

**DDOT Performance Oversight Questions**  
**District Department of Transportation**

**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 employees (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:**

The DDOT FY 2015 organizational realignment submitted to the Committee on Transportation and the Environment was submitted on July 14, 2015, and subsequently approved effective June 22, 2016. Law 21-124 provides for the administration of the Project Delivery Administration, the Operations Administration, the Administrative Administration, and the Performance Administration within the District Department of Transportation (DDOT). DDOT will continue to review its internal infrastructure to ensure optimal service delivery and operational efficiency. The organizational chart reflecting the approved realignment is located in Appendix Q1.

2. Please list each **new program** implemented by the agency during FY 2016. For each initiative please provide:
  - A description of the initiative.
  - The funding required to implement the initiative.
  - Any documented results of the initiative.

**Response:**

**Streetlight Public-Private Partnership Program**

DDOT, in conjunction with the DC Office of Public-Private Partnerships (“OP3”) and the Office of the Chief Technology Officer (“OCTO”) is advancing a potential public-private partnership (“P3”) to modernize the District’s streetlight system. The P3 Program for streetlights is in the pre-procurement phase. The funding required to implement this initiative is minimal at this time as we are in

the pre-procurement phase. The total required funding for the project will not be available until further into the procurement phase when the term (i.e., number of years) and scope are developed.

On January 24 and 25, 2017, DDOT, OCTO, and OP3 hosted an industry forum to discuss the upcoming P3 procurement for the program. The program will modernize the District's more than 70,000 streetlights by converting them to LED technology, installing a remote monitoring system, and deploying Smart City technology to expand broadband coverage and install sensors to better serve residents. The forum was an opportunity for potential bidders of all sizes and types to learn about the procurement goals and process and share their feedback. The event saw significant attendance, including approximately 150 individuals from more than 100 organizations and businesses. To facilitate transparency and robust dialogue, the District published both the agenda and scope for the event online prior to the event: <http://op3.dc.gov/streetlights>. A list of attendees has also been published on the website.

### **Personal Delivery Devices**

In November of 2016, DDOT issued a one-year public right-of-way occupancy permit that allows Starship Technologies to pilot a program for personal delivery devices in the District. Consistent with the Fiscal Year 2017 Budget Support Act of 2016, the permit only allows for the operation of five Personal Delivery Devices (PDDs) during the daylight hours (unless accompanied by a human operator), in specific geographic locations outside of the Central Business District (postal codes 20007, 20008, 20009, and 20015). Each PDD must operate at a maximum of 10 miles per hour, yield right of way where appropriate, obey all traffic control devices, and behave in a manner that is not hazardous to pedestrians, cyclists, etc.

Starship Technologies is currently testing their PDDs on District Streets and finalizing agreements with retailers interested in delivery partnerships. When the pilot program begins customer service, Starship Technologies will provide DDOT with monthly reports on:

- The total number of PDD trips and the total number of PDD deliveries, the average duration and speed of PDD deliveries, the name(s) of the Starship Technologies' commercial partners, and a heat map showing the route PDDs have been travelling.
- Retailers' delivery data before and after the implementation of PDD delivery, e.g. the average number of deliveries and distance traveled

- The physical condition of sidewalks and barriers to accessibility.
- The nature and location of any security incidents involving theft or vandalism of PDDs, as well as any incidents involving external breaches of the PDDs' security systems.

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 employees detailed to or from DDOT.

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 Q6a.

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

**Response:** See Appendix Q6b.

- A list of employee bonuses or special award pay granted in FY 2016 and FY 2017, to date.

**Response:** Five employees received bonus pay in FY 2016, and none in FY 2017. See Appendix Q6c.

- A list of travel expenses, arranged by employee.

**Response:** See Appendix Q6d.

- A list of the total overtime and worker's compensation payments paid in FY 2016 and FY 2017, to date.

**Response:** See Appendix Q6e.

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 has taken a number of steps over the past year to improve transparency with the public that include providing timely, relevant and beneficial information about the agency's operations and services using innovative and user friendly technology, as well as various forms of communications. The following resources and applications were improved on and implemented to provide ongoing transparency to the public:

**Public Meetings:** Public engagement is a key component for the agency to remain as transparent as possible. In FY 2016, DDOT participated in approximately 145 public meeting and public engagement events, averaging about 12 meetings per month to listen to residents, garner input and public opinion as well as to share information regarding projects, studies and services provided by the agency. Participants included the DDOT Director as well as senior, mid-level and project specialists. Community engagement and program staff have attended Advisory Neighborhood Commission (ANC) meetings, "Mayoral Walk Throughs," and community meetings in an effort to stay connected with residents and other impacted stakeholders. Of those meetings, most were initiated by DDOT 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 agency's webpage, providing the public with instant access to our plans to strategically repair specific roadways, alleys, sidewalks, curbs, and gutters. The public may view the current work plan at <http://ddotfiles.com/workplan>

**DDOT Compendium** - To continue supporting transparency with the District's constituency, DDOT maintains a public repository of policies and procedures 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>.

**DDOT's Website:** The main repository for all content, plans and programs pertaining to DDOT is the public facing website that can be found at [www.ddot.dc.gov](http://www.ddot.dc.gov). The site increases the agency's transparency efforts as it houses comprehensive information and timelines for projects and studies, calendar of events, press releases, traffic advisories, testimonies, statements and more. The website is updated daily. In 2016, OCTO converted DDOT's website to be mobile responsive as data has shown that most of our visitors are using cell phones to access the site. In 2016, DDOT upgraded its online

calendar to offer online viewers better functionality and a more positive user experience as they search for DDOT-related presentations in the community. DDOT also created a new tool for residents to request DDOT staff to address their communities. Both had positive reviews.

**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 opportunities to view public space-related permits on an interactive map that includes corresponding information about the permit such as the 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. In 2016, DDOT added several new features to the TOPS online tool. For instance a feature that provides customized truck routes for the District, a requirement for oversize/overweight vehicle permits; updates to reflect new tree protection measures under the Tree Canopy Protection Amendment Act and the ability for residents to view traffic control plans for occupancy permits at construction staging areas.

**Cityworks** - Cityworks is the Work Management System used agency-wide 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. While this tool is only available to DDOT staff, the agency has provided constituents and visitors with interactive maps to explore the status of DDOT service requests within Cityworks. This online tool enables the public to check the status of DDOT service requests for up to 60 days. Examples include the Pothole Service Request tool and the Tree/Removals/Plantings tool, which are enabled by GIS and give users the ability to see street and service requests and their statuses on interactive maps. 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. DDOT and OCTO published more than 17 million mapped records related to traffic enforcement and crashes. All of DDOT's open transportation data can be found at <http://opendata.dc.gov/datasets?keyword=transportation>.

**The DDOT Developer Portal** – This [portal](#) represents a collection of services provided by the District Department of Transportation. It features developer Web services, providing access to DC Circulator bus data (real-time positions, history, bus stops, etc.) as well as carshare and bikeshare information.

**Social Media and Digital Engagement** - DDOT consistently uses social media to deliver timely information to the public. DDOT's twitter feed (@DDOTDC) has nearly 33,000 followers and actively engages the community via daily posts, responses, campaigns and high-engagement levels. 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. In 2016, DDOT started a new Instagram account to further offer transparency and insight into the agency's projects; and has posted more Facebook entries to continue increasing engagement with the communities DDOT serves.

**Traditional Media** - On a monthly basis, the DDOT Public Information Office issues more than a dozen press releases, advisories and public meeting notices to keep residents informed about services, meetings and projects. Each month, DDOT receives more than 20 media inquiries from a variety of daily, weekly or monthly bloggers, print and electronic media seeking responses for a variety of stories such as Potholepalooza, the New York Avenue Streetscape and Trail project or the search for a design-build team for the Metropolitan Branch Trail extension. The earned media generates a plethora of stories that culled together paints an overall picture of the agency. DDOT's Public Information Office ensures that the picture is an accurate one.

**DDOT Call Center and Clearinghouse** - DDOT manages an internal call center that answers and assists with incoming constituent queries pertaining to DDOT's feature services. This past fiscal year, the call center answered 68,864 calls, a five percent increase from the previous fiscal year. DDOT's

customer service clearinghouse received and responded to 2,567 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:**

As a general rule, DDOT offers the community sufficient time to offer feedback on any changes to the District’s transportation infrastructure and network. 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, comments, questions and complaints are forwarded to the appropriate divisions for review and/or necessary action as it pertains to repairs and inspections.

**Public Meetings** - DDOT is involved in 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 FY 2016, DDOT participated in more than 145 DDOT-hosted public meetings or meetings hosted by others. These range from Vision Zero, Commuter Benefits information sessions, rehabilitation projects, planning studies, alley and roadway improvements and disadvantaged business enterprise (DBE) program goals and open house forums. DDOT presented at dozens of 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. 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. Based on community feedback, there have been instances where DDOT altered initial plans to closely match the will of the District’s varied communities.

**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 30 days 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](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. A complete list of the meeting dates can be found here <http://ddot.dc.gov/page/public-space-committee-meetings>

**Press Releases and Media Relations** – Any updates or changes that affect the community are issued regularly in press releases that are distributed to the media, the ANCs, other government leadership, stakeholders and to the community. All releases have at least two contacts if residents need further clarification about the news in the release or advisory.

**DC Register** - When DDOT issues notice of proposed rulemakings, DDOT has recently expanded the amount of time open for comments from 30 days (default set by the Office of Documents and Administrative Issuances) to typically 45 days or longer.

10. How has the agency tried to reduce agency **energy use** in FY 2016?

**Response:**

DDOT continues to be housed in a LEED Certified building (Gold). DDOT also operates 16 hybrid electric Circulator buses that are more fuel efficient than standard diesel buses. DDOT also installed 916 LED Streetlights. DDOT participates in the District Fleet Share with DPW, which includes hybrids and compressed natural gas. DDOT employees are also eligible for free capital bikeshare memberships (12 % of DDOT employees are registered).

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

**Response:**

<b>Number of Employees Hired in FY 2016 and FY 2017, to date</b>		
<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	FY 2016 – 64 FY 2017- 8	FY 2016 - 43 FY 2017 - 5
Term	FY 2016 – 31 FY 2017 – 2	FY 2016 - 17 FY 2017 - 1
Temporary	0	0
Contract	0	0

12. Please provide the agency’s FY 2016 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 2016 and FY 2017, 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 2016 or FY 2017 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 2016 and FY 2017, 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 2016 and FY 2017, 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 2016 and FY 2017, to date.
- Expenditures of funds, including the purpose of each expenditure, for FY 2016 and FY 2017, 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 2016 and FY 2017, 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 2016 and FY 2017, 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. Note that DDOT is not able to provide expenditure information by contract number. Expenditures can only be verified by purchase order and there are multiple purchase orders for each contract.

20. Please provide the details of any **surplus** in the agency's budget for FY 2016, 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.

**Response:**

<b>DCMR Title and Chapter</b>	<b>Description</b>	<b>Most Recent Revision</b>
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
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
24-41	Publisher Boxes	November 18, 2016

24. Please explain the impact on your agency of any **federal legislation or regulations** adopted during FY 2016 that significantly affect agency operations.

**Response:**

There are no new federal legislation or regulations that were adopted in FY 2016 that significantly affected agency operations, however the US Department of Transportation (U.S. DOT) has continued to finalize rulemakings that have been in process for some time and could affect agency operations and the prioritization of FHWA funding in the future.

The following regulations were adopted in or immediately after FY 2016 along with the potential effects on agency operations:

- Final rule for Safety Performance Measures. Published March 16, 2016. Potential effect: This rule establishes statewide safety performance measures and requires state DOTs to establish and report on targets. These rules support DDOT's focus on Vision Zero and improving transportation safety and will not have a major effect on agency operations.
- Final rule for Highway Safety Improvement Program. Published March 16, 2016. Potential effect: These rules clarify policy and program structure for the Highway Safety Improvement Program (HSIP), a formula-funding program for FHWA funds. These rules will guide how DDOT can deploy this funding resource for safety improvements, but will not have a major effect on agency

operations.

- Final rule for Highway Asset Management Plan. Published October 24, 2016. Potential effect: These rules require State DOTs to develop a detailed risk-based asset management plan for the National Highway System. DDOT must complete an initial plan reviewed and certified by FHWA by April 2018 or be required to increase the District’s matching requirements for FHWA funds. DDOT has initiated the planning process and does not anticipate any challenges meeting the deadline. The plan will not have major effects on agency operations but the development of the plan and asset inventory may result in some shifts in asset management techniques and priorities.
- Final rule for Transit Asset Management Plan. Published July 26, 2016. Potential effect: These rules require transit agencies to develop and implement transit asset management plans for all transit assets, including setting targets for transit capital assets, and then report on condition and targets to the National Transit Database. DDOT is aware of these requirements and is working to develop TAM plans for both streetcar and circulator assets within the required timelines.

In addition, Final Rulemakings were published in January 2017 for Pavement and Bridge Condition Measures and System Performance Measures. These effective dates for these rules are still under review, but DDOT is preparing for their implementation.

25. Please provide a list of all **MOUs** in place during FY 2016.

**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 2016. Please state the status and purpose of each study.

**Response:**

Study	Purpose	Status
Park DC: 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	Study began in September 2014 and is ongoing.

	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.	
Multimodal Congestion Management Study	In the FY 2016 budget, Council required that DDOT conduct a “Congestion Management Study” to assess the current state of congestion in the District on all surface modes (walk, bike, bus, car) and to make recommendations for how to address multimodal congestion in the near term (1, 3, and 5 years) and allocated \$1M for the conduct of the study. As of February 7, 2017, The study was completed and a report will be delivered to Council shortly that responds to that request by: identifying a series of multimodal system performance measures, assessing congested locations, developing a one-, three-, and five-year investment plan to address the identified issues, and developing a data-driven framework for monitoring and responding to multimodal congestion in an ongoing fashion.	Study started December 2015. Completed January 2017 (report sent to Council). Continuation work through September 2017.
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. Completed May 2016.
Connected Vehicles	DDOT has undertaken a research project to develop	Study started



Initiative	and pilot on-board units for Roadway Operations Patrol (ROP) vehicles that will provide real-time vehicle and roadway information (notably roadway temperature and pothole detection) and provide a platform to test infrastructure-to-vehicle messaging.	September 2016 and is ongoing.
Freight Trip Generation	DDOT has undertaken a research project to understand freight activity at buildings in the District in order to inform on-site loading requirements and curbside management policies.	Contracting started in May 2016. Study started October 2016 and is ongoing.
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.
16 <sup>th</sup> 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. The final report was completed in March 2016.

<p>Brookland/ Edgewood Livability Study</p>	<p>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 month period, entailed extensive outreach data collection and analysis and provided recommendations that are cost effective and result in measureable 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.</p>	<p>Study began September 2014 and was completed June 2015.</p>
<p>C Street, NE Transportation Study</p>	<p>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.</p>	<p>Study started December 2014 and was completed February 2016.</p>
<p>TCO Program Optimization Project Study</p>	<p>In FY 2015, 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.</p>	<p>Began Summer 2015, ended in January 2016.</p>
<p>Eastern Downtown Cycletrack Study</p>	<p>Last year, DDOT began the Eastside Downtown Cycletrack Study. This study is examining the development of a protected bicycle facility</p>	<p>Study completed in February 2017.</p>

	(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.	
Streetcar lighting survey (survey near the Streetcar Station Platforms)	Found most platforms meet or exceed required foot-candles; Increased wattage of two existing lights at the Union Station platform	Completed in FY 2015
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 and was completed in 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 74).	Ongoing (see more information below under question 74).
Long Bridge	DDOT, FRA, VRE, and DRPT are finalizing a pre-NEPA study and initiated the NEPA process with the release of the Notice of Intent for an Environmental Impact Statement (EIS) on August, 28, 2016. The	DDOT expects to complete the EIS process in FY19.

	EIS analysis will ultimately lead to a preferred alternative to advance rail and multimodal improvements in the corridor.	
State Rail Plan	DDOT is preparing a State Rail Plan consistent with the Federal Railroad Administration (FRA) 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.	DDOT began the procurement process for this study in March 2015, and the study is ongoing.
Southeast 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.
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.
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	Study started November 2013. Completed September 2015.

	<p>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.</p>	
<p>Transportation Research Board Papers</p>	<ul style="list-style-type: none"> <li>● Submitted for 2017 TRB Annual Meeting: “Advancing Urban Multimodal Transportation System Performance Management”, DDOT contributors include Dock and Westrom</li> <li>● Submitted for 2017 TRB Annual Meeting: “Data-Driven Urban Performance Measures: A Case Study Application in the District of Columbia”, DDOT contributors include Dock and Westrom, Submitted for 2017 TRB Annual Meeting: “A Multimodal Trip Generation Model To Assess Travel Impacts of Urban Developments in the District of Columbia”, DDOT contributors include Westrom, Dock, and Henson, Submitted for 2017 TRB Annual Meeting: “Low-Stress LTS: The District of Columbia’s Innovative Approach to Applying Level of Traffic Stress”, DDOT contributors include Buck, Graham, and Dock</li> </ul>	<p>Submitted in Fall/Winter 2016.</p>

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 2016 and FY 2017, to date.

**Response:** See Appendix Q27 and Q28.

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 Q27 and 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.
- Is the condition of federal roads improving or worsening? Please describe.
- Local and federal dollars spent resurfacing/improving federal roads in FY 2016.
- Miles of federal roads resurfaced/improved in FY 2016.
- An assessment of whether the amount of funding dedicated to federal roads in FY 2016 was sufficient to meet agency goals.

**Response:**

The District has **428** 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><b>FEDERAL ROADS CONDITION</b></i>	<i><b>EXCELLENT</b></i>	<i><b>GOOD</b></i>	<i><b>FAIR</b></i>	<i><b>POOR</b></i>
<i><b>PERCENT</b></i>	<i><b>28%</b></i>	<i><b>44%</b></i>	<i><b>21%</b></i>	<i><b>7%</b></i>

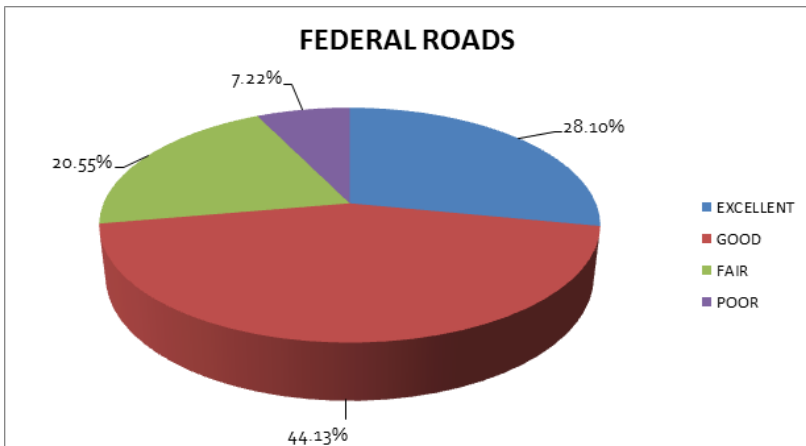
For streets in Excellent or Good condition, DDOT’s goal is to maximize the Remaining Service Life (RSL) of the pavement on these segments by adopting pavement preservation techniques such as Crack Sealing and Slurry Seal.

The federally funded streets are surveyed annually to assess pavement condition. Between FY 2015 and FY 2016, the condition of federal roads did not materially change. While there was some movement

between excellent, 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 2016 included approximately \$12,188,532 of federal funds and \$2,469,954 of local funds.

In FY 2016, DDOT completed approximately 9 miles of resurfacing and paving on federally funded streets. In addition, DDOT made minor repairs to more than 63 streets and filled 76,521 potholes (including both federal and local roads). However, given the minor size of these repairs, DDOT measures this work in square yards (8759 square yards were used in FY 2016). The 2017 Local and Federal paving project list will be published shortly.



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.
- Is the condition of federal roads improving or worsening? Please describe.
- Local and federal dollars spent resurfacing/improving local streets in FY 2016.
- Miles of local streets resurfaced/improved in FY 2016.
- An assessment of whether the amount of funding dedicated to local streets in FY 2016 was sufficient to meet agency goals.

**Response:**

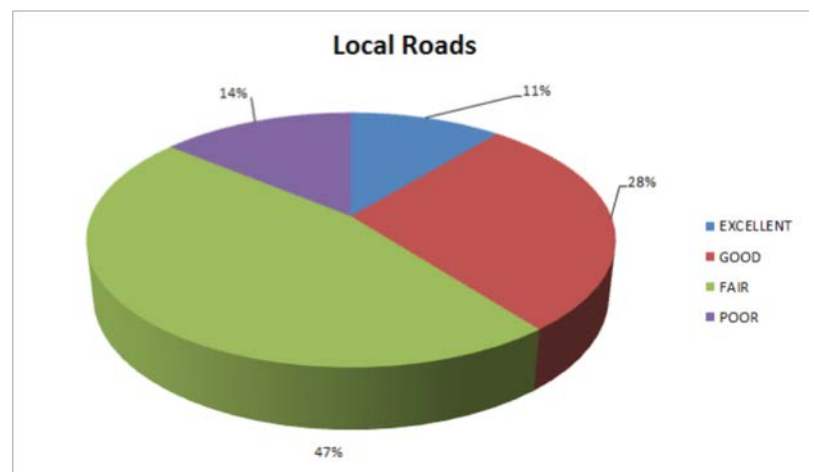
The District has **603** centerline miles of local streets. The local streets are assessed every two years, and the latest local roads condition report will be available in early 2018. The data below reflects work performed in FY 2016 and the pavement condition of local streets in the District.

<i>LOCAL ROADS CONDITION</i>	<i>EXCELLENT</i>	<i>GOOD</i>	<i>FAIR</i>	<i>POOR</i>
<i>PERCENT</i>	<i>14%</i>	<i>28%</i>	<i>25%</i>	<i>32%</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 \$30 million in 2016.

In FY 2016, DDOT completed approximately 12 miles of resurfacing/paving on local streets, and an additional 11.2 miles of pavement preservation - Slurry Seal. In addition, DDOT made minor repairs to more than 63 streets and filled 76,521 potholes (including both federal and local roads). However, given the minor size of these repairs, DDOT measures this work in square yards (8759 square yards were used in FY 2016).



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 2016.



- Miles of alleys resurfaced/improved in FY 2016.
- An assessment of whether the amount of funding dedicated to alley maintenance and repair in 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>	<i>12%</i>	<i>28%</i>	<i>46%</i>	<i>14%</i>

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 FY 2016, DDOT continued Mayor Bowser’s AlleyPalooza Campaign and completed work on approximately 105 alleys. In addition, the condition of the alleys citywide should be improving as more alleys are rebuilt and improved.

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. For FY 2016, the local budget for alley improvements was \$11.7 million.

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.
- Is the condition of sidewalks improving or worsening? Please describe.
- Local and federal dollars spent resurfacing/improving sidewalks in FY 2016.
- Miles of sidewalks resurfaced/improved in FY 2016.
- An assessment of whether the amount of funding dedicated to sidewalks in FY 2016 was

sufficient to meet agency goals.

**Response:**

The District has approximately 1,495 miles of sidewalk. The following is a breakdown of the sidewalk:

	<i>EXCELLENT</i>	<i>GOOD</i>	<i>FAIR</i>	<i>POOR</i>
<i>SIDEWALKS</i>	<i>57%</i>	<i>30%</i>	<i>11 %</i>	<i>2%</i>

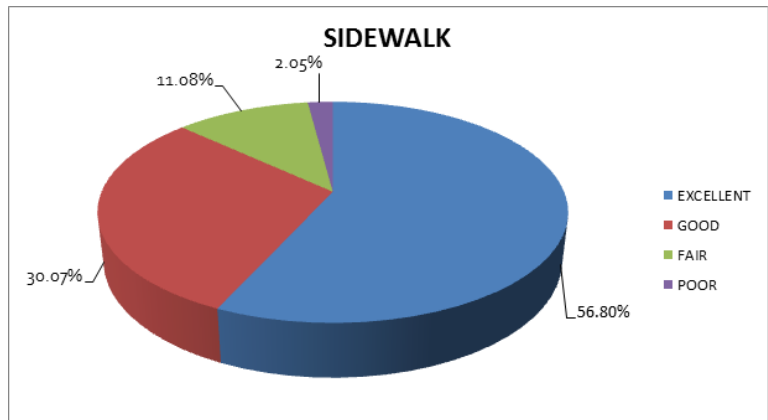
The overall condition of sidewalks is continuously improving as sidewalk repairs and replacements are performed regularly. A sidewalk condition assessment was completed two year ago and the numbers above reflect this assessment and what was completed in FY 2016. In addition, the ADA improvement project, which focuses on the removal of accessibility barriers in the public space and contributes to the improvement of the District’s sidewalk network.

The FY2016 local budget for sidewalk improvements was \$17 million and approximately 261 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 (2,445 square yards were used in FY 2016).

The data from the 2014 sidewalk assessment, along with Cityworks service request data, was used to develop the FY 2017 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 2016. DDOT now has a construction contract to implement the sidewalk gap closure project and

plans to start work when construction season begins (Spring 2017). This contract will enhance DDOT’s existing ability to address sidewalk gaps. In FY 2016, DDOT’s Asset Management Division filled ten segments of sidewalk gaps throughout the District (this is included in the 175 figure above).



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.
- 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 2016.
- Miles of bridges and tunnels resurfaced/improved in FY 2016.

**Response:**

Repaired and maintained 62 Bridges in FY2016 at a cost of \$6.0M

Inspected 120 Bridges in FY 2016 at a cost of \$1.5M

<b>Structure Number</b>	<b>Facility Carried</b>	<b>Facility Intersected</b>	<b>Location</b>	<b>Bridge Deck Area</b>	<b>Status</b>
0003	31st Street, N.W.	C&O CANAL	Georgetown & C&O Canal	1,934	Design will be completed March 2017; Construction is projected to start Sept. 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; DDOT/AMD will continue repair/maintenance of the bridge.
1001	Anacostia Freeway	Nicholson Street	Anacostia Freeway, S.E.	6,356	Design completed November 2016; Construction is projected to start July 2017.
1001 (Ramp 6)	Ramp 6 over Nicholson Street	Nicholson Street	Anacostia Freeway Ramp to Penn. Ave.	2,343	Design completed November 2016; Construction is projected to start July 2017.
1009	Anacostia Freeway	Suitland Parkway	Anacostia Freeway over Suitland	17,632	Beams temporarily supported at pier. Will be replaced under Phase I of South Capitol Street Project. Final Design anticipated to start September

			Parkway		2017, Construction completion Dec. 2021 as part of the design-build project.
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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.

There are 15 Tunnels (approximately 2 miles) in DDOT inventory and all are getting routine annual maintenance. Total amount on Tunnel Maintenance for FY 2016 is \$4,804,287.00.

34. What is the status of the Streetscape projects currently underway? 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 2016 through FY 2020.

- Which streets, alleys, and sidewalks were scheduled to be improved in FY 2016?
- Of these, which were not completed? Why?

**Response:**

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 FY 2017 workplan is currently being finalized and will be available on DDOT's website by April 2017.

Appendix Q35 lists the items that were not completed in FY 2016. These locations were not completed in FY 2016 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 2016 will become part of next year's workplan.

36. What is the status of the 11th Street Bridge and South Capitol Street Bridge Projects? Did the timeline, budget, or scope of either project change in FY 2016 or FY 2017, to date?

**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. The exceptions to final completion are (1) the portion of the I-695 EB off-ramp design and construction to 11th Street (see CSX reference under scope below), (2) the Net Benefit Agreement (NBA) that involves ongoing negotiations between DDOT, FHWA and NPS, and (3) a wetland mitigation permit regarding wetland creation at the project site (DDOT is coordinating with DOEE to resolve the site access issue). Note that given the Garvee Bond structure to the project's financing, after resolution of the three issues above, the project will remain open for the lifetime of the Garvee Bonds (2028 final debt service payment).

**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 outstanding issue related to the final acceptance of the project, which is the Net Benefit Agreement (NBA) with National Park Service (NPS).

**Funding:** The project was completed on time and on budget however, resolution of the NBA has delayed the Final Acceptance of the 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. While the timeline of the project has not changed, the overall costs of Phase 2 have been greatly reduced 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, and the final RFP was issued in March 2016.

**Current Status:** Three of the shortlisted teams submitted technical and financial proposals in December 2016. The proposals are currently under evaluation, and the award of the project is anticipated Spring 2017.

**Timeline:** The project timeline did not change significantly during FY 2016. All necessary administrative approvals (Project Labor Agreement, Financial Plan Review, Record of Decision, etc) were achieved prior to the March release of the final RFP. The anticipated project schedule is as follows:

- Award of D/B Contract – Spring 2017.
- Start of Construction – Summer/Fall 2017.
- Project Completion – September 2021.

**Funding:** Funding for the project remains as shown in the Approved Financial Plan. Once the price proposals are opened, if adjustments are necessary, they will be reflected in the financial plan update.

37. What is the status of the completion of the H Street Bridge Project? Did the timeline, budget, or scope of the project change in FY 2016 or FY 2017, to date? Currently, the 2017-2022 Transportation Improvement Program for the National Capital Region does not reflect any change in the budget for the H Street Bridge Project for FY 2019-FY 2020, although the Council allocated \$160 million for this endeavor in the Fiscal Year 2017 Budget Support Act of 2016. Please explain this discrepancy.

**Response:**

**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.

DDOT is planning to use a “design/build” approach for this project. Unlike typical “design/bid/build” process, which may include discrete design stages including 30%, 60%, and 90% design, a “design/build” process does not have these stages of development since the awardee can use one or more elements of the design and begin concurrent construction, which reduces the construction time considerably.

**Timeline:** As of February 2017, DDOT is in the process of procuring 30% design as well as design/build procurement documents for the bridge. Amtrak has developed future rail layouts to support the station expansion. Construction of both projects must proceed in conjunction with one another. Note that while the project is in procurement process, it has been delayed by a year from the schedule DDOT submitted to the Council.

**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. Regarding the noted \$160M allocation, DDOT has not yet updated the FY 2017-22 Transportation Improvement Program for the National Capital Region to reflect changes in the District’s budget. DDOT is preparing a master amendment to the FY 2017-22 TIP based on changes in funding need and timing. However, because \$100M of the \$165M funding in the District’s budget is anticipated to come from Federal grant sources that are still to be determined, DDOT may not be able to submit the full funding for the TIP and maintain the financial constraint of the program.

38. What is the status of the Oregon Avenue NW and Eastern Avenue NE Projects? Did the timeline, budget, or scope of either project change in FY 2016 or FY 2017, to date?

**Response:**

Oregon Avenue, NW - This project extends from Military Road to Western Avenue and is currently in design. The project design is 90% complete. The project will likely have to be re-sequenced if construction is to proceed while DC Water is completing their new 50-foot deep sewer tunnel on Oregon Avenue from Bingham Drive to Oregon Knolls. DDOT is reviewing options to bid the project for construction at this time. The timeline to begin construction may vary from Fourth Quarter 2017 to First Quarter 2019 for this 27-month project. The scope of the \$18M project is unchanged in FY2016 or FY



2017 to date.

Eastern Avenue, NE/NW - This project extends from New Hampshire Avenue to Whittier Street and is currently in design. It is at the 30% design stage. The timeline is for the design to be completed by the Third Quarter of 2017. The scope of the \$6M project is unchanged despite request from City of Takoma Park, MD to extend the project to Laurel Avenue, NW in FY 2017. DDOT determined that the Takoma Park, MD requests for certain additional work will be handled separately from this project, under existing contract vehicles for asset management (e.g., road rehabilitation) contracts. The timeline beyond design (e.g., construction) is not yet available.

39. As DDOT engages in the rehabilitation of the East Capitol St. and Theodore Roosevelt bridges, what steps has the agency taken to ensure that these thoroughfares will safely accommodate non-motorized users when they are re-opened?

**Response:** We are committed to improving the pedestrian and bicycle facilities for both to the extent feasible with near term work.

Regarding the East Capitol St. Bridge, widening the bridge is not currently possible as according to DDOT's assessment of existing conditions existing pile-supported piers are at capacity and are unable to support the increased loading resulting from a widened bridge. However, DDOT does plan to carry out additional tasks to enhance pedestrian and bicycle access including improving the connections of the existing southern sidewalk to the Anacostia Riverwalk Trail and reviewing options to better accommodate people walking and biking within the current out-to-out bridge width.

As for the Theodore Roosevelt Bridge rehabilitation, we are still in the process of evaluating the bridge and developing the scope of work for the design. We face similar challenges on this project and the extent of any widening will depend on costs associated and budget available. If there is a need for a full deck replacement, full bicycle and pedestrian facilities will be possible. If the scope (and budget) are limited to the minimal necessary structural repairs and rehabilitation, we will widen the existing sidewalks to the extent possible. In addition, we will work with the National Park Service to understand their timeline for new and improved connections on the Virginia side of the river, particularly on the downstream side.

40. Please provide an update on the efforts of the National Park Service to rehabilitate Beach Drive.

What work has NPS completed to date? What is the estimated timeline for the completion of Phase I of the project? When is Phase II of the project scheduled to begin?

**Response:**

NPS's Beach Drive reconstruction project is on schedule to be completed by the Fall of 2019, approximately three years after it was awarded in September 2016. The three-year duration anticipated that the NPS contractor would likely perform additional work on behalf of DDOT and DCWater in the areas where they were already working in order to reduce impacts to the public and be more cost efficient by not having to mobilize multiple contractors multiple times.

At the time of award, a change was negotiated to the NPS contract on behalf of DDOT to rehabilitate and widen areas of the multi-use trail adjacent to the roadway. That change extended the contract performance period by 130 calendar days; however, it did not extend the overall project schedule since that change was already factored into the three-year duration.

The additional trail work will extend the duration of Phase 1A/1B by approximately two months (from eight months to ten), with 1B expected to be complete in August of this year. Phase 2 is expected to last two to three months; Phases 3 and 4 are each expected to last between six to eight months with the overall project wrapping up by Fall of 2019, or potentially sooner.

DDOT continues to coordinate closely with NPS and Eastern Federal Lands Highway Division of FHWA, which is managing the construction on NPS's behalf, to track project progress and schedule and issues related to current and upcoming construction phases and impacts on District roadways.

41. On September 30, 2016, the Office of the Inspector General issued a report identifying deficiencies in the manner in which DDOT maintains contract related documents. What steps has DDOT taken to resolve these issues?

**Response:**

DDOT has designated a Supervisory Contract Specialist to be a Compliance Officer responsible for ensuring contract files are complete. He has undertaken a systematic review of all active contract files, and continues to assist the Contract Specialists in the remediation of those files that have been missing

documentation. He has instituted periodic meetings with the Contract Specialists to review the status of pending contracting actions and review the latest requirements and procedures.

42. Please explain the status of the green alley program. Please include the location of any projects completed in FY 2016 or planned for FY 2017 or FY 2018 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. In FY 2016, DDOT initiated contracts for design projects and supported the IPMA with the ongoing construction of several green infrastructure facilities through our capital projects, including:

- Minnesota Ave SE Phase 1
- 15<sup>th</sup> Ave NW
- Klingle Valley Trail
- Oxon Run Trail
- Kennedy Street Revitalization

As of Feb 2017, design had started for the GI team projects listed below, and design is expected to be completed in FY 17 with the exception of LeDroit Park Phase 2 and Oregon Ave Watershed, which are expected to be complete by the second quarter of FY 18.

- Ft Davis
  - Design complete 12/16. Ready for construction, pending IDIQ construction contract
  - Intersection of Fort Dupont St and Q St SE
  - Narrow a wide intersection with the use of bioretention bump outs and permeable pavement parking lanes to calm and slow traffic as well as capturing stormwater runoff.
- LeDroit Park Phase 1 and 2
  - Phase 1 design complete 12/16. Ready for construction, pending IDIQ construction contract
    - Five sites with permeable pavement, bioretention, and trees
  - Phase 2 started design in FY 2017. Expect FY18 construction, seeking funding
- Klingle Watershed
  - Design nearing completion, expect FY 2017 construction
- Green Alleys – 9 alleys in 3 phases

- Phase 1 design complete 12/16. Ready for construction, pending IDIQ construction contract
- Phase 2 in design, expect FY 2017 construction
- Phase 3 starting design in FY 2017. Seeking construction funding
- Dix Street
  - Under design, expect FY 2017 construction
- Alger Park
  - Under design, expect FY 2017 construction
- Oregon Ave watershed
  - Design started FY 2017, expect FY18 construction if funding obtained

As DDOT scales up the GI program, we continue to coordinate with DOEE to determine the most effective methods to implement regulatory requirements on these voluntary retrofit projects. We anticipate this coordination will increase efficiencies and help streamline the design process and cost.

**Cost Information:** We received unit pricing for our construction IDIQ contract, which will help more reliably predict construction costs for projects over the next two years (length of the contract). Using this contract pricing, we have estimated a range of costs for construction (the cost presented does not include design or construction oversight) of the three main types of green infrastructure that DDOT installs. The cost for urban retrofit projects varies significantly due to the drainage patterns, type of development, soil type, presence of utilities, and other factors. While we use these factors to help guide selection of our sites, the nature of urban retrofit projects adds a high degree of variability to the cost effectiveness.

GI Type	Cost/BMP area (\$/sf)	Cost/treatment (\$/gal)
Bioretention	\$100-\$250	\$5-\$25
Permeable pavement	\$50-\$120	\$10-\$100

43. How much did DDOT receive in funding for green infrastructure projects in FYs 2015, 2016, and 2017 from the Stormwater Permit Compliance Enterprise Fund, the EPA Clean Water State Revolving Fund, and the Bag Bill fund? How many gallons of stormwater will be managed as a result of each year's spending? Please explain how DDOT calculates this metric.

**Response:**

The DDOT Green Infrastructure Program receives funding from a variety of sources. Primary funding has been 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, which are 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 FY 2016 and FY 2017, we have completed or initiated \$3.1M of design projects. Construction and construction oversight costs for these projects are estimated at \$13.2M (\$11.2M for construction and \$2.1M for construction management). The majority of funding has been obtained. The deficit in construction and construction management funds is estimated at approximately \$6M. For these projects, the total design, construction, and construction management costs are estimated to be just over \$16M and would provide more than 75 bioretention areas, 40 permeable pavement areas and 400,000 gallons of treatment. These projects are expected to be constructed starting in the spring 2017 through 2019.

44. In FY 2014, 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?
- What is the estimated completion time for this project?

**Response:**

The DC PLUG program is defined by the Electric Company Infrastructure Improvement Financing Act of 2014 ("Act"), D.C. Law 20-102. The law states that the District/DDOT and Pepco shall identify outage-prone electrical feeders and propose relocating them from overhead to underground to improve electrical system resilience and reliability.

The original concept was for DC PLUG to be funded through a combination of Pepco debt and equity up to \$500 million, DDOT Capital Improvement funding estimated to be between \$62 million - \$125 million, and the issuance of District bonds up to \$375 million. To date, the District has been unable to issue the District bonds due to legal challenges. By letter dated June 24, 2015, the General Services Administration advised that the Federal Government has concluded that the DDOT project underground

charge (which would have been used to repay the principal and interest on the District bonds) approved by the Public Service Commission constitutes a tax on the end users of Pepco from which the Federal Government is immune. This challenge has not yet been resolved and consequently, the District's bond issuance up to \$375 million dollars has been delayed.

On January 17, 2017, Pepco and District staff (including DDOT, and the Office of the City Administrator) met to discuss a proposed Pay-As-You-Go (PAYGo) legislative option as an alternative to the issuance of District bonds up to \$375 million to fund the D.C. PLUG construction activities. This legislation would make two major changes: (1) the overall size of the project authorization contained in the legislation is reduced from approximately \$1 billion to approximately \$500 million, and (2) the District will no longer issue District bonds to pay for DDOT's portion of the project. The Mayor introduced legislation on March 6, 2017 to move this strategy forward.

## *II. Transportation Operations Administration Programs*

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

- The agency's current crossing guard deployment plan.
- The current number of crossing guard positions.
- The current number of vacancies.
- The agency's efforts to recruit and fill vacancies.
- The barriers to recruiting and hiring crossing guards and recommendations for addressing those barriers, where possible.
- The number of new crossing guard positions necessary to meet the needs of District schools.

### **Response:**

- The agency's current crossing guard deployment plan.

**Response:** See Attachment Q45. The AM shift runs 7:00AM-9:30AM and 2:00PM-4:30PM. The 'Xs' are not checked as the individuals work both AM and PM shifts.

- The current number of crossing guard positions.

**Response:** There are 201 Safety Technician positions that include 194 CS-019-03 positions and 7 Lead Safety Technician CS-019-04 positions.

- The current number of vacancies.

**Response:**

10 vacancies as of 2/22/17.

- 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 April 3<sup>rd</sup> ;
  - Grants Associates (job placement agency contracted through DOES)
  - DC Office on Aging – Currently receiving applications/resumes;
  - LEAP Program
  - Office of Latino Affairs (OLA).
- 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);
- Ability to pass drug and alcohol screening.

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

- The agency's current TCO deployment plan.
- The current number of TCO positions.
- The current number of vacancies.
- The agency's efforts to facilitate the recruitment of Traffic Control Officers.
  - The FY 2017 budget for DDOT provided funding for the addition of 20 TCOs. Have these positions been filled?
- Statistics of tickets written by TCOs in FY 2016 and FY 2017, to date.

**Response:**

- Deployment consists of 23 rush hour locations and three additional locations for Beach Drive Rehabilitation coverage.
- There are currently 135 TCO positions (filled and vacant).
- There are currently 14 vacancies in the TCO program.
- The agency has participated in a variety of job fairs that extend to different segments of the DC's vast work force. An additional recruitment event was held on November 19, 2016 with participation from TCO and ASA staff to inform District residents about the upcoming TCO job openings.
- Of the 135 TCO positions including the 20 additional positions provided in the FY 2017 budget, 14 are currently vacant.
- Total FY 16 Citations- 106,898 , Total FY 17 Citations- 761

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

- A list of meeting dates, times, locations, and attendees for FY 2016 and FY 2017, to date.
- The number of sign locations discussed by DDOT and DPW.
- The number of locations where signs were repaired, replaced, modified, or improved as a result of the meetings.
- The average length of time, in days, between DDOT receiving notice of an issue with a sign and remedying that issue.
- Steps taken by DDOT in FY 2016 and FY 2017, to date, to inform the public on how to report conflicting signs.

**Response:**

In 2016 DDOT discussed conflicting street signs with DPW during the interagency parking coordination meetings. Meetings were held in from 9 to 11 AM at Citywide Conference Center located at 441 4th St NW. Meeting dates are listed below:

Jan 7, 2017	February 4 March 3	April 7
May 5	June 2	July 7
August 4	September 1	October 6
Nov 3	December 1	

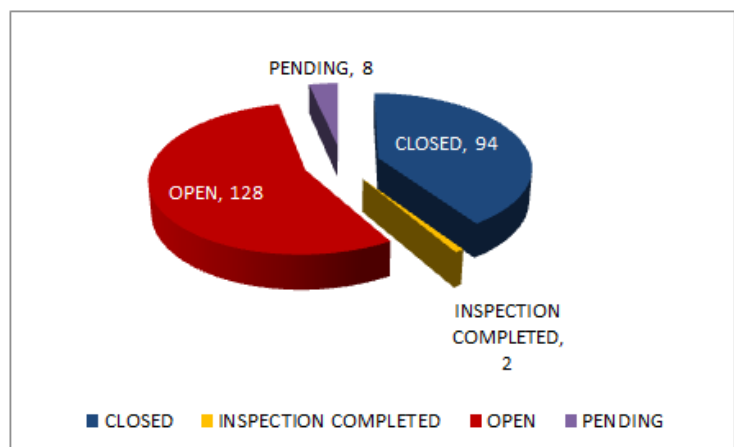


The process to address conflicting signs is as the following:

- DPW inputs conflicting signs reports into DDOT’s Citywork Portal
- DDOT downloads the requests daily and distributes to technicians for analysis (DDOT has a 10 day acknowledgment receipt process)
- Technicians create work orders and send them to DDOT’s Field Operations Division (FOD) for replacement or repair.
- Once the service request is completed, DDOT closes out the work order in the Cityworks portal

In FY 2016, DDOT completed the final draft of the District of Columbia Signs and Pavement Markings Manual. The manual is going through final in-house review and editing. DDOT has completed the initial data collection and has the raw data (which includes signs, posts and meters) of the sign inventory which was collected by Cyclomedia in FY 2016. DDOT also has a draft of the digital sign work order management, for which scripts are being created to detect sign conflicts.

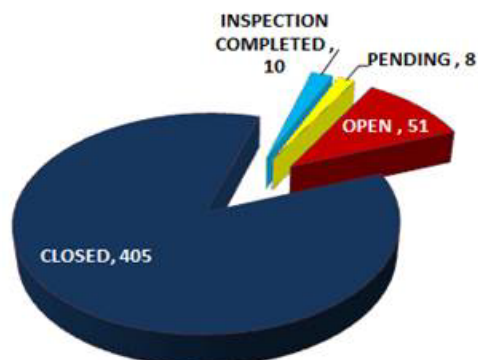
**FY16: TOTAL OF SIGN CONFLICTS RECEIVED IN CITYWORKS**



The total number of signs collected was 206,701; the total number of sign supports collected was 123,087, which does not include street name signs or other supports that did not have a sign on them at the time of inventory.

In FY 2016 DDOT received a total 232 Service Requests (SR) with reported sign conflicts in Cityworks (CW). Of the 232 SR received, 94 were closed and 138 remain open. The chart below shows a summary of the Service Requests initiated by DPW.

**TOTAL SRs FOR SIGN CONFLICTS RECEIVED IN CY16**



In CY16, DDOT received a total of 474 Service Requests (SR) with reported sign

conflicts. Of the 474 SR received, 405 were closed and 51 remain open. The chart below shows a summary of the SRs initiated by DPW.

In FY 2017, DDOT will finalize a GIS-based inventory application that will help to manage the continual maintenance of sign installation and replacement. Currently, OITI is in the design/prototype phase with plans to have a viable solution available for testing in the summer of this year. Additionally, DDOT plans to conduct the QA/QC of the raw data collected to help with sign standardization, the automated Work Order process developed by IT and uniformity processes for resolving sign conflict throughout the District. This approach leverages the recently captured GIS sign inventory to precisely locate current inventory of signs and supports and use sign analyses to prevent the introduction of 'sign conflicts'.

### *III. Services, Safety, and Planning*

48. Please provide the number of service requests received by category of request for FY 2016.

- Please provide statistics on responsiveness to these requests.

**Response:** See attachment Q48a.

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

**Response:** See attachment Q48b.

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

**Response:**

In FY 2015, DDOT received almost 150,000 Services Requests. In FY 2016, DDOT received approximately 100,000 Service Requests. We believe this reduction in Service Requests is the result of a more focused approach to our resource allocation. In other words, DDOT is not waiting to receive Service Requests to address necessary improvements. We have also decreased the time between the Agency receives a Service Request and Inspection by 45%.

Under the direction of Director Dormsjo, DDOT has implemented Transtat. Transtat is a weekly meeting with DDOT managers and staff that focuses on process improvements and performance reporting. This helps ensure issues are addressed and processes are evaluated for efficiency and effectiveness. DDOT continues to provide training to staff on the Cityworks system (DDOT's Work Order tracking system) to

help improve the data collection process. Lastly, DDOT continues to develop dashboards and GIS-related tools to allow staff to identify overdue service requests and to use geography to optimize workload management. The recent reorganization of DDOT is designed to improve the response time for residents in the latter portion of FY 17, at which time we will have implemented improved business processes (e.g., consolidated similar functions).

49. Please list the number of public space permits, by type, issued in FY 2016 and FY 2017, to date.

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 2016 and FY 2017, to date.

<u>Public Space Permit</u>	<u>FY 2015</u>	<u>FY 2016</u>	<u>% Year over Year (FY 2015 to FY 2016)</u>	<u>FY 2017 (Note - 1st Quarter Only)</u>
Construction	14,893	16,378	10.0%	3,721
Occupancy	51,328	55,610	8.3%	11,329
Commercial Vehicle Annual Permits	3,086	3,264	5.8%	194
Temporary Truck Permits	2,425	3,348	38.1%	533
Total	71,732	78,600	9.6%	15,777

As has been the trend for several years, construction continues across the District, with new neighborhoods being developed, infills in existing neighborhoods, and major projects by utilities. DDOT's PSRA continues to 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, conducting stakeholder engagement, and continuously enhancing the Transportation Online Permit System, TOPS. DDOT continues to maintain its high level of service delivery in FY 2017 with 95% permits being processed on-time.

50. How many public space inspectors are employed by DDOT? Please describe the exact procedure public space inspectors are instructed to follow in order to ensure compliance with no-parking permits and the conditions of public space permits. Are public space inspectors required to inspect all projects

after their completion to ensure that the public space is restored?

- Please describe the process for ensuring that utilities conducting excavation projects in the public right of way restore the right of way to its original condition after the project is completed.

**Response:**

- DDOT has 24 Public Space Inspectors, 3 Supervisors, and 1 Chief of Inspections. Two (2) Inspectors are currently on extended leave. Inspectors work six days a week on shifts that start as early as 6AM and others that end at 2AM the following day. This is so DDOT can provide the widest possible coverage for the activities that occur in public space, from excavation and construction to emergency work to sidewalk café and valet services in entertainment zones.
- New Public Space Inspectors go through a training regime that includes review of public space inspection procedures; public space permits and associated paperwork; public space enforcement procedures and associated paperwork. New Public Space Inspectors shadow their supervisor and a senior Public Space Inspector for several weeks to observe and practice the administrative and field functions associated with public space inspections. Public Space Inspectors receive instruction in various facets of public space work, including District of Columbia Municipal Regulations, restoration materials, methods, and standards as codified in the Standard Specifications for Highways and Structures, the Manual on Uniform Traffic Control Devices, the Design and Engineering Manual, the Safe Accommodations regulations, traffic control requirements, and associated policies and practices adopted by DDOT. DDOT also trains new inspectors in investigating and reading utility markings and excavation tickets through the One Call underground conduit protection.
- DDOT is not able to inspect all locations for which public space permits are issued. All projects that include a public space deposit, which includes the vast majority of public space projects, are inspected to ensure restoration is complete to District standards not only when the project is complete but two years later to ensure the integrity of the restoration, consistent with District regulations.
- Utility restorations are subject to the same standards and inspections as other projects in public space. DDOT has instituted a special program called Operation Smooth Streets, which is the first program to organize and systematize the permanent restoration of excavations in public space that occurred during the winter. District regulations allow for the temporary restoration of public space excavations during the winter. These restorations are to be permanently restored once the winter passes. As the winter months end DDOT inspects the thousands of excavations that occur during the

winter and marks out both the concrete and asphalt restoration limitations. DDOT monitors these excavations and inspects the restorations on an ongoing basis. Last year's Operation Smooth Streets led to the successful restoration of over 4,000 excavations. This year's Operation Smooth Street is underway with the initial inspections being conducted.

- In addition to construction, traffic control, and restoration training and monitoring, Public Space Inspectors inspect and enforce in a variety of capacities including:
  - Fences and retaining walls
  - Special events such as Taste of DC and similar multi-block, multi-day events as well as smaller scale celebrations in public space such as neighborhood block parties.
  - A-frame and other signs in public space.
  - Vault abandonment
  - Farmers markets
  - Bus operations when a public space permit is required
  - Steel plates
  - Display of merchandise
  - Mobile storage containers and moving trucks when a public space permit is required

As a result, Public Space Inspectors are trained to be well versed in public space regulations and uses well beyond construction, traffic control, and restoration. The team performs tens of thousands of inspections annually, including tens of thousands outside of work done under a public space permit.

51. As part of the Fiscal Year 2015 Budget Support Act of 2014, DDOT received the authority to implement managed lane policies in the District. What actions has DDOT taken in FY 2016 and FY 2017, to date, to implement managed lanes in the District?

**Response:**

DDOT began work on assessing the potential for a managed lanes system in Spring 2011. Since that time, DDOT has conducted high level feasibility analyses, but has not advanced detailed engineering or environmental analyses.

During FY 2016, DDOT was engaged with VDOT Environmental Assessment for the extension of I-395 HOT lanes to Eads Street in Arlington, in order to understand any potential impacts to the District. DDOT has also been engaged in VDOT's I-66 planning. Both projects do not appear to have negative

impacts on the District at this stage.

Due to other priority projects and identified feasibility challenges in the District, DDOT is not currently pursuing managed lanes in the District at this time.

52. Please provide a list identifying the location of all sharrows, cycle tracks, and bicycle lanes in the District, including the length of all such infrastructure. Please also identify how much of the District’s bicycle infrastructure is contiguous.

- Please provide a list, location, and the length of all bicycle infrastructure the agency installed in FY 2016, and all bicycle infrastructure scheduled for installation in FY 2017 and FY 2018.

**Response:**

There are 71 miles of bicycle lanes, 7.5 miles of cycle tracks, and 19 miles of shared lanes in the city. All lanes are listed by block in Appendix Q52. Contiguity of bicycle infrastructure is difficult to determine since there are many factors that contribute to the comfort level of a cycling network and, while bike facilities do improve conditions for cycling, they are not necessary (or even appropriate) on all roads, especially the hundreds of miles of local streets that already have low traffic volumes and speeds. Nonetheless, we have developed a new measure - level of traffic stress - that recognizes cyclists’ sensitivity to traffic conditions, and assigns a measure from 1 (lowest stress) to 4 (highest stress). As we continue to refine the model, we will be better able to prioritize planning and implementation to ensure a contiguous network of low-stress streets for bicycling.

Below is a list of bicycle lanes already scheduled for installation. These lanes will be supplemented by other lanes currently in the planning, design, or community engagement stages.

**2017 Scheduled Bike Lane Installations**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>Ward</b>	<b>Street Miles</b>	<b>Facility Type</b>
4th St, NE	M St	Florida Ave	6	0.11	Cycle Track
6th St NE	M St	Florida Ave	6	0.23	Cycle track

					(retrofit)
4th St NW	W St	Howard Pl	1	0.52	Climbing lane
31st Pl NE	South Dakota Ave NE	Ft Lincoln Dr. NE	5	0.17	Climbing lane
Fort Lincoln Dr. NE	CJ Barney Dr. NE	33rd Pl NE	5	0.64	Bike Lanes
M St NE	Delaware Ave	4th St	6	0.13	Cycle Track
M St NE	4th St	Florida Ave	6	0.19	Contraflow
Total				1.99	

**Scheduled Bike Lane Installations by others**

Installation by	Roadway	From (St.)	To (St.)	Ward	Street Miles	Facility Type
The Wharf	Maine Ave SW	7th	12th	6	0.29	Cycle Track
Virginia Avenue Tunnel Project	Virginia Ave, SE	2nd , H	9th St	6	0.57	Cycle Track
Total					0.86	

53. How many existing bicycle racks were damaged, destroyed, or lost in FY 2016? How many new or replacement bicycle racks did DDOT install in FY 2016? Did this result in a net increase or decrease in the amount of bicycle parking in public space in the District?

**Response:**

There were approximately five damaged racks reported in 2016. DDOT installed approximately 30 racks in FY 2016. At the same time, the Downtown BID installed roughly 100 racks. 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.

54. What is the status of the Capital Bikeshare Program? Please include:

**Response:**

In 2016, DDOT finalized an expansion plan for Capital Bikeshare. The plan proposed 99 new Capital Bikeshare stations across the city over the FY 16, 17 and 18 to better serve minority and low-income neighborhoods, tourist destinations such as the Mall, and high-demand areas such as Columbia Heights

and downtown. DDOT installed 31 new Capital Bikeshare stations city-wide in 2016. Capital Bikeshare continues to be one of the most successful bikeshare programs in the country. It celebrated its sixth “birthday” in 2016, and has surpassed 15 million trips since the 2010 launch. In FY 2016, Capital Bikeshare launched its Community Partners program which connects 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.

- The number and location of stations that currently exist.  
As of February 2017, there are 240 stations in the District and 200 in Maryland and Virginia, totaling 440 in the Washington Metropolitan area.
- The number and location of stations that DDOT added in FY 2016  
DDOT added 27 stations in FY 2016 installed.
- The number and location of stations that DDOT plans to add in FY 2017.  
DDOT plans to add 37 stations in FY 2017, 5 of which have already been installed.
- The number of members by type.  
At the end of FY 16 there were: Annual members: 30,978 members region-wide.  
Casual (daily, 3-day) members: 1,249,982 casual memberships sold to date (since 2010)
- The specific criteria DDOT utilizes to assess the viability of a proposed Capital Bikeshare station.

Criteria included in DDOT’s Bikeshare Development Plan include: Employment Density, Population Density, Transit ridership, Tourist Destinations, Density of Bicycle Infrastructure, Density of Retail and Hospitality Employment, Density of Hotel Rooms, Attendance at Major Tourist Destinations, proximity to Environmental Justice Population (i.e., minority populations and low-income), Bicycle Commute rate. DDOT has used these criteria to establish a 3-year expansion plan covering FY 2016-18. From the generalized locations included in the plan, DDOT conducts outreach to ANC Commissioners to refine locations, and, as necessary, DDOT conducts outreach to residents and businesses in the vicinity of proposed locations. Some stations are also installed by private property owners or institutions as a result of commitments made through the entitlement process.

55. In February 2015, Arlington County announced that it would offer a cash payment option for Arlington residents to use towards Capital Bikeshare memberships and user fees. Are there any impediments preventing the District from following Arlington County’s lead? If not, has DDOT taken any steps to allow District residents to use cash in lieu of credit or debit card payment for



Capital Bikeshare costs?

**Response:**

DDOT has reviewed the payment option for Arlington residents; however, DDOT’s review revealed negligible interest in Arlington for using the cash option. Additionally, the cash option was only available for purchase at the Arlington County Commuter Store physical location. The District would need to identify staffed locations if they wish to pursue this option.

56. Please describe all actions that the agency has taken in FY 2016 and FY 2017, to date, to improve pedestrian and bicycle safety.

- How was the Vision Zero Pedestrian and Bicycle Safety Fund used in FY 2016? How is it being used in FY 2017?

**Response:**

2016 pedestrian and bicycle safety improvements consisted of:

- installing 6.26 miles of bike lanes, 1.6 of which are buffered or protected;
- Installing 4-mile extension of the Anacostia Riverwalk Trail, which completes a nearly 70-mile network of bicycle and pedestrian trails between the District Maryland;
- Filling 22 blocks (about 300 ft. per block) of sidewalk gaps;
- 5 rectangular rapid flashing beacons;
- 7 HAWK signals;
- Improving the accessibility of 724 curb ramps, 92,276 linear feet of sidewalk, 83 bus stops, and 88 traffic signals.

The forthcoming Year-1 Vision Zero progress report will provide a comprehensive update of activities completed in Calendar Year 2016. FY 2017 actions taken to date are not yet available.

**Vision Zero Pedestrian and Bicycle Safety Fund use:**

**FY 2016:**

<b>Grantee</b>	<b>Grant Amount</b>	<b>Use</b>	<b>Status</b>
DDOT	\$80,000	Data analysis / education campaign to increase awareness of large and commercial vehicle blind spots for people walking and biking	In-progress

Office of Disability Rights	\$100,000	Accessibility position(s) dedicated to safety education, sign inventory, and evaluation of bus stop accessibility and sidewalk conditions	Complete
DPW	\$156,000	Installation and retrofit of side underride prevention devices on all remaining 6-wheel and 10-wheel dump trucks (78 vehicles)	In-progress
DC Commission on Arts and Humanities	\$41,000	Public art installation to discourage street harassment	Complete
Office of the Deputy Mayor for Health and Human Services	\$20,000	ANC safety liaison toolkit and training - pedestrian safety, Age Friendly DC	In-progress

**FY 2017:**

Grantee	Grant Amount	Use	Status
DC Villages/ Capitol Hill Village	\$160,000	Working with its senior population, DC Villages will reduce the number of seniors driving through an expanded volunteer ride program and increased use of ridesharing; improve senior driving education; and enhance pedestrian safety and navigation.	In-progress
Gearin' Up Bicycles	\$80,000	Gearin' Up Bicycles will organize teams of trained youth and adult bicycle mechanics to provide education, repairs, safety checks, and free safety equipment in coordination with the District of Columbia Public Schools' Biking in the Park program.	In-progress
The George Washington University Hospital	\$169,000	The George Washington University Hospital will replicate a proven protocol to increase collection of blood evidence used to adjudicate impaired drivers throughout all District of Columbia trauma centers.	In-progress
District of Columbia Department of For Hire Vehicles	\$61,000	DFHV will provide preventative enforcement for vehicles for hire, in coordination with DDOT traffic control. DFHV will prevent dangerous driving with compliance checkpoints and focused enforcement in areas with high concentrations of vulnerable travelers.	In-progress
District of Columbia Office of Risk Management	\$130,000	ORM will implement a District-wide driver safety program including online training and behind-the-wheel training for high-risk drivers.	In-progress

<b>1<sup>st</sup> Round ("High Crash Intersection Site Visit"):</b> <ul style="list-style-type: none"> <li>● 14<sup>th</sup> St. &amp; U St. NW</li> <li>● Columbus Circle &amp; 1<sup>st</sup> St. NE</li> <li>● Minnesota Ave &amp; Benning Rd. NE</li> <li>● NY Ave &amp; Bladensburg Ave. NE</li> <li>● Wisconsin Ave &amp; M St. NW</li> </ul>	<b>2<sup>nd</sup> Round ("High Crash Intersection Site Visit"):</b> <ul style="list-style-type: none"> <li>● 14<sup>th</sup> &amp; Columbia NW</li> <li>● 18<sup>th</sup> &amp; Adams Mill NW</li> <li>● 44<sup>th</sup> &amp; Nannie Helen Burroughs NE</li> <li>● Firth Sterling &amp; Suitland SE</li> <li>● Georgia Ave &amp; Kennedy</li> </ul>
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57. Please list the number and location of accidents involving pedestrians and bicyclists in the past 3 years. Please include the number of injuries and fatalities associated with each accident. Please list the number of pedestrian and bicyclist fatalities for FY 2014, FY 2015, FY 2016, and FY 2017, to date.

**Response:**

See below for a list of collisions involving pedestrians and bicycles in the past 4 years. DDOT does not have 2017 data for collisions and number of injuries.

<b>YEAR</b>	<b>Total Collisions</b>	<b>Pedestrian Collisions</b>	<b>Bicycle Collisions</b>	<b>Num. Peds Involved</b>	<b>Num. of Bicyclists Involved</b>
2013	19,453	991	614	1038	654
2014	21,542	1,169	842	1,256	863
2015	24,253	1,217	660	1,328	674
2016	26,380	1018	518	1098	527

<b>YEAR</b>	<b>Number of Injuries Associated with Pedestrian Collisions</b>	<b>Number of Injuries Associated with Bicycle Collisions</b>
2013	908	508
2014	948	667
2015	1,079	521
2016	877	392

Annual Traffic Fatalities	2013	2014	2015	2016	2017 (as of 2.22.17)
People Walking	12	10	15	9	2
People Biking	2	1	1	1	0
People on Motorcycles / ATVs	4	3	3	6	0
People Driving (Drivers + Passengers)	11	12	7	12	4
Total	29	26	26	28	6

58. 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.

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
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<b>2015</b>	
<b>Rank</b>	<b>Intersection</b>
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 <sup>th</sup> Street and Florida Avenue, NW
5	Minnesota Avenue and Benning Road, NE
6	17 <sup>th</sup> Street and I Street, NW
7	9 <sup>th</sup> 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

<b>2016</b>	
<b>Rank</b>	<b>Intersection</b>
1	1st Street and Union Station Plaza, NE
2	Minnesota Avenue and Benning Road, NE
3	New York Avenue and Bladensburg Road, NE
4	First Sterling Ave and Howard Rd. SE
5	14th Street and U Street, NW
6	Wisconsin Avenue and M Street, NW
7	13th Street and U Street, NW
8	7 <sup>th</sup> Street and Florida Avenue, NW

9	44th and Nannie Helen Burroughs Ave NE
10	14th and Columbia Rd NW

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

**2014 TOP 10 PEDESTRIAN CRASH LOCATIONS**

<b>No.</b>	<b>Location</b>	<b>No. of Crashes</b>	<b>Update</b>
1	New York Avenue and North Capitol Street, Boundary	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 and Reed Street, NE	5	Signal timing changes were implemented in Fall 2016 to create split phase operations and reduce the conflicts between turning vehicles and pedestrians. The Rhode Island Ave. streetscape covers 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	This intersection is part of a Downtown West Transportation Planning Study. Estimated completion date summer, 2017
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	The NY Ave Streetscape & Trail project will look at this intersection as a potential for an off-street bicycle route , There may be a design at the intersection to assist with

			improvements to the intersection crossing; the concepts are being developed now and will be presented in the second public meeting for the project in April.
8	Minnesota Avenue and Clay Pl, NE	4	Under evaluation for future traffic safety study.
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 currently underway.

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

#### **2015 TOP TEN (10) BICYCLE CRASH LOCATIONS**

<b>No.</b>	<b>Location</b>	<b>No. of Crashes</b>	<b>Update</b>
1	14th Street and Columbia Road, NW	8	Study intersection is being evaluated under current HSIP project, and was subject of a 2016 High Crash Intersection Site Visit. DDOT began installation of bike lanes connecting from Columbia Road to Florida Avenue in 2016, and these will be completed in Spring 2017.
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 underway.
5	18th Street and Kalorama Road, NW	5	Under evaluation for future traffic safety study.

6	18th Street and Adams Mill Road, NW	5	Study intersection is being evaluated under current HSIP project and was subject of 2016 High Crash Intersection Site Visit.
7	Connecticut Avenue and Columbia Road, NW	4	The Connecticut Avenue streetscape, with accompanying safety upgrades, is currently in the scoping process.
8	14th Street and K Street, NW	4	Under evaluation for future traffic safety study.
9	9th Street and New York Avenue, NW	4	Study intersection is being evaluated under current HSIP project and is part of DDOT's Eastern Downtown Protected Bike Lane Study, completed in February 2016.
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.

#### **2015 TOP TEN (10) CCI CRASH LOCATIONS**

<b>Rank</b>	<b>Location</b>	<b>No. of Crashes</b>	<b>Update</b>
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	5	Study intersection has been evaluated as part of



	Benning Road, NE		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.
8	14th Street and K Street, NW	4	Under evaluation for future traffic safety study.
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

59. On January 12, 2016, DDOT released a High Crash Intersection Site Visit Report analyzing crash analysis and data for five “high crash” intersections in the District. DDOT subsequently conducted additional sets of high crash intersection site visits in May, June, and August 2016.

- Please provide a master list of all intersections surveyed by DDOT, the **current** status for the implementation of proposed remedies for each intersection, 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
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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

A summary report and next steps for these intersections is available here:

[https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page\\_content/attachments/High%20Crash%20Intersection%20Report\\_010716\\_FINAL%20\(3\).pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/High%20Crash%20Intersection%20Report_010716_FINAL%20(3).pdf).

A second round of intersection site visits was conducted in May, June, and August 2016. The following table outlines the locations and dates of each of those site visits.

Site Visit Location	Date
Firth Sterling and Suitland Parkway SE	May 25, 2016
14 <sup>th</sup> Street and Columbia Road NW	May 26, 2016
Georgia Avenue and Kennedy Street NW	May 26, 2016
44 <sup>th</sup> Street and Nannie Helen Burroughs Avenue NE	May 31, 2016
18 <sup>th</sup> Street and Adams Mill Road NW	June 2, 2016
Wisconsin Avenue and Albemarle Street NW	August 17, 2016
Connecticut Avenue and Porter Street NW	August 17, 2016
Wisconsin Avenue, Van Ness Street, and 39th Street NW	August 18, 2016

A report for these intersections has not yet been released (still in development).

- Please provide a list of additional intersections DDOT intends to target for site visit and analysis in FY 2017.

**Response:**

DDOT is reviewing potential intersections that DDOT intends to target for site visits and analyses in FY 2017. This list is not yet complete, but DDOT will share this list with the Council when it is finalized.

60. How does the agency make crash data available to the public?

- How may a District resident request crash data?
- What steps being taken by DDOT to increase the availability of such data and improve the response time for such requests?

**Response:**

DDOT regularly publishes and updates crash data via the District’s OpenData website. This data is summarized below and is available on the following website:

[http://opendata.dc.gov/datasets/95254fae17bc4792bd47b53f71c2e503\\_19](http://opendata.dc.gov/datasets/95254fae17bc4792bd47b53f71c2e503_19).

	Pedestrian	Cyclist	Motorcycle	Driver / Passenger	Total
CY 2017 <i>*as of 2.9.17</i>	2	0	0	4	6
CY 2016	9	1	6	12	28
CY 2015	15	1	3	7	26
CY 2014	10	1	3	12	26
CY 2013	12	2	4	11	29
CY 2012	8	0	5	6	19
Total	54	5	21	48	128

Overall, fatalities increased from 2015 to 2016, from 26 to 28. Injuries increased from 12,122 to 12,430. Using popular cycling routes as an indicator, biking increased on the 15th St cycletrack by 4.3%, on the I St SW bike lane by 17.4%, and on the Metropolitan Branch Trail by 1%. The U.S. Census (American Community Survey 2015) estimates that 12.9% of DC residents regularly walked to work compared to 12.4% in 2014.

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

- How many requests were made for passes through the online system in FY 2016 and FY 2017, to date?
- What is the average length of time to provide a resident with a requested pass in FY 2015, FY 2016, and FY 2017, to date?
- What steps did DDOT take in FY 2016 to protect the program from abuse?

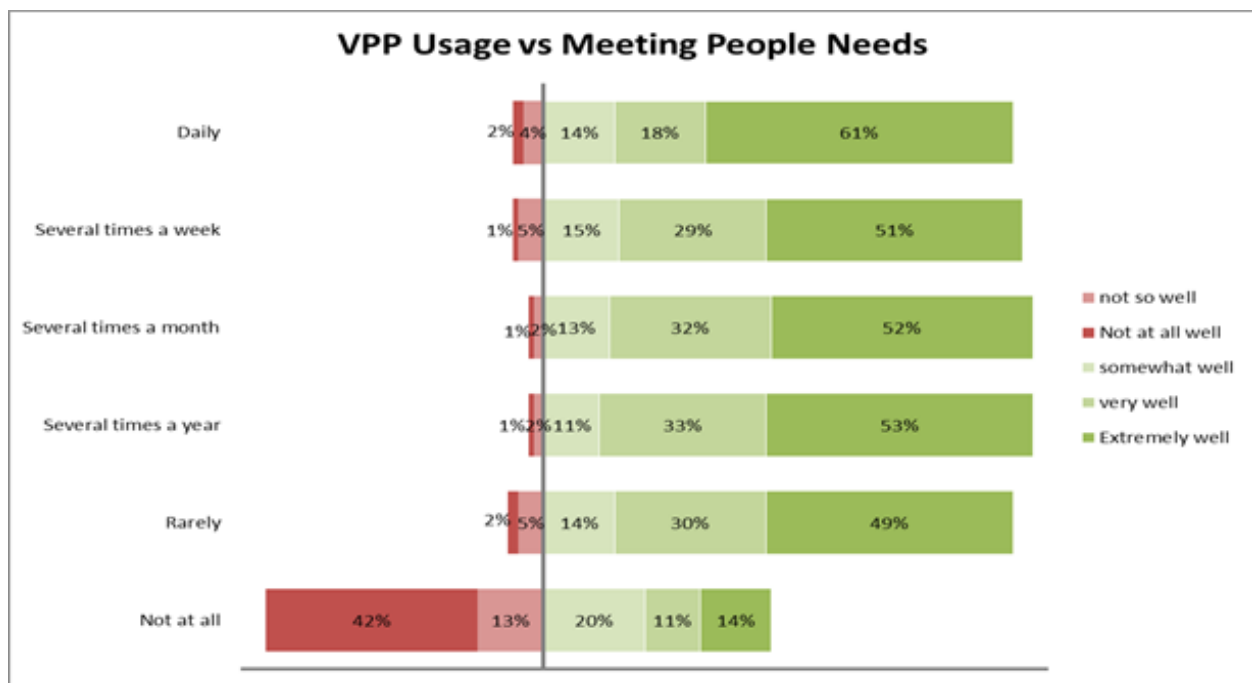
**Response:**

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 2016 and FY 2017 to date.

- FY 2016 – 45,950 passes issued
- FY 2017 – 22,259 passes issued (as of 02/01/2017)

Each year, DDOT makes effort to stabilize the demand and distribution of passes by implementing new methods to assure passes are delivered only to residents as well as preventing the delivery of duplicates. In 2016, DDOT implemented a public survey on the program and found that overall District residents are satisfied. From the 12,496 responses, as depicted in the chart, we found that residents who regularly use the pass consider that the pass meets their needs.

DDOT utilized data from the survey to also identify particular challenges in 2016 and developed strategies to address them in 2017 including



The analysis of the program has better informed DDOT in order to develop new approaches to program delivery. DDOT anticipates the development of a more robust system to improve the user-customer interface, to better integrate with enforcement, and to better understand pass utilization within the

District.

2016 Challenges	2017 Mitigation
Address verification No proof of residency required for VPP	<ul style="list-style-type: none"> <li>• Requiring use of District Driver License or Non-Driver ID Number; leveraging existing DMV process of residency verification.</li> <li>• Partnering with DMV and OCTO to develop process of authenticating application requests with ID numbers provided.</li> </ul>
Delivery Issues with Vendor delivery No way to confirm pass delivery	<ul style="list-style-type: none"> <li>• Working to integrate pass request status to customer – keep track of their requests online with detailed statuses.</li> <li>• Setting clear expectation with delivery wait period (7-10 business days) starting only after pass request is approved for processing.</li> <li>• Any request of passes not being received, re-mails requires customer to pick up pass at DDOT – certifying delivery.</li> </ul>
Enforcement ANC Boundaries undefined in DPW handheld VPP abuse Illegal sale	<ul style="list-style-type: none"> <li>• ANC maps integrated into handheld devices during 2016 CY.</li> <li>• Not printing VPP on delivery envelope</li> <li>• Not re-mailing duplicate passes for misplaced / damaged passes</li> <li>• Stringent VPP application filtering process.</li> </ul>
Demand Assessment Determining customer vision for program Quantifying demand	<ul style="list-style-type: none"> <li>• Customer survey and forums in Spring 2016</li> <li>• Scoping out use case scenarios and sketching out operational/policy approach for scenarios</li> </ul>

62. Please provide an update on the implementation of the Red Top Meter Program.

- Please describe all steps DDOT has taken to date to inform the public on the requirements and strictures of the program, and the parameters of DDOT’s public education program regarding the Red Top Meters.

**Response:**

DDOT convened a working group that researched and developed standards for the program from April to June 2016. DDOT published the first notice of rulemaking on June 24, 2016. The agency informed the public regarding the public comment period through a press release and social media. Staff thoroughly reviewed and considered each of the comments received and determined that no substantive changes to the rulemaking were needed. Therefore, no substantive changes were made to the text of the proposed rulemaking. The final rulemaking was published on September 30, 2016. On February 28 2017 DDOT started a public outreach campaign to inform people with disabilities and the public regarding the requirements of the program. DDOT’s public outreach campaign includes the following:

- Mailing postcards to disability license and placard holders
- Deploying digital toolkits to Department of Motor Vehicles in VA and MD
- Holding an information session with residents
- Meeting with the working group including the Mayor’s Office of Disability Rights and other local disability groups and organizations.
- Social media ad campaign ( Facebook, Twitter, Radio)
- Updating ParkDC and DDOT websites
- Parkmobile email to users regarding Red Top Meter restrictions
- 30 day warning period

63. 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 DDOT’s findings based on the operation of the program, to date.

**Response:**

In FY 2016, DDOT instituted the first of four planned price adjustments for four different time bands – morning (7AM -11AM), mid-day (11AM-4pm), afternoon (4PM-10PM) and Saturday. Across all the four time bands, parking prices on 61% of the block faces stayed the same, 13% decreased, and 26% increased. Some higher priced blocks that reduced occupancy are still above the target range, while other blocks saw increased occupancy despite the price increase. Other blocks with reduced prices are seeing more parking activity but are still underutilized.

The second price change is scheduled for late February 2017 and will maintain the four time band but the parking rates will have five price points per hour as shown below. These rate changes will be communicated to the customers using the following channels – (i) decals on parking meters, (ii) real-time parking availability apps (ParkDC and VoicePark) and (iii) [www.parkdc.com](http://www.parkdc.com) website.

**Summary of Block face Meter Rate Changes**

<b>Parking Period</b>	<b>\$1.50 per hr.</b>	<b>\$2.00 per hr.</b>	<b>\$2.30 per hr.</b>	<b>\$2.75 per hr.</b>	<b>\$3.25 per hr.</b>
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Weekday Morning (7 AM – 11 AM)	3%	16%	43%	23%	14%
Weekday Midday (11 AM – 4 PM)	0%	3%	28%	29%	40%
Weekday Evening (4 PM – 10 PM)	2%	12%	25%	38%	23%
Saturday	3%	14%	51%	32%	0%

Preparation for the second price change included conferring with the Communications team on how to convey the messaging to the public and stakeholders. Upon approval to proceed, we will release a 10 – day public notice of changes, reach out and communicate with the press, and conduct outreach efforts with various stakeholder groups (i.e. ANCs, BID, Penn Quarter Neighborhood Association, Washington Parking Association, Verizon Center and Events DC).

We are well under way for the second price adjustment that will maintain the four time bands. However, the parking rates will now have five price points: \$1.50, \$2.00, \$2.30, \$2.75, or \$3.25 per hour. Parking occupancy data gathered through in-ground sensors and transaction data helped determine the price change recommendations. The rates will be communicated to customers using multiple channels – (a) decals on parking meters, (b) real-time parking availability apps (ParkDC and VoicePark) that were launched in December 2016 and (c) www. parkdc.com website.

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

- A list of all Traffic Calming Assessment Application Petitions DDOT received in FY 2016 and FY 2017, to date, including whether the Petition was accepted and denied, the rationale for why the Petition was accepted and denied, and the **current** status of any ongoing petitions.
- 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 2016 and FY 2017.

**Response:**

FY 2017: 6 traffic calming petitions received:

- 3 did not warrant traffic calming measures; however, DDOT added other safety enhancements at these locations (e.g., refurbished pavement markings, added additional signage, etc...)
- Currently, 4 petition requests are still pending (as a result of weather/temperature delays, etc.)

FY 2016: 40 traffic calming petitions received:

- 9 were approved for traffic calming measures in the following wards: 1,2,3,4,5 and 6
- 22 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, 7 petition requests are still pending (as a result of weather/temperature delays, etc.)

The average length of time between DDOT’s receipt of a Traffic Calming Assessment Application Petition and the implementation of traffic calming measures to address issues in the Application Petition is 120 business days. Below is the breakdown of the 9 approved traffic calming petitions for traffic calming measures:

<b>Location</b>	<b>Num. of Measures</b>	<b>Measure Type</b>
Ward 1	1	Speed humps
Ward 2	1	Speed humps
Ward 3	3	(2) Speed humps; (1) Rumble Strips
Ward 4	1	Speed humps
Ward 5	1	Speed humps
Ward 6	2	Speed humps

In general, an overwhelming majority (95%+) of the studies associated with the traffic calming petitions come back with speeds that do not met the criteria for traffic calming. In these instances, DDOT’s staff look holistically at the location to identify additional safety enhancement, such as refurbishing stop bars, crosswalks, or adding signage.

*IV. Alternative Transportation*



65. What actions did DDOT take to improve the quality and efficiency of bus service in FY 2016?

**Response:**

- DDOT completed the 16th Street NW Transit Priority Study.
- Installed Transit Signal Priority (TSP) to 31 signals along 16th Street NW that will assist with the reliability of the S9 limited stop Metrobus route. The TSP will hold a green light a few seconds longer or switch a red light to a green light if a S9 bus is ready to go through the light.
- Installed a queue jumper for the northbound S9 buses at the intersection of 16th St. NW and U Street. The queue jumper gives buses their own separate “go” signal before vehicles get the green light. This will allow the S9 buses to get ahead of the vehicles when they are stopped at that intersection.
- Completed the Georgia Ave. bus lane around Howard University.
- Worked with WMATA to prepare for the implementation of the G9 along Rhode Island Avenue
- 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, improving 52 stops in FY 16.
- Began site selection for a new maintenance facility for DC Circulator
- Developed an agreement with Washington State to use a cooperative purchasing agreement to purchase replacement buses for the DC Circulator

66. Is DDOT working with WMATA and First Transit on a plan to extend the useful life of our Circulator busses? If so, what are the elements of this plan?

**Response:**

DDOT has worked with WMATA and First Transit to develop a series of improvements to maintenance practices to extend the useful life of the DC Circulator fleet. The first major step was to include increasing the number of maintenance technicians on staff from five (5) in June 2016 to thirteen (13) in February 2017 and increasing the number of maintenance supervisors from three (3) to four (4) in that period. In addition, the fleet has moved from paper-based inspections to an electronic maintenance database. This is complemented by the use of the iPad-based Zonar system to record defects identified by operators in pre-trip and post-trip inspections so that these defects can be addressed by maintenance staff. All maintenance staff have also completed additional training specific to the buses manufactured

by Van Hool to enable staff to better identify and correct defects. DDOT is also continuing to require maintenance audits every four months performed by a DDOT contractor.

67. What actions does the agency intend to take in the future to be more aggressive in holding WMATA and First Transit responsible for correcting deficiencies with regard to the Circulator?

**Response:**

DDOT has worked with WMATA to ensure that there are financial consequences for First Transit's performance. In FY 2016, WMATA used contract "disincentives" to reduce payments by approximately \$50,000 per month. Additionally, the contract provides that payment is made for hours of service delivered, so when First Transit misses service due to buses down for maintenance, billings are reduced accordingly.

To emphasize the importance of improving performance, DDOT Director Leif Dormsjo met personally on August 10, 2016 with Brad Thomas, President of First Transit, and insisted that he provide a plan to address the backlog of deferred maintenance and bring the fleet up to a state of good repair. Since then, DDOT staff, with support from WMATA, has conducted two meetings each week with executives from First Transit to ensure that the plan is fulfilled. The plan calls for an increase in maintenance technicians, maintenance supervisors, and utilization of third party maintenance vendors to supplement maintenance staff until the backlog is cleared. As noted in a previous response, additional staff are now in place, but the contractor will need to do more to reach and maintain appropriate staffing levels and competencies.

68. Currently, 203 of the 277 operators employed by First Transit as Circulator operators live either in Virginia or Maryland. What steps has DDOT taken to incentivize the employment of District residents for these positions?

**Response:**

The contract, procured and managed by WMATA, does not have hiring incentives for District residents. DDOT works with the Department of Employment Services (DOES) to promote employment opportunities offered by First Transit. Active recruitments are currently underway for bus operators and maintenance technicians.

69. What is DDOT's vision for the future of the Circulator Service? What is the agency's objective for the scope of Circulator service, in light of the services already offered by WMATA? Has the

Circulator outgrown its original purpose?

**Response:**

DDOT's vision for the DC Circulator is to focus on the key elements that make the service popular with riders:

- Distinctive, comfortable buses.
- High frequency service (all day, 10 minute headways).
- Connections to key activity center and transit modes.
- Easy to understand routes.
- Simple, affordable fare structure.

In a 2015 survey of riders, DDOT found that 97% would recommend the DC Circulator to a friend or family member, a strong indicator of customer satisfaction that demonstrates how much riders value this service. While we are grateful for the strong support of our riders, we want to ensure that the DC Circulator has the resources it needs to continue to provide safe and reliable service in the years ahead. Accordingly, DDOT has undertaken two projects that are critical to the long-term success of the DC Circulator program.

- **Maintenance and Storage Space:** In September 2016, DDOT worked with the Department of General Services (DGS) to release a solicitation to enable DDOT to competitively select a site for this facility. Under the current contractual agreement, the maintenance facility is provided by the contractor, currently First Transit. If the District were to own or control a long term lease on a facility, the DC Circulator program would have access to a larger pool of vendors. To address this need, DDOT is working with DGS to identify an appropriately-sized maintenance space(s) controlled by DDOT. This maintenance space would enable DDOT to maintain assets properly and to hold contractors to high performance standards. DDOT and DGS are actively engaged in the solicitation process.
- **Fleet Replacement:** DDOT is preparing to replace more than half of the current fleet of vehicles for the DC Circulator. DDOT is developing a procurement package for this purchase and will share details of the purchase once the procurement package is finalized. This initiative to modernize the fleet is critical for the long-term health of the system, as nearly half of the fleet will reach the end of its useful life next year. The funds required for this purchase are contained in the FY 2017-2022 Capital Improvements Plan.

70. How can the District maximize the usefulness of the Circulator, taking into account WMATA's

own Metrobus operations? How can the District ensure that it isn't running a duplicative operation?

**Response:**

DDOT is currently in the process of updating the 2014 Transit Development Plan (TDP) for the DC Circulator. One of the key objectives of the 2017 update is to identify areas of overlap with the Metrobus network and propose alternatives so that DC Circulator serves to complement Metrobus.

- Assuming ridership is low during non-peak hours on some Circulator routes, what alterations does DDOT recommend for such lines? Can routes be taken out of service at midday and re-implemented during peak rush times? Can low-performing Circulator lines be shunted into alternate routes?

One of the key elements of the success of the DC Circulator is that routes are easy to understand. Mid-day service suspensions would create significant complexity, undermining the Circulator's 10-minute, all-day brand.

As part of the 2017 TDP update, DDOT will propose alternatives designed to improve the performance of individual routes and the network as a whole.

- What are criteria by which DDOT measures the utility of a proposed Circulator route?

In the 2014 TDP, DDOT identified a series of performance measures and targets for each as shown in the table below.

Performance Measures and Targets from 2014 TDP

On-time performance	80% of arrivals with headways under 15 minutes
Boardings per revenue hour	20 boardings per revenue hour
Operating cost per revenue hour	No specific target set
Subsidy per rider	\$2.75 subsidy per rider
Farebox recovery	25% farebox recovery
Bus stops per mile	Providing limited-stop service with <4 stops per mile
Customer complaints per 10,000 passengers	0.2 complaints per 10,000 riders
Preventable accidents per 10,000 revenue miles	0 preventable accidents per 10,000 revenue miles

- Has the National Park Service begun to disburse its annual contribution to support the Circulator's National Mall route? Is \$1.2 million sufficient to fully compensate the District for the cost per revenue hour of the route? When will the National Park Service begin contributing money garnered from multi-space parking meters on the Mall?

The National Park Service (NPS) parking meter project was repeatedly delayed in procurement, but NPS has now awarded a contract and is planning to install parking meters in the Summer of 2017. Once parking meter revenues are available, NPS will begin payments to DDOT. DDOT has continued to invoice NPS for its share of costs from the launch of service in 2015.

- What progress has DDOT made in identifying and securing a new facility for the Circulator fleet? Please list all locations the agency is currently considering for such a purpose, including the anticipated cost of obtaining each location, and the estimated cost of construction of a new maintenance facility at each identified location.

DDOT staff are unable to provide information about potential sites and/or costs due to confidentiality restrictions in the District's procurement process. Once the procurement process has advanced, DDOT and DGS will present a recommendation to Council for approval of the purchase and/or lease agreement.

71. As part of its FY 2018 budget, WMATA is proposing cuts to a number of District bus lines, including the 5A (DC-Dulles/Airport Express); 37 (Wisconsin Ave Limited); G9 (Rhode Island Ave Limited); H6 (Brookland-Fort Lincoln) and B8, B9 (Fort Lincoln Shuttle); S2, S4 (16th Street) & S9 (16th Street Limited). What transportation alternatives will WMATA and DDOT provide to account for these service cuts?

**Response:**

DDOT and WMATA have jointly crafted a proposed set of bus service changes in the District of Columbia to more efficiently utilize resources. These changes include the elimination of one route, the 37 limited and the merger of a second route, the B8/B9, with the H6 route to improve the performance of two low performing routes in Fort Lincoln. The Fort Lincoln route merger was recommended in the DC Local Bus Study (August, 2014), part of the MoveDC planning process.

The proposed service changes on 16<sup>th</sup> Street involve no net reduction in service. Local bus service on

the S2 and S4 will be reduced, weekdays and Saturdays to fund the expansion of S9 limited service on weekdays and Saturdays. This action follows the recommendations of DDOT's 16<sup>th</sup> Street NW Transit Priority Planning Study (April 2016) and is similar to the incremental expansion of 79 limited service on Georgia Ave. over the last three to four years. The faster limited-stop service draws riders off of local service and the proposed changes recognize the shifts and introduce Saturday limited-stop service for 16<sup>th</sup> Street bus riders.

DDOT supports the elimination of the 5A route to Dulles Airport because it duplicates service provided by the Silver line and two different bus services from the Wiehle Ave. Metrorail station (The Silver Line Express and a Fairfax Connector local route). A large number of riders on the 5A are commuters to Rosslyn and DC who could use the Silver or Orange lines. In an era of tight transit budgets, it is more efficient to subsidize two bus routes to Dulles Airport rather than three and to take advantage of underused capacity on the Silver line.

There are no cuts proposed to the new G9 limited. In fact, DDOT and WMATA propose to extend the route to Fort Lincoln as part of a package of transit service changes there.

(For more details on the proposed Metrobus service changes, please refer to the WMATA public hearing docket available on their website.)

72. In its responses to the Committee's FY 2015 oversight questions, DDOT stated that it would complete the second, and final, phase of the Transit Signal Priority system in July 2016. Is the Transit Signal Priority System now operational? How has its implementation reduced delays and enhanced the reliability of District bus service?

**Response:**

Under this project DDOT partnered with WMATA to provide TSP for some of the busy bus corridors (TIGER funded corridors) in the District to reduce bus delays at traffic signals, and improve bus running speed to improve schedule adherence. These corridors included 16th Street, Wisconsin Avenue, Georgia Avenue, and Downtown DC (14<sup>th</sup> Street Bridge and TR Bridge to K Street Corridors) encompassing 195 signalized intersections in the District.

The project included two major components, adding: 1) technology that will be installed 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. DDOT completed these installations in mid-2016 and performed the system-wide testing through the end of 2016. In 2017, DDOT will work with WMATA to evaluate the recently implemented TSP system and fine-tune the system as necessary to maximize utilization.

73. How many of the bus stops located in the District comply with the Americans with Disabilities Act (ADA)? Please include:

- The number of bus stops that were brought into compliance with the ADA in FY 2015 and FY 2016, and the locations of those bus stops.
- The bus stops that the agency will make compliant with the ADA in FY 2017, and the locations of those bus stops.

**Response:**

DDOT has identified 849 bus stops in non-compliance with ADA. During FY 2015 DDOT brought 90 bus stops locations into compliance with ADA (see Appendix Q73 for the list of locations).

In FY 2016, 52 stops were improved. DDOT worked with WMATA to identify 51 high-priority bus stops in need of ADA improvements. DDOT's goal was to develop design sketches for all 51 stops and to make physical improvements to 26 of the stops in FY 16 and the remaining stops in FY 17. In the course of identifying stops, DDOT added stops in need of improvement that were nearby the priority stops and the total number grew from 51 to 68 bus stops. Of the 68, 52 were completed in FY 16 and 16 are in the work plan for FY 17. The 52 locations improved in FY 16 are shown below.

Bus Stops Improved in FY 16

<b>Location</b>	<b>Direction</b>
BENTON ST NW/39TH ST NW	W
LOUGHBORO RD NW/GLENBROOK RD NW	W
MACARTHUR BLVD NW/47TH PL NW	S
BENTON ST NW/TUNLAW RD NW	E
CONNECTICUT AVE/MILITARY RD	S
CONNECTICUT AVE/LEGATION ST	S
BENTON ST NW/39TH ST NW	E

MACARTHUR BLVD NW/47TH PL NW	N
CONNECTICUT AVE NW/MILITARY RD NW	N
MASSACHUSETTS AVE NW/WARD CIR NW	E
CONNECTICUT AVE/NEBRASKA AVE	S
FIRST PL/INGRAHAM ST	S
2ND ST/HAWAII AVE	N
BLADENSBURG RD NE/#3178	N
18TH ST/HAMLIN ST	N
4TH ST NE/W ST NE	S
4TH ST NE/TODD PL NE	S
BLADENSBURG RD NE/QUEENS CHAPEL RD NE	S
BLADENSBURG RD NE/M ST NE	N
BLADENSBURG RD NE/EASTERN AVE NE	W
E CAPITOL ST NE/BENNING RD NE	W
1ST PL NE/RIGGS RD NE	N
4TH ST NE/W ST NE	N
BLADENSBURG RD NE/MEIGS PL NE	S
BLADENSBURG RD NE/35TH ST NE	E
E CAPITOL ST SE/TEXAS AVE SE	E
3RD ST SW/M ST SW	N
14TH ST NE/C ST NE	S
D ST SW/12TH ST SW	E
I ST SW/WESLEY PL SW	W
I ST SW/WESLEY PL SW	E
33RD ST SE/DENVER ST SE	N



58TH ST NE/FOOTE ST NE	S
BENNING RD SE/E ST SE	S
E ST/BENNING RD SE	W
BENNING RD SE/HANNA PL SE	S
BENNING RD SE/HANNA PL SE	N
BENNING RD SE/E ST SE	S
BENNING RD SE/E ST SE	N
MISSISSIPPI AVE/21ST ST	E
MISSISSIPPI AVE/21ST ST	W
30TH PL/NEBRASKA AVE	N
CONGRESS ST/SAVANNAH ST	S
23RD ST SE/ALABAMA AVE SE	E
6TH ST/#3500	N
ALABAMA AVE/CONGRESS ST	E
ALABAMA AVE/12TH ST	W
BARNABY ST/CHESAPEAKE ST	S
BRUCE PL/STANTON RD	E
30TH PL/NEBRASKA AVE	S
23RD ST SE/ALABAMA AVE SE	W
CHESAPEAKE ST/BARNABY ST	E

DDOT is still developing the list of ADA bus stops to be completed in FY 2017. The first 36 locations that have been identified are shown below.

**Bus Stops Planned in FY 17**

Location	Direction
16TH ST/CRESCENT PL	S

ASPEN ST/13TH PL	E
ASPEN ST/GEORGIA AVE	W
RIGGS RD NE/NICHOLSON ST NE	E
RIGGS RD NE/NICHOLSON ST NE	S
NICHOLSON ST/RIGGS RD	N
NICHOLSON ST/6TH ST	N
ORANGE ST/4TH ST	N
ORANGE ST/OAKWOOD ST	W
ORANGE ST SE/2ND ST SE	W
2ND ST SE/OAKWOOD ST SE	N
NEWCOMB ST SE/NEWCOMB ST SE	E
NEWCOMB ST SE/4TH ST SE	E
MELLON ST SE/5TH ST SE	E
5TH ST/MADISON ST	N
5TH ST/MISSOURI AVE	S
5TH ST/LONGFELLOW ST	N
300 Block of M St. SW	E
500 Block of M St. SE	E
Connecticut Ave./Everett St NW	N
EDMUNDS ST NW/39TH ST NW	E
MASSACHUSETTS AVE/GARFIELD ST	E
MASSACHUSETTS AVE NW/WARD CIR NW	W
NEBRASKA AVE/CONNECTICUT AVE	S
6TH ST/K ST	S
3RD ST SW/L ST SW	S

C ST NE/13TH ST NE	W
C ST NE/14TH ST NE	W
C ST NE/9TH ST NE	W
D ST SW/12TH ST SW	W
I ST SW/WESLEY PL SW	E
I ST SW/WESLEY PL SW	W
33RD ST SE/DENVER ST SE	S
53RD ST SE/E ST SE	N
58TH ST NE/FOOTE ST NE	N
HANNA PL/BENNING RD	W

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

- A spending plan and schedule for obligating funds for the 8-mile system.
- A spending plan and schedule for obligating funds for the 22-mile system.
- The status of the Environmental Assessment for the Union Station to Georgetown line.
- The status of the Environmental Assessment for the Benning Road extension.
- Any operational and financial constraints on DDOT’s ability to run and maintain the Streetcar.

**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 the existing H/Benning line, the Benning Extension, and Union Station to Georgetown Extension. The FY 2016-21 Capital Budget reflects this priority. The successful launch of the H/Benning Line was critical to the long-term success of the streetcar program, and indicates the potential for a successful East-West line is strong.



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

**Response:**

DDOT has held two public meetings in the past year (materials available at [dcstreetcar.com](http://dcstreetcar.com)) and is in the process of completing analysis for potential changes to traffic, ridership, noise, vibration, etc. DDOT will be presenting the results of this analysis to stakeholders this spring. A draft EA is planned to be released in the Fall of 2017 and would be accompanied by a public hearing.

Depending on the outcome of the NEPA process, a Finding of No Significant Impact (FONSI) could be signed by Spring 2018.

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

**Response:**

DDOT continues to develop an Environmental Assessment (EA) document, coordinating closely with FHWA. A Revised EA document is anticipated in the next six months. Once DDOT and FHWA approve this document, it will be circulated to the public for 45 days. During that time, an additional public hearing will also be held. A prior public meeting was held on May 19, 2016, at which DDOT received useful comments from the public that are being addressed within the revised document. The document will include two alternatives in addition to the no-build alternative. It describes the impacts to the action under each alternative. After the final comment period ends, DDOT will work with FHWA in pursuit of a FONSI (Finding of No Significant Impact), at which point the NEPA process will be complete. Completion is expected in 2017.

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

**Response:**

DDOT is planning to operate the streetcar fare-free as we continue to evaluate a long term approach to fare collection. As it has become clear that WMATA will not be implementing their planned upgrade to fare collection, DDOT is concerned about the potential for spending funds to implement a fare collection system that is immediately obsolete. We will continue to work with WMATA to advance an approach to fare collection that can be applied across the region including DC Streetcar in a way that allows for easy fare payment, interoperability with other transit providers, and is cost effective to implement and operate. Other systems that have implemented fares, such as the Atlanta streetcar, have seen immediate

substantial drop offs in ridership. As the DC Streetcar continues to build ridership along the H/Benning Line, we believe we are attracting additional new transit riders in the corridor, which serves an overall benefit to the community and businesses. DDOT is targeting implementing fare collection along with extension projects.

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

**Response:**

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.

75. In October 2012, WMATA and DDOT joined together to issue a study laying out the steps necessary to create an express bus service on 14<sup>th</sup> Street. What steps, if any, has DDOT taken to further that goal in FY 2016, and FY 2017 to date?

**Response:**

Both DDOT and WMATA support the introduction of the 59 limited and are working jointly towards this goal. Specifically, DDOT and WMATA are considering whether the introduction of the 59 service should be totally additive or can some of the cost of the service be funded from modest reductions in the parallel local service. In FY 2017 DDOT and WMATA have begun to look at any bus stop changes that would need to occur as part of an introduction of limited-stop service.

76. Please provide an update on the status and timeline for the implementation of the 16<sup>th</sup> Street Bus Corridor express bus corridor project.

**Response:** In the spring of 2016, DDOT completed the 16<sup>th</sup> Street Transit (Bus) Priority Study of a 2.7 mile segment of the 16<sup>th</sup> Street NW corridor bounded by H Street NW on the south and Arkansas Avenue NW on the north. The 16<sup>th</sup> corridor carries approximately 20,000 bus commuters daily on the Metrobus S1/S2/S4/S9 routes, making it one of the highest in the region for ridership. The line however suffers from reliability issues and overcrowding, resulting in bus bunching, pass-bys, and slow travel speeds. Additionally pedestrian crossings are difficult, especially at several complex intersections. To address these concerns, the 16<sup>th</sup> Study evaluated a range of potential service, physical, and operational

improvements, and determined the impacts these potential improvements would have on transit performance, multimodal mobility, and safety.

On December 19, 2016 DDOT released the Notice To Proceed (NTP) to begin the first 6 month phase of the 16<sup>th</sup> Street NW Bus Lanes Project that will address the recommendations from the 16<sup>th</sup> Street Study. The design project will conduct a survey to determine the feasibility of the preferred alternative from which an environmental analysis will be conducted. The design project will incorporate the physical roadway and sidewalk improvements (upgrading and enhancing bus stop zones, reconfiguring intersections and travel lanes, etc.) and traffic operation improvements (changing signage for peak period parking restrictions, bus stop amenity and access improvements) in the development of 30% preliminary design plans and a final report. DDOT will host a public meeting this spring. The project website ([www.16thstreetnwbus.com](http://www.16thstreetnwbus.com)) provides additional project information and project status updates.

77. What steps has DDOT taken to stand up the Multimodal Accessibility Advisory Council, as created by the Transportation Reorganization Amendment Act of 2016?

**Response:**

The Multimodal Accessibility Advisory Council's (MAAC) purpose is to serve as the advisory body to the Mayor, the Council, and District agencies on making local transit and public space in the District more accessible to persons with disabilities.

The MAAC is composed of 9 members appointed as follows: (1) The Director of DDOT, or the Director's designee; (2) The Director of the Office of Disability Rights, or the Director's designee; (3) The Director of the Office of Human Rights, or the Director's designee; (4)(A) Six community representatives, who are District residents and who represent the disability advocacy community, appointed by the Mayor.

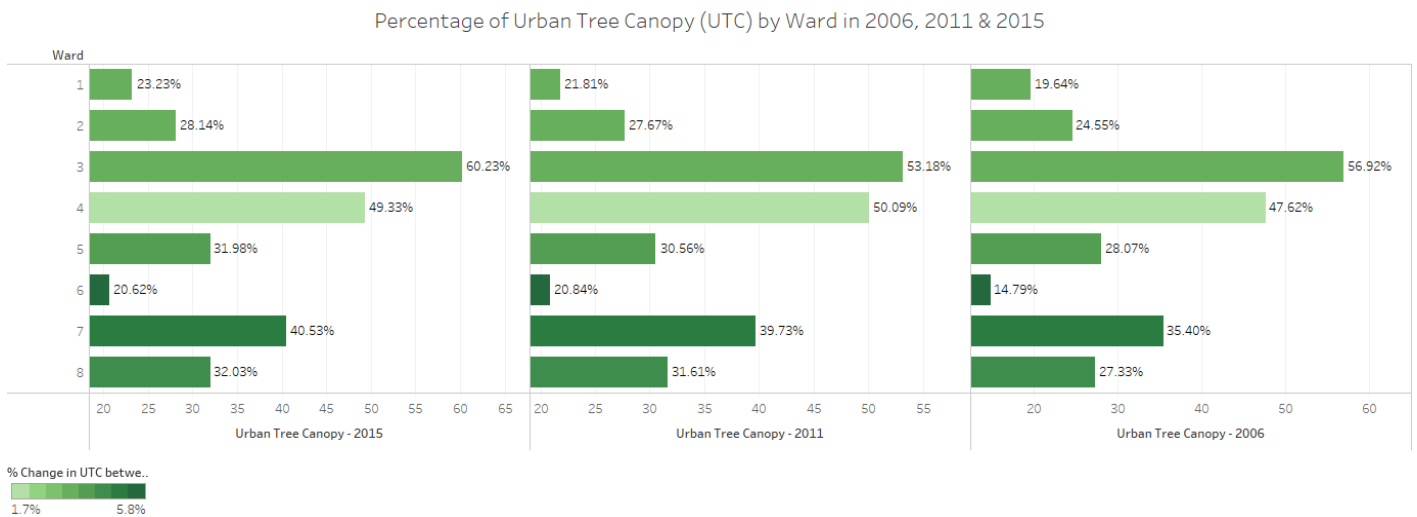
DDOT began the process of assembling the members of the MAAC in FY 2016. While the Council has not yet met, DDOT expects to convene the MAAC in mid-2017.

V. *Trees and Trails*

78. Please list the extent of the District’s total urban tree canopy coverage by year, for FY 2013 – FY 2017, to date, including the distribution of urban tree canopy coverage in the District, for each year, by Ward.

**Response:**

DDOT has been conducting land cover assessments on five year intervals since 2006. Included in these land cover assessments is a measurement of urban tree canopy (UTC) across several geographies, including by ward. The table below summarizes the percentage of existing UTC by ward from each of

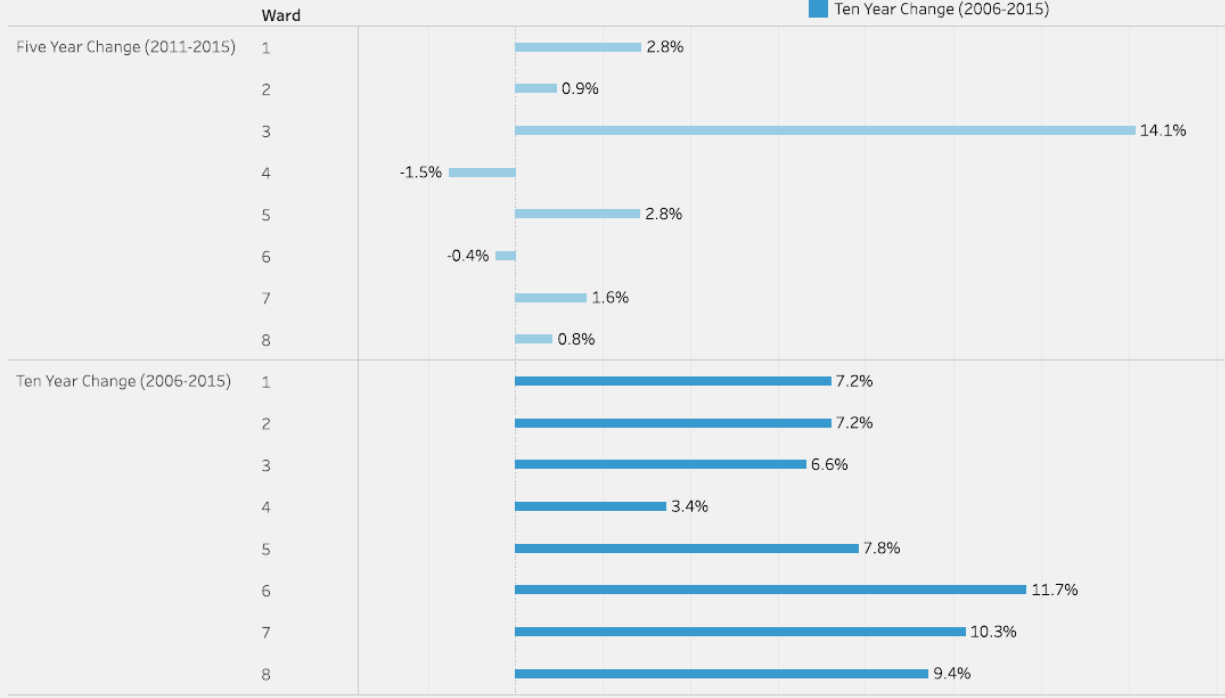


our three completed assessments.

It is important to understand that these results are an exercise in remote sensing, and while we have complete confidence in the results, any consumer of this information should be aware that such assessments are biased toward loss. Loss of UTC is easy to observe and quantify. UTC gain, however, accrues in very small increments; therefore, quantifying all areas of gain is a complicated exercise. Often times, the growth of small trees can be difficult to capture, yet the growth of their canopies continues nonetheless. These realities suggest that if this data errs or is incomplete in any way, it is in the direction of under-reporting existing canopy. This background is useful in interpreting results that show gain in all but 2 wards over the past 5 year period, compared to UTC gain in every ward when viewed over the ten year horizon. The table below compares the 5 and 10 year periods, as well.

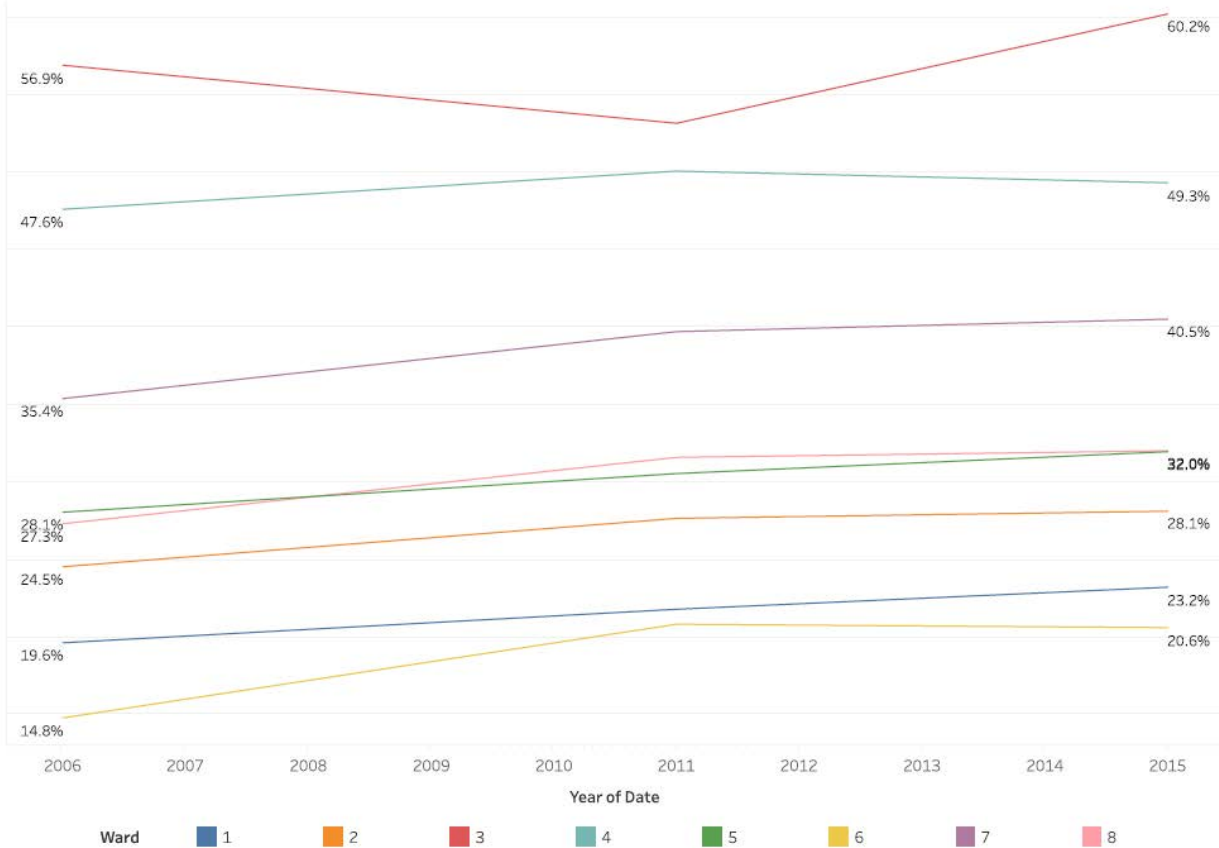
# UTC Change Five and Ten Year

**Measure Names**  
■ Five Year Change (2011-2015)  
■ Ten Year Change (2006-2015)





UTC Change 2006 to 2015



79. How many trees are in the District’s public space? Did this number increase or decrease in FY 2016?

**Response:**

Currently there are 143,996 street trees in the District. This represents an increase of 7,067 new trees, or a nearly 5% increase from the previous year.

80. What was the survival rate of newly planted trees in FY 2015 and FY 2016?

**Response:**

Last year, UFA reported that in FY 2015 the initial survival rate of newly planted trees was 77.4%. It was noted that this was a preliminary figure, and would likely be revised sharply upward once an evaluation of these tree plantings is conducted following the end of their warranty coverage period. A subsequent analysis of the establishment rate of trees installed during the FY 2015 season after 2 full growing seasons reveals that 87.41% of these trees successfully established.

In FY 2016, the initial survival rate of newly planted trees was 91.4%. This is a preliminary figure, and

will be revised somewhat upward once an additional 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.

Last year, DDOT also drafted treebox space beautification regulations that were finalized in FY 2017. The final rulemaking amends the regulations in Title 24 DCMR, Chapter 1, governing the beautification of tree spaces. The rulemaking protects tree spaces, and thus, the District's trees themselves (e.g., roots).

81. In the Fiscal Year 2017 Budget Support Act of 2016, the Council provided DDOT with \$199,000 for the purpose of restoring 1.0 FTE in the Urban Forestry Administration. Has this position been filled?

**Response:**

The position has been advertised and interviews are currently being conducted. Hiring is expected prior to the end of March, 2017.

82. What is the status and timeline for the Oxon Run Trail Rehabilitation Project and the extension of the Metropolitan Branch Trail?

**Response:**

The Brookland to Fort Totten section of the Met Branch Trail is in procurement for design-build construction (advertised in February 2017, and closing in late March 2017). The timeline for the project award is July 2017, followed by 18 months to complete the design and construction.

The Fort Totten to Takoma section of the MBT is expected to begin final design in fall 2017, complete final design in fall 2018, and begin construction in Spring 2019.

The Oxon Run Trail construction is 40% complete. Construction is expected to be complete by the end of 2017.

83. Please provide a list identifying the location and length of all trails in the District. Please also identify how much of the District's trail infrastructure is contiguous, and provide a list of all trail

construction work currently underway in the District in FY 2016, and anticipated for FY 2017 – FY 2020.

**Response:**

<b>TRAIL NAME</b>	<b>PRIMARY RESPONSIBILITY</b>	<b>MILEAGE</b>
Anacostia River Trail East Bank	DDOT/NPS	7.27
Anacostia River Trail West Bank	DDOT/NPS	4.26
Anacostia Riverwalk Trail	DDOT	1.1
Bolling AFB Waterfront Trail	DOD	1.11
C&O Canal Towpath	NPS	4.92
Capital Crescent Trail	NPS	3.64
Ft Circle Parks Trail	NPS	4.09
Georgetown Waterfront Park Trail	NPS	0.47
Kingman Island Trail	DDOT	0.6
Marvin Gaye Trail	DDOT	2.39
Metropolitan Branch Trail	DDOT	4.39
Mount Vernon Trail	NPS	1.65
National Capitol Grounds	AOC	0.64
National Mall Trails	NPS	10.4
Oxon Cove Trail	DDOT	0.15
Oxon Run Trail	DDOT	3.52
Pennsylvania Ave SE Trail	DDOT	0.97
Rock Creek Trail	NPS	5.57
Rose Park Trail	NPS	0.45
South Dakota Ave Trail	DDOT	0.52
Suitland Parkway Trail	DDOT	1.97

	<b>Total Trail Mileage</b>	<b>60.08</b>
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<u>Trail Project</u>	<u>Owner</u>	<u>Project Stage</u>	<u>Status / Next Steps</u>	<u>Responsible for Next Action</u>	<u>Anticipated Construction Timeline</u>
A.R.T. - Kenilworth Extension	DDOT/ NPS	Construction	Completed October 2016	NA	NA
Rock Creek Trail Improvements	NPS	Construction	NPS portion: FHWA rebuilding trail during Beach Drive Reconstruction.	FHWA/NPS	2016-2019
Klinge Valley Trail	DDOT	Construction	Construction nearing completion	DDOT	Expected completion June 2017
Oxon Run Trail	DDOT	Construction	Construction began fall 2016, expected to be complete by end of 2017.	DDOT	Expected completion December 2017
Met Branch Trail - Brookland - Fort Totten	DDOT/N PS/WMA TA	Design Build Construction	Design-Build contract advertised in February 2017.	DDOT	2018
Rock Creek Trail Improvements	NPS	Final Design	DDOT portion: DDOT completing final design in 2017, construction activity expected to begin in 2018	DDOT	2018-2019
Met Branch Trail - Fort Totten - Takoma	DDOT/N PS/WMA TA	Final Design	Final Design to Takoma advertisement spring 2017.	DDOT	2018-2019
Arboretum Bridge and Trail	NPS/ Ag. Dept.	Preliminary Engineering	Preliminary Design for Bridge between ART and Arboretum	DDOT	TBD
South Capitol	DDOT	Preliminary	Design for trail between	DDOT	TBD

Street Trail		Engineering	South Capitol Street and Joint Base Anacostia Bolling, currently completing Environmental and ROW review		
Ft Lincoln - ART Connector Trail	DDOT	Planning	Environmental Review expected to begin Spring 2017	DDOT	TBD
New York Avenue Trail	DDOT	Planning	Concept planning and preliminary design expected Fall 2017	DDOT	TBD
Palisades Trolley Trail/ Foundry Bridge	DDOT/N PS/WMA TA	Planning	Feasibility for trail study and bridge restoration beginning Spring 2017	DDOT	TBD
Shepherd's Branch Trail Feasibility Study	DDOT/ CSX	Planning	Feasibility for Trail Study beginning Spring 2017	DDOT	TBD
Suitland Parkway Trail Rehabilitation	DDOT	Planning	Feasibility for Trail rehabilitation and expansion expected Summer 2017	DDOT	TBD