounded; however, DDOT finalized the design for two feeders in FY15 (Feeders 308 in Ward 3 and 14261 in Ward 8). Construction will begin on Feeder 308 in Fall 2016, with Feeder 14261 to follow. The first Triennial Plan, which includes 21 feeders, is proposed to be completed in 2023.

40. What is the status of the School Crossing Guard program? Please provide:

- The agency's current crossing guard deployment plan.

Response: See Appendix 33.

- The current number of crossing guard positions.

Response: There are 201 Safety Technician, CS-019-02, Safety Technician (Trainee) CS-019-03, and Lead Safety Technician CS-019-04 positions.

- The current number of vacancies.
Response: 28 vacancies as of 2/18/15.
- The barriers to recruiting and hiring crossing guards.
Response: Recruitment of the Safety Technicians can be difficult due to the following reasons:
 - Applicant's' commitment;
 - Availability (if applicant has been in the applicant pool for some time and has accepted employment from another agency/organization);
 - Ability to pass criminal background clearance (based on individual backgrounds, process can take months to clear); and
 - Ability to pass drug and alcohol screening.
- Recommendations for facilitating the recruitment of crossing guards.
Response:The agency is currently recruiting through on-line resource and referrals from other government entities and community based organizations (CBO) to access a diverse and skilled candidate pool:
 - DCHR online career site portal;
 - Grants Associates (job placement agency contracted through DOES);
 - DC Office on Aging; and
 - Office of Latino Affairs.
- The agency's efforts to recruit and fill these vacancies.
Response: The agency is currently recruiting from the following sources to access a more diverse and skilled candidate pool:
 - DCHR- Currently recruiting, will begin interviewing March 1st ;
 - Grants Associates (job placement agency contracted through DOES) – monthly recruitment presentations/currently receiving applications/resumes;
 - DC Office on Aging – Currently receiving applications/resumes;
 - Carlos Rosario (Public Charter School) Job Placement Program;
 - Office of Latino Affairs (OLA).
- The number of new crossing guard positions necessary to meet the needs of District schools.
Response: At this time, DDOT is assessing the current staffing needs of the school crossing guard program.

41. What is the status of the Traffic Control Officer (TCO) program? Please provide:

- The agency's current TCO deployment plan.

Response: We currently manage 21 intersections: 11 regular posts, the 10 most critical intersections, 1 special intersection and 1 elementary school post. The agency's current TCO deployment plan greatly depends on staffing.

- The current number of TCO positions.

Response: There are 99 TCO positions. (10% are unavailable due to other assignments or Worker's Compensation issues).

- The current number of vacancies.

Response: Currently, there are 3 vacancies

- Recommendations for facilitating the recruitment of Traffic Control Officers.

Response: The agency is currently recruiting through on-line resource and referrals from other government entities and community-based organizations (CBO) to access a diverse and skilled candidate pool:

- DCHR online career site portal;
- Grants Associates (job placement agency contracted through DOES);
- DC Office on Aging; and
- Office of Latino Affairs.

- Statistics of tickets written by TCOs in FY 2013 and FY 2014.

Response:

FY 2014: 282,817/\$12,785,153

FY 2015: 211,275/\$10,160,522

Total number of special events 2015: 261

42. What is the status of DDOT and DPW's coordinated effort to address conflicting street signs in the District?

Response: In order to prevent conflicting and erroneous signs, and to ensure the overall uniformity and accuracy of signage, DDOT has completed a near-final draft of the District of Columbia Signs and Pavement Markings Manual. This document defines the universe of approved signage for public space in the District, illustrating the only allowable options for sign types to manage particular behaviors. The manual's visual standards and graphic elements ensure a common visual thread among every sign, maximizing the effectiveness of each individual sign and the collective statement of all District of Columbia signage. This manual promotes uniform design and a high degree of legibility using text and symbols that align closely with the Federal Manual on Uniform Traffic Control Devices (MUTCD) standard colors and shapes, for universal recognition. The manual works to eliminate sign clutter by phasing out signs no longer enforced or fabricated in the District of Columbia and will be updated annually to reflect changes in standards and protocol.

Each sign in the manual is identified with a sign type/number designation along with a visual illustration of the sign's layout, shape, and colors; the legend, text, and symbols; a functional description; dimensions; materials; and guidance on proper placement, location, sequence, and spacing. The unique sign type/number describes the sign function, specific type, and version or configuration. This designation provides a

common description that can be referenced when programming a site and completing work orders for fabrication of signs.

The manual is organized into three chapters. Chapter 1 details all fabrication, installation and maintenance requirements for signage appearing in public space. Chapter 2 describes the specifications for all sign types, standards and applications, measurements, and sheeting for all common signage appearing in public space. Chapter 3 details the Pavement & Marking guidelines for all street and curb markings appearing in public space. Each chapter is broken into sections, smaller sets of general sign and marking types; for example regulatory signs, warning signs, or guide signs. The document also contains a quick reference guide detailing all signage and markings currently appearing in public space in the District of Columbia. Arranged in alphabetical order, the quick reference guide details the current installation and maintenance guidelines of each sign and marking should special instructions apply. The Quick Reference Guide is hyperlinked to the newest template for the sign described. DDOT and DPW are working to address inter-agency comments this Spring before finalizing the manual.

To aid in the adoption and implementation of the manual, and to resolve existing signage issues and conflicts, interagency meetings among DDOT, DPW, and other agencies were held at the dates, times, and locations below during FY 2015 and FY 2016:

DPW/DDOT Collaboration Team Meetings

Date	Time	Location	Attendees
1/27/2016	10:30am – 12:00pm	DDOT – 55 M Street SE	Invited: Evian Patterson Frank Pacifico Jerry Lyle Tracy Coles Rebecca Hazlett Michelle Byrd Kathy Harrison-Crews Preston Moore Harriett Hickman
12/9/2015	10:30am – 12:00pm	PEMA Building – 1725 15 th Street NE	Evian Patterson Frank Pacifico Jerry Lyle Tracy Coles Rebecca Hazlett Michelle Byrd Kathy Harrison- Crews Preston Moore

Date	Time	Location	Attendees
7/20/2015	10:30a – 12:00pm	PEMA Building – 1725 15 th Street NE	Evian Patterson Soumya Dey Frank Pacifico Thinh Nyguen Sylvia Williams Michelle Byrd Preston Moore Kathy Harrison-Crews
4/8/2015	10:30a – 12:00p	PEMA Building – 1725 15 th Street NE	Evian Patterson Frank Pacifico Jerry Lyle Tracy Coles Gary Palmer Michelle Byrd Kathy Harrison Crews Preston Moore
12/19/2014	10:30a – 12:00p	DDOT – 55 M Street SE	Evian Patterson Frank Pacifico Jerry Lyle Tracy Coles Gary Palmer Michelle Byrd Kathy Harrison Crews Preston Moore

- The number of sign locations discussed by DDOT and DPW.

Response:

DDOT/DPW Coordination meetings tend to cover more operational issues than solely focusing on conflicting signs. This is an opportunity to discuss ways to streamline processes between agencies with reporting all sign issues including missing, faded and conflicting signs.

Since being providing direct link to DDOT’s Cityworks system, DPW has submitted 246 conflicting signs requests.

- The number of locations where signs were repaired, replaced, modified, or improved as a result of the meetings.

Response: 178 service requests were closed.

- The average length of time, in days, between DDOT receiving notice of an issue with a sign and remedying that issue.
Response: Response: In FY15, the average number of days from open to close for a conflicting signs service request was 80 days.

- Steps taken by DDOT in FY 2015 and FY 2016, to date, to inform the public on how to report conflicting signs.

Response:

DDOT prepared a Standard Operating Procedure (SOP) on how to report conflicting signs to DDOT that was provided to partner agencies (DPW, DMV, MPD, and OUC) in the interagency meetings. DDOT will make the Conflicting signs SOP information available to the public through DDOT's website.

III. Services, Safety, and Planning

43. Please provide the number of service requests received by category of request for FY 2015.

- Please provide statistics on responsiveness to these requests.

Response:

DDOT tracks the number of service requests received and the time it takes to inspect and then close the service request. This tracking helps identify work processes that may need additional support through the budget or staffing to improve service delivery. See Appendix Q43 Part 1 for a list of FY 15 service requests by type with the average number of days listed.

- Has the response time for service requests decreased or increased?

Response:

DDOT compared FY 15 Quarter1 with FY 16 Quarter 1 to ensure we are on track to maintain and improve responsiveness. There are two levels of responsiveness with the service request process. The first is the inspection of the request and the second is the close out of the request. The sooner the request can be inspected, the better we can align work efforts around issues that are more safety oriented. The remaining requests can be programed into the routine work process. The latter also helps to inform the budget needs once we inspect and determine the work needs. See Appendix Q43 Part 2 for an analysis of the FY 2015 service request responsiveness listed by service request.

- What is DDOT doing to improve its response to requestors?

Response:

DDOT is working on several initiatives and programs to improve service delivery responsiveness and effectiveness. Recently, DDOT upgraded the work management system called Cityworks to an enterprise solution, which will allow DDOT to provide access to a larger pool of users and include contractors into the work flow process. DDOT continues to provide training to staff on the Cityworks system to help improve the data collection process. In FY 2016, DDOT will deploy more tablets in the field to allow

for real time work process or data collection that will help reduce the time between inspections and informing the customer. Under the direction of Director Dormsjo, DDOT has implemented Transtat, which is a bi-weekly meeting with DDOT managers to focus on process improvements and performance reporting to ensure issues are solved collectively and processes can be evaluated for efficiency and effectiveness. Lastly, DDOT has developed new dashboards and GIS-related tools to allow staff to identify service requests that may be aging or to use geography to optimize workload management.

44. Please list the number of public space permits, by type, issued in FY 2015 and FY 2016. Please describe any trends in the type or quantity of permits issued.

Response:

The table below contains a list of public space permits by type issued in FY 2015 and FY 2016, to date.

<u>Public Space Permit</u>	<u>FY14</u>	<u>FY15</u>	<u>% Year over Year (FY14 to FY15)</u>	<u>FY16 (Note - 1st Quarter Only)</u>
Construction	12,159	14,893	22%	3,976
Occupancy	45,420	51,328	13%	10,448
Commercial Vehicle Annual Permits	2,427	3,086	27%	211
Temporary Truck Permits	3,305	2,425	-27%	623
Total	63,311	71,732	13%	15,258

Construction continues across the District, with new neighborhoods being developed, infills in existing neighborhoods, and major projects by utilities. DDOT's PSRA has met this challenge, maintaining its performance delivery with over 95% of permits issued on-time. DDOT has accomplished this by leveraging technology, training staff and applicants, and conducting stakeholder engagement. DDOT continues to maintain its high level of service delivery in FY16 with 95% permits being processed on-time.

45. Please describe the action that the agency has taken in FY 2015 and FY 2016, to date, to improve pedestrian and bicycle safety.

- How was the Pedestrian and Bicycle Safety Enhancement Fund used in FY 2015?
How is it being used in FY 2016?

Response:

DDOT advances safety efforts in three areas: engineering (infrastructure), enforcement, and education. DDOT has taken steps in all three areas in FY15 and FY16.

In education, DDOT partnered with regional agencies in the annual Street Smart Campaign sponsored by the COG as well as working with MPD on the “Bike Rules/Road Rules” Campaign. DDOT educated over 3,000 adults and children on the topic of bicycle and pedestrian safety through its Confident City Cycling and Learn to Ride courses. DDOT also funds the Bicycle Ambassador Program. It is an outreach and encouragement program that promotes safe bicycling for fun, fitness, and transportation. It leverages one paid staff member with over 50 volunteers.

DDOT conducted training for staff and consultants on the recent regulations for the Safe Accommodations law to improve access and safety for pedestrian and bicyclist through and around construction work zones.

For enforcement, DDOT funded MPD enforcement waves during the Street Smart Campaign at high pedestrian and bicyclist crash locations. DDOT partnered with MPD on detailed photo enforcement Safety Nexus Study at 300 locations. The agency assisted in the installation of speed cameras and red light cameras. DDOT continues coordination with MPD on crash data analysis.

DDOT printed and began distribution of an updated bicycle map. In addition to detailing the city’s bike lanes, trails, and Capital Bikeshare stations, it contains useful safety tips for drivers and cyclists.

In engineering, DDOT conducted over 200 safety studies across the District. DDOT also used new Traffic Control Devices and signs to address Pedestrian and Bicycle safety, including the following:

- In 2015, we designed and built two new High-Intensity Activated crossWalk beacon (HAWK) signals
- In 2016, we will be constructing five new HAWKs (This will bring the total number of HAWKs to 13)
- In 2016, we will be constructing five new Rectangular Rapid Flash Beacon (RRFBs)
- In 2016, we will be constructing four new signals to improve pedestrian crossings

Leading Pedestrian Intervals (LPIs):

- In FY 2015, we added sixteen (16) LPIs (which brought the total tally of LPIs to 155)
- In FY 2016, we will add twenty (20) LPIs

Updating Pedestrian Clearance Intervals:

- By the end of 2015, pedestrian clearance intervals were updated at 1100 traffic signals.
- In 2016, pedestrian clearance intervals at remaining 500 traffic signals in the system will be updated.

DDOT also completed the following project with improve pedestrian and bicycle safety:

- Maryland Ave./10th/E St, where DDOT installed temporary traffic calming and a new school crossing signal.
- Completed construction of First Street NE, featuring a two-way protected bicycle lane.
- Wayfinding signs and pavement markings for the city's first Neighborhood Bikeway along Jenifer and 41st Streets.
- A new bicycle and pedestrian bridge over Rhode Island Avenue that provides a direct connection from the Metropolitan Branch Trail to the Rhode Island Avenue Metro station.

DDOT also invested in ongoing data collection and evaluation of safety and general bicycle and pedestrian use. In addition to annual manual counts that have been done for over 10 years, DDOT installed three permanent count stations that will enhance understanding of bicycle and pedestrian use patterns.

In FY15, DDOT enhanced each of these activities through the District's Vision Zero campaign and efforts with USDOT on their "Mayors' Challenge for Safer People and Safer Streets." DDOT launched the Vision Zero effort in February 2015 and published an action plan in December 2015. DDOT also worked with Councilmember Cheh's office and citizens on an assessment of five high crash intersections. In 2016, DDOT will be making some engineering improvements based upon the site visit recommendations.

The Pedestrian and Bicycle Safety Enhancement Fund was used for a wide variety of important improvements and activities, including:

- Design and installation of 4.4 miles of bike lanes
- A study for a new north-south protected bicycle lane in the eastern portion of downtown
- Design and installation of 25 miles of signed bicycle routes
- Purchase and installation of bicycle parking racks

In 2016, we plan use the fund to:

- Design and install 5 more miles of bike lanes.
- Design and install 25 miles of additional signed bicycle routes.
- Improve 10 intersections for bicycle safety (including green paint and pocket lanes)
- Add bike signals for bike protected lanes on Pennsylvania Avenue.

46. Please list the number of accidents involving pedestrians and bicycles in the past 3 years. Please include the number of injuries and fatalities associated with each accident.

Response: See below for a list of collisions involving pedestrians and bicycles in the past 3 years.

YEAR	TOTAL COLLISIONS	PEDESTRIAN COLLISIONS	BICYCLE COLLISIONS	NUM PEDS INVOLVED	NUM BICYCLISTS INVOLVED
2013	19,453	991	614	1,038	651
2014	21,542	1,169	842	1,256	863
2015	24,253	1,217	660	1,328	674

YEAR	Number of Injuries Associated with Pedestrian Collisions	Number of Injuries Associated with Bicycle Collisions
2013	908	508
2014	948	667
2015	1,079	521

Fatalities	2013	2014	2015
Driver	9	11	4
Passenger	2	1	3
Pedestrian	12	10	15
Bicyclist	2	1	1
Motorcyclist	3	3	3
ATV Operator	1	0	0
TOTAL	29	26	26

47. Please identify the most dangerous intersections for vehicle, bicycle, and pedestrian crashes over the past 3 years.

Response: Below, please find the Highway Safety Improvement Program (HSIP) high crash locations. The intersection rankings below are based on the crash composite index (CCI), which combines frequency, rate, and severity of crashes including vehicle, bicycle, and pedestrian crashes.

2013	
Rank	Intersection
1	Minnesota Avenue and Benning Road, NE
2	14th Street and U Street, NW
3	Wisconsin Avenue and M Street, NW
4	1st Street and Union Station Plaza, NE
5	New York Avenue and Bladensburg Road, NE
6	13th Street and U Street, NW
7	Southern Avenue and Wheeler Road, SE
8	14th Street and Irving Street, NW
9	Benning Road and East Capitol Street, BN
10	Firth Sterling Avenue and Suitland Pkwy, SE

2014	
Rank	Intersection
1	14th Street and U Street, NW
2	New York Avenue and Bladensburg Road, NE
3	1st Street and Union Station Plaza, NE
4	Minnesota Avenue and Benning Road, NE
5	7th Street and Florida Avenue, NW
6	Stanton Road and Suitland Pkwy, SE
7	Wisconsin Avenue and M Street, NW
8	14th Street and K Street, NW
9	Firth Sterling Avenue and Suitland Pkwy, SE
10	24th Street and M Street, NW

2015	
Rank	Intersection
1	14th Street and U Street, NW
2	New York Avenue and Bladensburg Road, NE
3	1st Street and Union Station Plaza, NE
4	7 th Street and Florida Avenue, NW
5	Minnesota Avenue and Benning Road, NE
6	17 th Street and I Street, NW
7	9 th Street and U Street, NW
8	Stanton Road and Suitland Pkwy, SE
9	Wisconsin Avenue and M Street, NW
10	Florida Avenue and New York Avenue, NE

- Please provide an update on the top 10 pedestrian crash locations identified last year.

2014 TOP 10 PEDESTRIAN CRASH LOCATIONS

No.	Location	No. of Crashes	Update
1	New York Avenue and North Capitol Street, BN	8	Study location has been evaluated in Mid City East Livability Study. Livability Study recommends re-aligning crosswalk and installing new median along New York Avenue. Preliminary design underway.
2	4th Street and Rhode Island Avenue, NE	7	Study location has been evaluated in Mid City East Livability Study. Livability Study recommends re-aligning crosswalk and intersection improvements at this location. Preliminary design underway with Rhode Island Avenue Streetscape project.
3	Rhode Island Avenue	5	The Rhode Island Ave. streetscape covers

No.	Location	No. of Crashes	Update
	and Reed Street, NE		this area but it will not start construction until after DC Water work and DC PLUG work is completed. DC Water will be starting construction adjacent to this intersection soon, as part of the Boundary Tunnel project.
4	24th Street and M Street, NW	5	Study intersection is being evaluated under current HSIP project
5	17th Street and I Street, NW	5	No update
6	1st Street and Union Station Plaza, NE	4	Study intersection has been evaluated as part of DDOT's January 2016 "High Crash Intersection Site Visit" report and ongoing implementation.
7	West Virginia Avenue and Mount Olivet Road, NE	4	No update
8	Minnesota Avenue and Clay Pl, NE	4	No update
9	14th Street and U Street, NW	4	Study intersection has been evaluated as part of DDOT's January 2016 "High Crash Intersection Site Visit" report and ongoing implementation.
10	Alabama Avenue and Pennsylvania Avenue, SE	4	Study intersection has been evaluated as part of DDOT's "Pennsylvania Avenue Great Streets" project. Short-term bike improvements identified. Alabama Avenue Corridor Safety Study planned for 2016.

- Please provide an update on the top 10 bicycle crash locations identified last year.

2014 TOP TEN (10) BICYCLE CRASH LOCATIONS

No.	Location	No. of Crashes	Update
1	14th Street and Columbia Road, NW	8	Study intersection is being evaluated under current HSIP project. DDOT plans to install lanes connecting from Columbia Road to Florida Avenue in 2016.
2	14th Street and U Street, NW	6	Study intersection has been evaluated as part of DDOT's January 2016 "High Crash Intersection Site Visit" report and ongoing implementation. Major capital improvement project planned to start construction in the year 2017.
3	14th Street and Park Road, NW	6	Evaluated as part of ongoing Safety project.
4	17th Street and Pennsylvania Avenue, NW	5	Safety improvements, identified in previously conducted HSIP study, have been implemented at this study intersection. Planning study for Pennsylvania Avenue west of the White House will begin in Spring of 2016.
5	18th Street and Kalorama Road, NW	5	No update
6	18th Street and Adams Mill Road, NW	5	Study intersection is being evaluated under current HSIP project
7	Connecticut Avenue and Columbia Road, NW	4	No update
8	14th Street and K Street, NW	4	No update
9	9th Street and New York Avenue, NW	4	Study intersection is being evaluated under current HSIP project
10	1st Street and K Street, NE	4	DDOT installed 2-way protected bike lane on 1st Street in 2014. DDOT is currently evaluating safety improvements, such as Right-Turn-On-Red (RTOR) restrictions as part of NoMa safety and operational improvements planned for 2016.

- Please provide an update on the top 10 vehicle crash locations identified last year.
- *Note DDOT does not disaggregate based on vehicles, but rather, tracks this list as part of the high CCI composite list, which includes multiple crash metrics.

2014 TOP TEN (10) CCI CRASH LOCATIONS

Rank	Location	No. of Crashes	Update
1	14th Street and U Street, NW	8	Study intersection has been evaluated as part of DDOT's January 2016 "High Crash Intersection Site Visit" report and ongoing implementation. Major capital improvement project planned to start construction in the year 2017.
2	New York Avenue and Bladensburg Road, NE	7	Study intersection has been evaluated as part of DDOT's January 2016 "High Crash Intersection Site Visit" report and ongoing implementation.
3	1st Street and Union Station Plaza, NE	5	Study intersection has been evaluated as part of DDOT's January 2016 "High Crash Intersection Site Visit" report and ongoing implementation.
4	Minnesota Avenue and Benning Road, NE	5	Study intersection has been evaluated as part of DDOT's January 2016 "High Crash Intersection Site Visit" report and ongoing implementation.
5	7th Street and Florida Avenue, NW	5	Signal timing improvements have been implemented at study location. Further, "Bus Only" lanes and streetscape improvements would also be constructed at study location.
6	Stanton Road and Suitland Pkwy, SE	4	Safety improvements would be constructed at the study intersection, as part of the current HSIP project.
7	Wisconsin Avenue and M Street, NW	4	Study intersection has been evaluated as part of DDOT's January 2016 "High Crash Intersection Site Visit" report and ongoing implementation.

Rank	Location	No. of Crashes	Update
8	14th Street and K Street, NW	4	No update
9	Firth Sterling Avenue and Suitland Pkwy, SE	4	Study intersection is being evaluated under current HSIP project
10	24th Street and M Street, NW	4	Study intersection is being evaluated under current HSIP project

48. On January 12, 2016, DDOT released a High Crash Intersection Site Visits Report analyzing crash analysis and data for five “high crash” intersections in the District. This report included information on recent and planned projects for each location, a discussion of site visit observations, and a summary of next steps and action items DDOT intends to take at these sites.

- Please provide the planned remedies for each intersection based on observations, the timeline for the implementation of those remedies, and an estimated cost for the improvements to each intersection

Response: The Council coordinated site visits to five “high crash” intersections with the DDOT during an 8-day period from August 27, 2015 to September 5, 2015. The site visits engaged members of the local Advisory Neighborhood Commissions (ANCs), Business Improvement Districts (BIDs) and other business groups, members of the Bicycle and Pedestrian Advisory Councils (BAC and PAC), the Washington Area Bicyclist Association (WABA), All Walks DC and other concerned stakeholders. The following table outlines the locations and dates of each of the conducted site visits.

Site Visit Location	Date
First Street and Massachusetts Avenue NE	August 27, 2015
14th Street and U Street NW	September 1, 2015
Minnesota Avenue and Benning Road NE	September 2, 2015
New York Avenue and Bladensburg Road NE	September 3, 2015
Wisconsin Avenue and M Street NW	September 4, 2015

The planned remedies for each intersection, the timeline for the remedies, and costs are listed in this report. A copy of the report is attached.

- Please provide a list of additional intersections DDOT intends to target for site visit and analysis in FY 2016.

Response: DDOT is reviewing potential intersections that DDOT intends to target for site visits and analyses in FY 2016. This list is not yet complete, but DDOT will share this list with the Council when it is finalized (anticipated by the end of March 2016).

49.How does the agency make crash data available to the public? Please provide:

- How a District resident may request crash data.
- The current response time for a request for crash data.
- Steps being taken by DDOT to increase the availability of such data and improve the response time for the requests.

Response:

In addition to multiple years of crash statistic and safety reporting available on DDOT's website, the new Vision Zero website (www.dcvisionzero.com) will be the central location for all transportation safety data in the District. The Vision Zero action plan prioritizes the publication of monthly, quarterly, and annual reports that illustrate safety data by mode of transportation, and progress on Vision Zero action plan strategies. Likewise, open data in raw format is available on the District's open data portal (opendata.dc.gov). For example, DDOT and OCTO recently published five years of geo-coded crash and enforcement data, including over 110,000 crash records, 17 million parking violations, and 4 million moving violations. Public stakeholders are able to easily manipulate this data to perform their own safety analysis. As of February 12, 2016, 2009-2015 crash location data will be available on the Vision Zero website.

For crash data not otherwise available online, DC residents can request crash data at a specific location via submitting the Freedom of Information Act (FOIA) request. Below is the link to submit FOIA requests:

<https://foia-dc.gov/palMain.aspx>

According to DDOT's Office of General Counsel, the typical response time for a FOIA crash data request is 15 business days. DDOT staff can also ask for an extension for up to 10 business days if deemed necessary.

50.Please provide an update on the Visitor Parking Pass program.

Response:

The VPP program is designed to allow guests of District residents to park for more than two hours on Residential Permit Parking blocks. The following are high-level summary statistics on the program in FY 2015 and FY 2016 to date.

- FY 2015 - 55,710 passes issued
- FY 2016 - 46,865 passes issued (as of 02/09/2016)
- Total for FY 2015 and FY 2016 (to date) - 106,078

- Has the Visitor Parking Pass program reduced the availability of curbside parking in the District? If so, please provide a summary indicating the manner in which curbside space has been reduced in each Ward.

Response:

DDOT is unable to determine the “reduced availability of curbside parking” as a result of the VPP without taking a closer look at the overall usage of the pass throughout the District. We currently do not have this data. This would require residents to provide when they use the pass or through parking occupancy field observations. However, with the introduction of the registration system, we are able to track geographically where the VPP requests are originating. DDOT would be happy to provide a map showing the origination of VPP requests.

- What steps has DDOT taken to protect the program from abuse?

Response:

A major step that DDOT has taken to protect the VPP program from abuse is continued maintenance and updates to the database of eligible residents for the VPP program. Resident applications are screened for eligibility. Those residents who do not live at an eligible address cannot obtain a pass. Additionally, DDOT works closely with partnering agencies on increasing VPP enforcement attention, including enforcing the ANC-boundary for where the pass can be used. DDOT discusses this topic in monthly interagency parking coordination meetings to discuss continued enforcement efforts and educate enforcement partners on VPP policies.

- Does DDOT have any plans to charge for visitor parking passes?

Response:

Yes. DDOT is currently exploring options to revamp the VPP to tailor the program to the needs of the residents and the District, minimize abuse, and incorporate a user-friendly program. One item that remains on the table for discussion is to begin charging for the VPP.

51. What is the status of the Park and Charge Pilot Program?

- How many electric vehicle chargers has DDOT installed?

Response: In order to incentivize the use of electric vehicles, DDOT has installed 5 electric vehicle charging stations on commercial streets in 2011. DDOT monitors the use of these stations and has found the stations are being used on daily basis.

- Does DDOT have any plans for future installations of electric vehicle chargers?

Response: At this time, we are not funded to expand electric vehicle charging stations; however, we are open to charging stations being permitted by DDOT and installed by others.

- What steps has DDOT taken in FY 2015 and FY 2016 to date, to facilitate the expansion of the District’s electric vehicle infrastructure?

Response: As electric vehicles have gotten more popular, there has been more demand from private individuals to install charging infrastructure in public space. DDOT would consider permitting charging stations installed by others in commercial areas. DDOT will develop criteria for installation of charging stations in residential blocks in 2016.

52. In 2015, DDOT implemented its Multimodal Value Pricing Pilot for Metered Curbside Parking in the Chinatown/Penn Quarter area to help determine the demand at any given time for parking spots, thereby allowing residents to determine exactly where an open spot is located, how to get there and how much it will cost to park. Please provide the current status of the Dynamic Pricing for Parking Pilot program as well as the timeline associated with the release of DDOT's findings.

Response: During FY15, and continuing into October 2015, DDOT began testing new parking procedures in the Penn Quarter/Chinatown areas. This pilot defines individual on-street parking spaces through the installation of new parking space markers with labels indicating unique space numbers. The transition affects approximately 100 multi-space meters/pay boxes and 750 metered spaces. There are no time or pricing adjustments associated with this transition. The transition was completed on October 23, 2015. The project is funded by a \$1 million Value Pricing Pilot Grant from the Federal Highway Administration (FHWA). At this stage, DDOT is still collecting data and results are not yet available.

53. What is the status of DDOT's Traffic Calming Assessment program? Please provide:

- The number of Traffic Calming Assessment Application Petitions DDOT received in FY 2015 and FY 2016, to date, including the number of Petitions which were accepted and denied.
- The average length of time, in days, between DDOT's receipt of a Traffic Calming Assessment Application Petition and the implementation of traffic calming measures to address issues raised in the Application Petition.
- A list of the number, location, and type of traffic calming measures which were instituted in the District in FY 2015 and FY 2016, to date.
- A timeline for the implementation of a citywide Traffic Calming Framework Plan.

Response:

The following summarizes the Traffic Calming Assessment program data for FY15:

For FY15:

- Ninety-one (91) traffic calming petitions were received:
 - 6 approved for traffic calming measures
 - 63 did not warrant traffic calming measures; however, DDOT added other safety enhancements at these locations (e.g., refurbished pavement markings, added additional signage, etc...)
 - After review, DDOT determined that 16 petition locations did not warrant traffic calming measures or additional safety enhancements
 - Currently, 6 petition requests are still pending (as a result of weather/temperature delays, etc.)

For FY16:

- Twenty-nine (29) traffic calming petitions were received:
 - 2 were approved for traffic calming measures
 - 4 did not warrant traffic calming measures; however, DDOT added other safety enhancements at these locations (e.g., refurbished pavement markings, added additional signage, etc...)
 - After review, DDOT determined that 2 petition locations did not warrant traffic calming measures or additional safety enhancements
 - Currently, 21 petition requests are still pending (as a result of weather/temperature delays, etc.)

Program Description

Traffic Calming is a service request that the community can request if they feel that traffic volumes, speeds or patterns have changed and now are presenting safety issues. DDOT's Safety Team investigates the request and performs a traffic analysis to determine if there is indeed an issue. Once the Safety team finishes the investigation they will either implement some form of traffic calming measure or the investigation did not reveal a need for action.

Traffic calming is mainly reactive. It involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes

DDOT's process and the petition can be found here:

http://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/DDOT%20Traffic%20Calming%20Assessment%20Petition_v412.pdf

DDOT's process diagram can be found here:

http://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/ddot_traffic_calming_assessment_process_diagram.pdf

DDOT's Fact Sheet can be found here:

<http://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/Traffic%20Calming%20One%20Pager2.pdf>

In general, an overwhelming majority (95%+) of the studies associated with the traffic calming petitions come back with speeds that do not meet the criteria for traffic calming. In these instances, DDOT staff look holistically at the location to identify additional safety enhancements, such as refurbishing stop bars, crosswalks, or adding signage. For other locations where data does not meet the criteria and the transportation facilities are up to national standards, no changes are made.

Assessment Description

DDOT evaluates resident concerns regarding traffic speed, volume, type, and aggressive traffic behavior in specific areas by conducting Traffic Calming Assessments, which aim to develop short-term, high-impact measures to manage or tame traffic flow in those areas where residents observe problems. DDOT asked developers to implement traffic calming measures during the development review process when development will have impacts to the traffic patterns or volumes. A citizen or stakeholder group may request a Traffic Calming Assessment by completing and submitting a Traffic Calming Assessment Application along with a signed petition (electronic or hard copy) that includes signatures of at least 75% of the households on the street segment/block proposed for assessment. Applications and petitions may be submitted either online or through the mail.

Days Between Receipt and Implementation, Number Location and Type of Measures and Timeline

At this time, DDOT does not have data on the length of time between receiving an assessment application and when the agency reaches a determination (e.g., approving for calming measures). Furthermore, the locations and types of traffic calming measures are also not kept in a singular database or repository. However, DDOT is working to improve the program by building a strong documented process to track and manage requests. This process will be developed by the end of FY 16.

54. Please provide an update on the agency's efforts to develop livability studies.

Response:

DDOT's Livability Program conducts planning studies for areas of the District that typically encompass more than one neighborhood in an effort to identify and prioritize improvements that support multi-modal safety, community health, and both small and large-scale improvements. DDOT has completed 3 Livability Studies and will kick off a 4th Study this spring. Each completed study contained a mix of short- and long-term recommendations that have been tailored to address neighborhood specific issues in each community with input from the communities. Since the completion of each study, DDOT has worked to implement priority projects. Many improvements have been completed, and some of the longer-term improvements require further focused planning, design or project development.

- How and when will the improvements identified in current studies be implemented?

Response:

After assessing the outcomes of the first several Livability Studies, we have worked to streamline the implementation process, dedicating staff within DDOT to advancing working across administrations to implement low-cost projects stemming from Livability Studies and other planning studies.

The following includes status updates for recommendations from completed Livability Studies:

ROCK CREEK WEST 2 LIVABILITY STUDY

COMPLETED

- Enhanced Striping (hi-visibility crosswalks, bike sharrows)
- Improved Signage (safety and time of day regulations)
- Tree/Shrub Maintenance (safety and visibility)
- Improvements to Pedestrian Signal timing (pedestrian safety, LPIs)
- HAWK Pedestrian Signal installed at Northampton St NW; Completed April 2013.
- 42nd Street mini-traffic circles.
- Bike Boulevards- Installation. This is for 2 corridors of Bike Boulevards (Jenifer St and 41st St) and the project incorporated several rounds of stakeholder engagement.
- Detailed review led 5 recommendations for curb extensions to be determined not feasible for construction due to relocation of utility poles, storm drains or insufficient turning radius for vehicles.

ADDITIONAL STUDY/ANALYSIS:

Ward Circle – DDOT’s Transportation Operations Administration has been leading a review of data and analysis of Ward Circle, along with more detailed development and analysis of options. DDOT is beginning stakeholder and community outreach.

FAR SOUTHEAST LIVABILITY STUDY

COMPLETED

- Naylor Road Safety Improvements - Design and construction
- Traffic signal at 36th and Alabama Avenue in front of Beers elementary School – Design and construction

UNDER DESIGN

- Southern Avenue and 36th Place - Design and implementation by IPMA
- Minnesota At Nicholson Street and White Pl- 30% design
- Minnesota Ave and Q Street, SE and Minnesota Ave at N Street, SE- 30% designed

FAR NORTHEAST LIVABILITY STUDY

COMPLETED

- Benning Rd./Benning Branch Library – full signal and crosswalks installed
- Sheriff Road – bicycle facilities installed
- Minnesota Ave./Blaine St. – full signal installed
- 49th St. Corridor traffic calming and streetscape enhancements installed

- Sherriff Road traffic calming and streetscape enhancements installed

UNDER DESIGN

- Minnesota Ave/48th Street and Eastern Avenue Minnesota Ave- 30% design
- Good Hope Road at Fort Circle Park- 30% design

UNDER DDOT REVIEW

- Benning Rd./E. Capitol St./Central Ave: Awaiting coordination with Benning Road Streetcar extension Environmental Assessment
- Eastern Ave./Minnesota Ave. Intersection improvements
- Eastern Ave./Sheriff Rd./Division Ave: Intersection improvements
- Eastern Ave./61st St./Eads St. Intersection improvements
- Traffic calming and intersection improvements

MID CITY EAST LIVABILITY STUDY

UNDER DESIGN

- Ekington Pl at Quincy Pl, Q Street and Harry Thomas Way
- New York Ave/North Capitol Street/N Street

BROOKLAND/EDGEWOOD LIVABILITY STUDY

COMPLETED

- Taylor Street Traffic Calming

UNDER DESIGN

- Signal Optimization
- Signal Warrant Study

IV. Alternative Transportation

55.What actions did DDOT take to improve the quality and efficiency of bus service in FY 2015?

Response:

DDOT undertook the following actions to improve bus service in the District in FY15:

- Launched new DC Circulator service on the National Mall (June 14, 2015)
- Placed 18 new DC Circulator buses into service to support the National Mall and other routes
- Completed Maintenance Audit of DC Circulator bus fleet

- Launched new DC Circulator website to make service information more rider-friendly and accessible by mobile devices
- Reached agreement with the National Park Service to use Hains Point facility to improve efficiency of DC Circulator operations
- Implemented TransitIQ bus tracking to collect real-time data that will be used to enhance the reliability of DC Circulator service
- Began site selection for a new maintenance facility for DC Circulator
- Completed design work and awarded construction contract for the impending Georgia Ave. bus lane around Howard University.
- Completed construction of curb realignment on New York and Florida avenues, NW to allow 90s buses to operate more directly and efficiently. (December 2015)
- Worked with WMATA to implement improvements to the V and U routes in northeast DC that resulted in June 2015 service changes, including the introduction of the new U7, V1, V2, and V4 routes.
- In June 2015 WMATA made significant revisions to the “E” crosstown routes.
 - E3 route was eliminated was divided into two overlapping routes; and
 - E2 and the E4 which both run 7 days per week and overlap in the Fort Totten to Riggs Park area.
- DDOT worked with WMATA through the year on other minor adjustments to bus service in the District.
- DDOT also continued increasing the number of bus stops that are fully ADA-accessible.

56.What is the status of the installation of the Real-Time Passenger Information Signage system? How has DDOT optimized the content and frequency of the information displayed to maximize the effectiveness of the information presented?

Response:

Real-Time Passenger Information Signage (RTPI)

Under this project, DDOT partnered with WMATA to provide real-time bus arrival information at bus shelter locations in the District. DDOT installed new bus shelters, through Clear Channel Outdoor, and coordinated with Pepco to electrify each of the shelters to accommodate the RTPI signs. WMATA was responsible for installing the RTPI signage and providing the data to display real-time bus arrival information for WMATA and DC Circulator buses. By the end of FY 2015, all 120 signs were installed and operational.

Since launching RTPI, DDOT has provided feedback to WMATA regarding the formatting of the screens after their initial rollout. The change from every bus in the next hour being shown on an individual line to each route showing its next two arrivals on the same line is an example of collaborative changes made to the sign to improve the effectiveness of the information presented. Only agencies that have bus arrivals at a given stop are able to post informational messages to riders and a hierarchy has been developed so that the most critical messages are given priority (e.g., detours, skipped stops) while informational messages (e.g., information about an upcoming bus study) have the lowest priority and will only be displayed if there is no vehicle arriving in the next minute or two.

We are also developing a data collection tool to check bus location information every three seconds rather than the current system which can go 120 seconds between location checks. Upon completion of testing, we will work with WMATA to provide this more accurate data to the RTPI signs.

57.What is the status of the implementation of the Transit Signal Priority system? Will the project be completed within the designated time-frame of September 2016?

Response:

Under this project DDOT is partnering with WMATA to provide TSP for some of the busy bus corridors (TIGER funded corridors) in the District. These corridors include 16th Street, Wisconsin Avenue, and Downtown DC (14th Street Bridge and TR Bridge to K Street Corridors) encompassing approximately 100 signalized intersections in the District. The goal for this project is to reduce bus delays at busy traffic signals, improve bus running speed to improve schedule adherence, and ultimately enhance reliability and thus increase bus ridership.

The project includes two major components, adding: 1) technology that will be mounted on the bus to request priority at a particular intersection; and 2) technology to process the TSP request and grant priority through the traffic signal system. Phase I of the installation, which includes 94 of the 195 intersections, is expected to be complete by July 2016. Phase II, installation of the remaining 101 intersections, will be completed in FY 2016 along with testing required for operation. When implemented, this will be the largest TSP implementation in the Washington DC-Baltimore region.

58.How many of the bus stops located in the District comply with the Americans with Disabilities Act (ADA)?

Response:

We are in the process of inventorying the approximately 3200 bus stops located in public space within the District. So far we have surveyed 587 bus stops or approximately 18% of the total number of bus stops; 35% of the number of bus stops we have surveyed so far are in compliance with ADA guidelines (205 out of 587 surveyed bus stops). We expect a compliance rate of 48% once we have completed the assessment in 2017.

Please include:

- The number of bus stops that were brought into compliance with the ADA in FY 2015, and the locations of those bus stops.

Response:

During FY15 DDOT brought 90 bus stops locations into compliance with ADA (Appendix Q58).

- The bus stops that the agency will make compliant with the ADA in FY 2016, and the locations of those bus stops.

Response:

DDOT is still developing the scope of work that will include bus stop locations to be made ADA compliant in FY16. The estimated completion date for the scope of work is March 2016; work cannot begin until the beginning of construction season (approximately April). However, while the list of bus stops has not been finalized yet, DDOT estimates that 50 bus stops will become ADA compliant.

59. What is the status of the Streetcar project? Please include:

- A spending plan and schedule for obligating funds for the 8-mile system.

Response:

The Streetcar program will be launched on February 27, 2016. See Appendix Q59.

- A spending plan and schedule for obligating funds for the 22-mile system.

Response:

The District is fully committed to an East-West Corridor (8 miles), stretching from downtown Ward 7 to the Georgetown waterfront. The line comprises H/Benning, the Benning Extension, and Union Station to Georgetown. The FY16-21 Capital Budget reflects this priority. The successful launch of the H/Benning Line is critical to the long-term success of the streetcar program.



- The status of the Environmental Assessment for the Union Station to Georgetown line.

Response:

DDOT is in the process of refining alternatives and analyzing their impacts on the Union Station to Georgetown segment of the East-West Streetcar Line. At this point, DDOT is getting ready to re-engage various stakeholders this spring where updated alternatives will be shown along with analysis of the alternatives.

We are also in the process of developing an updated Environmental Assessment (EA) completion schedule. Depending on the outcome of the NEPA process, a Finding of No

Significant Impact (FONSI) could be signed by Spring 2017.

- The status of the Environmental Assessment for the Benning Road extension.

Response:

DDOT is developing an Environmental Assessment (EA) document which is currently being reviewed. Once DDOT and FHWA approve the document, it will be circulated to the public for 30 days. During that time a public hearing will be held. The document will include all the alternatives including a no-build alternative. It will describe the impacts to the action under each alternative and will not identify a preferred alternative. After the comment period ends, DDOT will consider comments received during the project to help identify the preferred alternative. When FHWA issues a FONSI (Finding of No Significant Impact), the NEPA process will be complete.

- The methods being considered by the agency to collect fares once revenue operations commence, and a timeline for the implementation of fare-capture.

Response:

The DC Streetcar Program will implement a fare system through a phased approach that introduces complementary fare payment methods over time, beginning with a simple ticket-based stand-alone system about six months after the passenger service begins and culminating in a fully-integrated, open-payment electronic system in the future. Initially, the fare collection system components will include ticket vending machines and a mobile fare payment app. Customers can make fare payment by cash, credit/debit cards, as well as through their SmartBenefits arrangement.

- Any operational and financial constraints on DDOT's ability to run and maintain the Streetcar.

DDOT does not anticipate any operational or fiscal constraints to the operation of the DC Streetcar Program. To better manage its assets, DDOT has begun developing a Transit Asset Management Plan, to ensure compliance with a Federal Transit Administration (FTA) draft rulemaking that would make the plan a requirement. The plan will allow the District to effectively and efficiently manage its resources.

60.What is the status and timeline of the 16th Street Bus Corridor project? What actions did DDOT take in FY 2015 and FY 2016, to date, to complete it?

Response:

In March 2015, DDOT initiated public meetings for the 16th Street NW Transit Priority Planning Study to identify a suite of improvements to the corridor to enhance bus service. The final public meeting for the planning study was held in January 2016, and DDOT will publish a final study report in March 2016. It is anticipated that short-term operational improvements will be started this year, along with the design phase. We are aiming for the bus lanes to be open and operational in 2-4 years, which will coincide with the implementation of automated enforcement of the bus lanes, off-board fare payment, and all-door boarding.

The 16th Street Bus Corridor project identified the following:

Goals

- Improve travel for persons using public transit
- Develop alternatives based on public and stakeholder input; and
- Evaluate alternatives in terms of their benefits to transit users, possible impacts on users of other transportation modes, and safety.

Objectives

- Improve transit service reliability and travel times by identifying and addressing sources of potential issues (e.g., traffic congestion, signal timing, passenger boarding delays, bus capacity, number and location of bus stops, and/or parking enforcement);
- Prioritize transit while maintaining operations for those traveling by other modes;
- Improve passenger comfort and safety (e.g., overcrowding, street crossings, and bus stop amenities);
- Accommodate current unmet passenger demand for public transit service; and
- Develop an implementation plan that includes cost estimates.

Public Involvement

In order to provide a forum for continuous community input throughout the process, DDOT formed a Citizens Advisory Group for the project, made up of ANC representatives and other key stakeholders which began meeting in May 2015.

Key Recommendations

- Bus Stop Consolidation to speed bus travel
 - Northbound – Newton, Lamont, V, Q, and L Streets
 - Southbound – Newton, Lamont, and V Streets
- Pedestrian Safety
 - Relocate Spring Place bus stop
 - Crosswalks and ADA improvements
- Upgrade stops to WMATA zone lengths
- Implement peak-period bus lanes
 - From Arkansas Ave. to H Street
 - Require extension of the existing center reversible lane south to K Street (except for under Scott Circle)
- Camera enforcement of bus lanes
- Extend peak period parking restrictions by 30 minutes in the AM peak and 1 hour in the PM peak
- Implement Transit Signal Priority for all buses at select locations
- Institute off-board fare collection and all-door boarding
- Increase share of low-floor and articulated buses on corridor
- Simplify route patterns

61.Please provide a list of the bicycle infrastructure the agency installed in FY 2015 and plans to install in FY 2016.

Response:

DDOT installed the following lanes in 2015:

Street	From	To	Length (mi)
1st St NE	G St	Columbus Cir	0.14
2nd St NE	T St	Rhode Island Ave	0.22
2nd St SE	East Capitol St	Independence Ave	0.15
3rd St NE	T St	Rhode Island Ave	0.25
4th St SW	M St	P St	0.30
4th St, NE	C St (S), Maryland Ave	C St (N), Massachusetts Ave	0.07
6th St, NE	C St (S), Massachusetts Ave	C St (N), Maryland Ave	0.07
6th St, SE	G St	I St	0.10
12th Street, NW	Pennsylvania Ave	L St	0.60
19th St, NE	C St	Gales St	0.30
44th St, NW	Jenifer St	Harrison St	0.26
49th St, NE	Blaine St	Nannie Helen Burroughs	0.50
E St, NE	North Capitol St	Columbus Cir	0.08
Forrester St, SW	Galveston Pl	South Capitol St	0.06
G Pl NE	North Capitol St	1st St NE	0.12
Galveston Pl, SW	Forrester St, SW	Martin Luther King Jr Ave	0.27
I St SE	New Jersey Ave	2nd St	0.08
M St NW	9th St	Blagden Alley	0.04
Tunlaw Rd, NW	39th St	37th St	0.57
Van Ness St, NW	Wisconsin Ave	Nebraska Ave	0.24
		Total	4.42

The following is the list of bike lanes DDOT plans to install in 2016:

Street	From	To	Length (mi)
4th St, NE	M St	Florida Ave	0.11
5th St NW	Howard Pl	Harvard St	0.36
8th St, NW	Butternut St	Eastern Ave	0.00
11th Street, NW	Monroe St	Spring Rd	0.19
11th St	East Capitol St (N), Massachusetts Ave NE	East Capitol St (S), North Carolina Ave SE	0.08
13th St	Independence Ave/Kentucky Ave SE	Constitution Ave NE	0.25
14th Street NW	Florida	Columbia	0.52
15th St NW	V St	Euclid St (S)	0.00
21st St, NW	Florida Ave	New Hampshire Ave	0.54
39th St NW	Van Ness St/Wisconsin Ave	Albemarle St	0.33
Adams Mill Road	Kenyon St	Klinge Rd	0.24
Georgia Ave, NW	Florida Ave	Barry Pl	0.32
Louisiana Ave	Columbus Cir	Constitution Ave	0.41
M St NE	Delaware Ave	4th St	0.13
M St NE	4th St	Florida Ave	0.19
N St NW	14th St	Vermont Ave	0.05
N St NW	14th St	15th St	0.14
New Jersey Ave, SE	E St, North Carolina Ave	I St	0.28
Ontario Rd, NW	Columbia Rd	Euclid St	0.08
Randolph St NE	Eastern Ave/Bunker Hill Rd	24th St	0.3
Stanton Rd, SE	Suitland Parkway	Bruce Pl	0.22
Suitland Rd, SE	36th St, Alabama Ave	Southern Ave	0.39
			5.13

Additional facilities not listed here may be installed if planning, engagement, and design can be completed.

62.How many existing bicycle racks were damaged, destroyed, or lost in FY 2015? How many new or replacement bicycle racks did DDOT install in FY 2015? Did this result in a net increase or decrease in the amount of bicycle parking in public space in the District?

Response:

There were five damaged racks reported in 2015. DDOT installed 60 racks in FY 2015. At the same time, the Downtown BID installed roughly 100 racks and Georgetown BID installed roughly 30 racks, all supplied by DDOT. Thus there was a net increase in bicycle parking in the District. Private developers also installed indoor and outdoor racks as part of their development projects.

63.What is the status of the Capital Bikeshare Program?

This past year, DDOT released an expansion plan for Capital Bikeshare. The plan will add 99 Capital Bikeshare stations across the city over the next three years to better serve minority and low-income neighborhoods, tourist destinations such as the Mall, and high-demand areas such as Columbia Heights and downtown.

Please include:

- The number of stations that currently exist.

Response:

As of January, 2016, there are 211 in the District and 149 in Maryland and Virginia, totaling 360 in the Washington Metropolitan area.

- The number of stations added in FY 2015 and that DDOT plans to add in FY 2016.

Response:

DDOT added 10 stations in FY 2015 and plans to add 40 stations in FY 2016.

- The number of members by type.

Response:

Annual members: 29,595

Casual (daily, 3-day) members: 873,251 casual memberships sold to date (since 2010)

Capital Bikeshare continues to be one of the most successful programs in the country. It celebrated its fifth “birthday” in 2015, and has surpassed 12 million trips on 3,000 bikes. In FY 2016, Capital Bikeshare will launch its Community Partners program which will connect low-income residents of the District and region with low-cost Capital Bikeshare memberships through their participation in partner programs, such as low-income health care providers and some social service agencies.

V. Trees and Trails

64. How many trees are in the District's public space? Did this number increase or decrease in FY 2015?

Response:

FY15: 136,929 existing street trees. This is an increase of 2,799 new trees, or approximately 2.1% from the levels present in FY14.

65. What was the survival rate of newly planted trees in FY 2014 and FY 2015?

Response:

In FY15 the initial survival rate of newly planted trees was 77.4%. This is a preliminary figure, and will be revised sharply upward once an evaluation of these tree plantings is conducted following the end of their warranty coverage period. Any tree which fails to establish successfully during the first year following its installation is identified by UFA staff and replaced at no additional cost by the contractor. UFA performs an analysis of each year's planting following the end of the warranty coverage period, at which time a final, and more accurate conclusion regarding tree mortality can be calculated.

UFA and Department of Energy and Environment (DOEE) signed a MOU in December 2015 to develop stronger interagency coordination. The MOU ushers in an era of greater cooperation and collaboration in reaching environmental goals that span any single agency or department. The agreement clearly outlines the rules and responsibilities of each department, in an effort to increase tree canopy and reduce stormwater runoff.

66. What is the status of the Income Contingent Program for Hazardous Tree Removal? Please provide:

- A description of the program.
- The current funding status of the program.
- Any documented results of the program, including information as to how many District residents have taken advantage of the program in FY 2015 and FY 2016, to date.

Response:

Program Description: The program is intended to provide assistance with the removal of a hazardous tree on the owner's private property on which the single-family dwelling is located or on the public parking area abutting the owner's private property.

Program Funding Status: Funding in a fiscal year from the Tree Fund for the income-contingent program for hazardous tree removal is predicated on the availability of funds in the Tree Fund, and shall be limited to fifteen percent (15%) of the ending balance of the Tree Fund from the prior fiscal year.

Program Participation: The program has been generally successful, insofar as it has provided relief to income-contingent homeowners who have limited resources to address tree maintenance needs on their property. In FY15 there was only a single applicant who met all of the program criteria, as set forth in the regulations. No program participants have applied to date in FY16.

67.What is the status and timeline for resurfacing the Rock Creek and Capital Crescent trails in the District?

Response:

DDOT completed an Environmental Assessment for the reconstruction of the Rock Creek Trail, along with 30% design, and is currently procuring a consultant for the completion of the design. Final design is expected by the end of 2016 with construction in 2017 or 2018. Meanwhile, the National Park Service and the Federal Highway Administration will be reconstructing pieces of the trail as part of the Beach Drive reconstruction project later this year.

DDOT has also begun preliminary engineering for the northern extension of the Metropolitan Branch Trail from Brookland to Maryland. Preliminary engineering should be completed in early 2016.

68.What is the status and timeline for the 11th Street Bridge Park project?

Response:

The 11th Street Bridge Park project seeks to reuse some of the existing infrastructure from the old 11th Street Bridges, and create an urban destination/park south of the local 11th Street Bridge over the Anacostia River. A national competition was held, led by Building Bridges Across the River, and the Office of Planning selected a conceptual design for the bridge park.

Timeline: The timeline of the project remains uncertain at this point. Since the selected conceptual design reuses the existing river piers, a feasibility study must be conducted to ensure the structural integrity of the piers. DDOT is currently negotiating a memorandum of agreement (MOA) with the TheArc Building Bridges Across the River (BBRAC) to receive the funding as established in the DC budget. The feasibility study is intended to begin in Spring 2016 and be completed by late Fall 2016. Once the study is completed, a timeline can be established for the project.

Scope: An initial concept design has been created; however, this is based upon the structural integrity of the existing piers. Once the integrity of the piers and necessary environmental requirements are established, the scope of the project can be refined/defined.

Funding: Currently, the project remains underfunded. Based upon the current concept design, DDOT estimates the bridge park will cost \$45 million. This estimate assumes the structural integrity of the existing piers. If new river piers are required, the estimate has the potential of increasing and adding an additional \$10-\$15 million due to contaminated soil mitigation (the existing Anacostia Riverbed contains petroleum contaminates that require special handling/mitigation).

69.What is the status and timeline of the proposed gateway-expansion of the Anacostia Riverwalk Trail? Has DDOT conducted a feasibility study regarding the Gateway Segment of the Anacostia Riverwalk Trail, which would connect the Fort Lincoln neighborhood to the Kenilworth Segment near New York Avenue?

Response:

Gateway Trail - Fort Lincoln to Anacostia Riverwalk Trail

The Gateway Segment of the Anacostia Riverwalk Trail will connect the Fort Lincoln neighborhood to the Kenilworth Segment near New York Avenue. DDOT has completed the feasibility study for this project and is ready to move forward with the environmental study and the preliminary design. Construction of the Kenilworth Segment of the trail is currently on track to be completed in the Fall 2016.

Kenilworth Segment of the Anacostia Riverwalk Trail

The project is expected to be complete and ready for public use in late Fall 2016. The project delays were caused by redesign of one of the bridge structures. Unknown underground obstructions were encountered requiring redesign and a modification to the construction contract.