



District Department of Transportation

FY12 Performance Oversight Hearing

District Department of Transportation (DDOT)

Testimony of
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District Department of Transportation

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Mayor

Committee on the Environment, Public Works and Transportation
Councilmember Mary M. Cheh, Chairperson

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FY12 Performance Oversight Hearing

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1.0 ORGANIZATION AND OPERATIONS

1.1. Organizational Chart

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.

Office of the Director (OD)

The Office of the Director is responsible for the oversight and management of the entire Department. The Office of the Director is broken down into the following functional areas:

General Counsel

The Office of the General Counsel provides the most effective and efficient legal services to DDOT. The office ensures that the agency is protected from liability by rendering legal advice and guidance to agency officials and employees.

Office of the Associate Chief Financial Officer (OCFO)

Agency Financial Operations provides comprehensive and efficient financial management services to, and on behalf of, DDOT so that the financial integrity of the agency is maintained.

Office of Information Technology and Innovation (OITI)

OITI plans, develops, manages and provides information technology-related services for DDOT; and ensures that those services are aligned with the strategies, plans and operations of the agency.

Emergency Preparedness/Risk Management

The Emergency Preparedness Office coordinates and implements emergency transportation preparedness functions on behalf of the Department. The Office reviews transportation security initiatives, develops emergency action plans, performs public outreach, and ensures the Department is prepared for all levels of emergencies. The Office is also the lead in representing the Department during District declared emergencies when Emergency Support Function #1 – Transportation (ESF#1) is activated and on all regional and District emergency transportation planning boards.



Customer Service Clearinghouse

The Customer Service Clearinghouse Office implements the Mayor's Customer Service standards so that constituents can access and receive DDOT services in a satisfactory, professional, responsible, and timely manner.

Communications Office

The Office of Communications maintains and supports the mission and goals for the Department through a comprehensive communication strategy utilizing media, social networking, public outreach, public notifications, etc. The office also acts on behalf of the department as the spokesperson striving to promote and improve the image of the Department and the City to residents, elected officials, businesses and the general public.

Administrative Services Branch

Human Capital Division provides human resources to the agency. This includes filling vacancies, maintaining data in People Soft and a myriad of HR and administrative initiatives. The division also administers the Performance Management Program (ePerformance) that ensures that all employees have a performance plan and are evaluated in accordance to DCHR policy and procedure.

Workforce Development provides training services to the agency. This includes providing employees with training and educational experiences that build technical competencies and certifications.

Labor Relations provides DDOT with a central resource for fostering positive labor-management relationships by establishing Labor Management Partnerships in DDOT.

Facilities manages and maintains the DDOT-owned environment. The unit also provides operational support to all DDOT Administrations in the area of document reproduction, interior space planning and design, land acquisition and development, and construction management.



Resource Allocation

The Resource Allocation Division prepares, monitors, analyzes and executes the Department's annual budget and federal aid highway program, including operating, capital, and intra-District funds, in a manner that facilitates fiscal integrity and maximizes services to taxpayers.

Office of Contracting and Procurement

The Office of Contracting and Procurement is to provide contract support to the Agency in its ongoing effort to provide for the efficient movement of people and goods throughout the City.

Civil Rights

The Civil Rights Office assists the Director in developing and administering operational procedures to ensure that all individuals have the right to compete for work opportunities and be protected from discrimination without bias due to race, color, religion, gender, sexual orientation, national origin, age or disability.

Infrastructure Project Management Administration (IPMA)

IPMA is responsible for the design, engineering and construction of roadways, bridges, traffic signals and alley projects in the District of Columbia. IPMA also manages special construction projects and all roadway assets. IPMA is comprised of the following divisions:

Design & Project Management Division is divided into ward-based teams that design and construct transportation infrastructure projects. They manage the condition of the streets, sidewalks and alleys- DDOT's most visible work. This Division is overseen by the Deputy Chief Engineer for Design & Construction Team Management.

Ward 1&2

Team 1 is responsible for the design, engineering and construction of roadways, bridges, traffic signals and alley projects in the District of Columbia. Team 1 also manages special construction projects and all roadway assets.



Wards 3&4

Team 2 is responsible for the design, engineering and construction of roadways, bridges, traffic signals and alley projects in the District of Columbia. Team 2 also manages special construction projects and all roadway assets.

Wards 5&6

Team 3 is responsible for the design, engineering and construction of roadways, bridges, traffic signals and alley projects in the District of Columbia. Team 3 also manages special construction projects and all roadway assets.

Wards 7&8

Team 4 is responsible for the design, engineering and construction of roadways, bridges, traffic signals and alley projects in the District of Columbia. Team 4 also manages special construction projects and all roadway assets.

Anacostia Waterfront Initiative/Special Projects Division leads the effort to transform the Anacostia Riverfront by planning, designing, and constructing transportation infrastructure in the area. This division manages AWI and special projects such as the baseball stadium area infrastructure and storm water management.

- **Storm Water Management Branch**

"Greening" the district's transportation infrastructure to support new initiatives, environmental objectives, and regulations by ensuring that all DDOT projects minimize storm water runoff.

Asset Management Analysis Division protects the quality of the District's streets, bridges, tunnels, alleys and sidewalks. The division maintains an inventory and condition assessment of all such assets. Moreover, the division tests and evaluates materials used for all DDOT construction projects.

- **Bridge and Tunnel Management Branch**

Collects, manages, and analyzes bridge, sign structures and tunnel data. Monitors bridge, tunnel, sign structures inspection projects. Manages preventive maintenance and the emergency contracts schedule.



- **Roadway Asset Management Branch**

Collects, manages and analyzes pavement, alley and sidewalk data. Monitors highway safety guardrail and impact attenuators contracts.

Quality Assurance Quality Control Branch

The mission of Quality Assurance and Quality Control is to evaluate construction materials; perform engineering investigation of materials related problems; geotechnical engineering; specification standardization; calibration of testing apparatus and procedures; utilization of new materials for construction projects and response to citizen complaints concerning vibration and drainage.

- **Field Operations Research Section**

Monitor construction projects, collect and verify samples to ensure all construction materials used meet DDOT standard and specification requirements.

- **Materials Laboratory**

Perform extensive laboratory tests on collected samples to ensure all construction materials used meet DDOT standard and specification requirements.

- **Materials Producers Control Section**

Inspect and approve material suppliers and sources, storage, plants, equipment and plant quality control programs to ensure that they meet DDOT standard and specification requirements.

IPMA Project Development

- The Project Development & Environment Division at IPMA provides guidance and assistance to DDOT staff with project delivery; from project planning to construction in the areas of preliminary engineering and design, work zone reviews, utility coordination and utility risk assessment, constructability, and environmental reviews.
- This division also develops and maintains project development processes, preliminary engineering and design guidelines, ensures the implementation of DDOT environmental policies and Interstate Access and approval procedures.



Policy, Planning and Sustainability Administration (PPSA)

Policy, Planning and Sustainability Administration (PPSA) establishes broad strategic goals to guide multi-modal program development, the policies necessary to implement these goals, and ensure compliance with these goals and policies through plan review and permitting. PPSA is comprised of the following divisions:

Planning Division

State and Regional Planning Branch

The State and Regional Planning Branch coordinates with regional partners and manages the State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) processes. The branch also manages freight and motor carrier programs and plans.

Strategic Transportation Planning Branch

The Strategic Transportation Planning Division develops transportation plans at all scales from neighborhoods to citywide, and contributes to the development of policies and practices from a broad perspective.

Development Review Branch

The Development Review Branch reviews development and zoning plans for environmental and transportation policy compliance and local and citywide impacts to the transportation network.

Active Transportation Branch

The Active Transportation Branch works to implement bicycle and pedestrian programs and plans. The branch also manages Transportation Demand Management, Capital Bikeshare, and carsharing activities for the agency.

Policy and Research Division

Highway Safety Research & Technology Development Branch

The Research & Technology Development Branch provides best practices in transportation, manages the DDOT library and archives, as well as performs program evaluation to measure the effectiveness of our programs.

Policy Branch

The Policy Branch works on policy development and implementation related to all matters including public space management, parking, transportation system management, and right-of-way management. The branch also works to develop and disseminate rulemaking and administrative procedures.

Progressive Transportation Services Administration (PTSA)

The Progressive Transportation Services Administration (PTSA) of the District Department of Transportation (DDOT) engages residents on current and future planned mass transit projects, studies, and service changes that affect District residents. PTSA provides the public with efficient, affordable and diverse means of travel within the District of Columbia by providing funding, policy recommendations, and coordination services to the Washington Metropolitan Area Transit Authority (WMATA) and other stakeholders to ensure that transit services and amenities are appropriately considered within all private and public capital projects within the District.

Streetcar Development Division

The Streetcar Division is responsible for developing and operating the District of Columbia's streetcar system. The streetcar system will afford the public the ability to travel within and among District of Columbia neighborhoods in a fast, efficient and environmentally-friendly manner.

Transportation Business Division

The Transportation Business Division is responsible for operating and expanding DDOT's transportation services, including: bike sharing, car sharing, the bike station, vehicle electrification and other entrepreneurial operations developed by DDOT.



Mass Transit Division

Mass Transit Division is responsible for providing the public with efficient, affordable and diverse means of travel by providing transit services to the Washington Metropolitan Area Transit Authority. This includes administering transit subsidy to District of Columbia students.

Urban Forestry Administration (UFA)

The mission of the Urban Forestry Administration is to manage and increase the District's street trees to maintain healthy trees that provide: improved air quality; increased ground water retention that minimizes runoff and flooding; temperature moderation; aesthetics; and other benefits to our community.

Program Operations Division

Provide educational information to District residents about the benefits of growing trees and encourage planting of appropriate tree species in our urban environment.

Field Operations Division

Provide proper and expeditious services such as pruning, small tree removals and clean up of tree debris and stumps in order to provide safe sidewalk and street clearance to the residents of the District.

Transportation Operations Administration (TOA)

TOA seeks to effectively maintain the integrity of public assets, such as roadways, sidewalks, traffic calming devices, streetlights, parking meters, and ensure a safe and user-friendly transportation environment. TOA is comprised of the following divisions:

Transportation Operations Division

Manages day-to-day traffic operations for the District of Columbia.

Transportation Management Center

Manages a 24/7 traffic management center (TMC) which gathers and disseminates traffic and emergency information using a network of cameras and other devices.



Roadway Operations Patrol

Responds to traffic incidents, emergencies and roadway activity in the city with trained roadway patrol.

Traffic Control Officers and School Crossing Guards Branch

The Traffic Control Officers prevents congestion through enforcement and traffic control services at intersections throughout the District. School Crossing Guards assist students and pedestrians to safely cross intersections throughout the District.

Intelligent Transportation Systems (ITS) Systems Integration & Development Branch

The Intelligent Transportation Systems (ITS) Systems Integration & Development is charged to review, assess, integrate, and implement the latest and available technologies to enhance the District of Columbia's transportation infrastructure.

ITS Systems Support Branch

The ITS Systems Support is to design, install and maintain ITS infrastructure including traffic signals, CCTV, variable message signs, weather stations and highway advisory radios.

City-wide Program Support Division

The City-wide Program Support Divisions manages operations and condition of the single and multi-space parking meters and the District's street, alley, bridge, tunnel and navigation lighting systems.

Parking Operations Branch

Manages operations and condition of all parking meters.

Streetlights Operations Branch

Manages operations and condition of the District's street, alley, bridge, tunnel and navigation lighting systems through a streetlight asset management contract.

Transportation System Maintenance Division

Maintains a functioning, safe and efficient transportation network in the District through field operations, inspection and oversight activities.



Traffic Services Field Maintenance Branch

The Traffic Services Field Maintenance Branch installs and maintains traffic control devices such as signs, pavement markings, traffic signals and streetlights.

- **Traffic Signal Section**

Perform minor repairs and bulb replacement to traffic signals.

- **Sign & Pavement Markings Section**

The Sign & Pavement marking Section is responsible for the fabrication, installation and maintenance of all signs on District roadways.

- **Streetlight Maintenance Section**

Perform minor repairs and bulb replacement to streetlights located on local (non-federal) roads.

Street & Bridge Maintenance Field Operations Branch

The Street & Bridge Maintenance Field Operations Branch performs immediate and preventive road, sidewalk, bridge and alley maintenance work to ensure safe passage while preserving the system. This branch also oversees the District's snow program and DDOT fleet of vehicles.

- **Roadway Maintenance Section**

Maintains the District Public Highway System in a cost effective and environmentally responsible manner, including the temporary and permanent repair of the District roads by supplying labor and materials to affect timely and appropriate response.

- **Roadway Repair Section**

Provide timely and expert patching of roadways, curb, gutters and temporary sidewalk safety repairs.

- **Deep Patching/Speed Humps Unit**

Provide timely installation of traffic calming devices such as speed humps and other traffic calming apparatus citywide.

- **Milling/Spray Patcher Unit**

Provides the removal of worn roadway surfaces and prepares the surface for asphalt over pavement.

- **Paving Unit**

Provides skilled staff to install new roadway surfaces for citywide roadway improvements.

- **Bridge Maintenance Unit**

Provides preventive maintenance of citywide bridge infrastructure to extend the serviceable life of the Districts Bridge inventory.

- **Crack Seal Unit**

Provides preventive maintenance and support staff to seal roadway and sidewalk cracks to minimize the premature degradation of roads and pedestrian footways.

- **Maintainer Unit**

Provides citywide support services, staff and equipment to repair utility cuts and smaller imperfections on our District roads.

- **Sidewalk/Concrete Brick Maintenance Unit**

Provides high quality concrete and masonry repairs to the Districts brick, concrete and historical paving material sidewalks.

- **Alley Paving Unit**

Provides equipment, staff and materials to affect low cost citywide alley repairs to unimproved dirt alleys.



- **Heavy Equipment Operations Section**

Provides heavy equipment and employee technical staff to operate front loaders, earth moving machines, backhoes, milling machines, paving machines and excavators in support of roadway and infrastructure repair.

- **Equipment Maintenance Unit**

Manage the condition of equipment used in Street & Bridge Maintenance Field Operations Branch.

- **Fleet Management**

Manage the condition and utilization of DDOT varied fleet vehicles.

- **Snow Operations Branch**

Partners with agencies and residents in an effort to clear city streets and sidewalks efficiently and effectively to maintain safe passage throughout the transportation network.

Safety Standards Division

Collects, manages and analyzes transportation data such as vehicle crashes and traffic counts. Designs and reviews construction plans for safety improvements

Transportation Safety Engineering Branch

Collects, manages and analyzes transportation data such as vehicle crashes, pedestrian crashes and traffic counts and disseminates it to relevant parties in the agency. Reviews transportation project plans for safety controls.

- **Transportation Safety, Standards and Data Analysis**

Collects transportation data using traffic counters, Smart Trailers, hand held radars and traffic report data acquired from the Metropolitan Police Department (MPD)

- **Traffic Safety Standards**

Analyzes transportation project and provides recommendations to incorporate safety controls.

Transportation Services Team

The Transportation Services Team performs the following activities:

- Handicapped parking requests
- Pavement marking and striping
- Speed hump installations
- Traffic sign installations
- Parking sign installations, including emergency no parking signs
- Investigate citizens' requests regarding traffic and parking issues
- Conducts follow up investigations and work on Cityworks service requests
- Other duties as necessary

Public Space Regulations Administration (PSRA)

Enforces public space laws and regulations and inspect all work in public space completed under a public space permit to ensure the work is completed by DDOT standards.

PSRA is comprised of the following divisions tasked with the below mentioned duties:

Public Space Inspections Division

The Systems Inspection and Oversight Division will enforce public space laws and regulations and will inspect all work in public space done under a public space permit. It will monitor all restoration of the right of way to ensure the work is done to DDOT standards and all conditions of the public space permit.

Public Space Permits Division

The Public Space Permit Division will be responsible for processing all applications for public space permits, including temporary permits for mobile storage containers and moving trucks, occupancy permits for work zones, and permanent changes to public space such as new sidewalks and street trees.



Plan Review Division

The Plan Review Division will provide technical reviews and comments for public space permit applications and will assist the Systems Inspection and Oversight Division with in-field inspections as needed. It will assist applicants through meetings and reviews of specific plans, including through Preliminary Design Review Meetings and other processes intended to assist applicants with conforming to District public space laws and engineering standards.

Customer Service Division

The Customer Service Division will be the main point of contact for all applicants and public inquiries regarding public space permits and inspections. It will assist applicants with the submission, tracking, and processing of public space permits; and it will assist with inspections and the tracking and refund of deposits. It will support the Transportation Online Permitting System (TOPS). It will develop Standard Operating Procedures and employee manuals for all divisions and will produce material to educate applicants, stakeholders, and the public regarding the occupancy of public space, the public space permit process, and the management of work in public space.

- **Please include a list of the employees (name and title) for each subdivision and the number of vacant positions.**

Please reference **Appendix A**.

- **Has the agency made any organizational changes in the last year? If so, please explain.**

The agency has not made any organizational changes in the last year.

1.2. New Program(s)

Please list each new program implemented by the agency during FY 2012. For each initiative please provide:

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

Policy, Planning and Sustainability Administration (PPSA)

Initiative	Funding Required	Documented Results
Launch of point-to-point carsharing	\$0.	Fastest uptake in service in North America, with approximately 12,000 members by end of FY12. Reduction in auto fleet by members.
First International Bike to School Day	Staff costs only	17 schools participated.

Progressive Transportation Services Administration (PTSA)

In FY 12, the City Council expanded the Transit Subsidy program to include Youth in the District's Foster Care System between the ages of 18-20. The expansion of the program is designed to provide discounted transit fare to Foster Youth who are either employed, looking for work or going to school.

The City Council allocated \$85,307 to DDOT to administer the expanded program in FY 13. The first phase of implementation includes making discounted fare media available to eligible Foster Youth through the Child Family Services Agency (CFSA). The second phase of implementation involves setting up a Smartbenefits program that would defray the costs of travel for Foster Youth (as wards of DC) who are placed in homes in Maryland and Virginia. Full implementation of the program requires some amendments to the District's Transit Subsidy program to accommodate foster youth over 19 years of age and foster youth residing outside of the District of Columbia.

Transportation Operations Administration (TOA)

- Speed Zone Management Pilot Project – reviewing reduced speed limits in all Wards based on various criteria – Highway Safety
- New Traffic Calming Assessment Application – Updating and combining the existing Traffic Calming Application and Speed Hump application into a more technical review of the complaint.
- Update and repair of all Traffic Signal Loops – Updating all traffic signal loops within the District to provide signal timing optimization.

- **Howard University Traffic Data Center Grand Opening**

The Traffic Safety Data Center at Howard University was established to support DDOT and MPD in developing and sustaining an effective process for providing timely, accurate, complete, uniform, and accessible traffic and related transportation data. This data is used to perform various analyses to identify and prioritize high hazard locations for use by a comprehensive city-wide safety improvement program. Through this Center, DDOT has access to not only crash related information, but information on turning movement counts, segment/corridor counts, traffic volumes, and speed data. Having this data readily available is key to providing timely responsiveness to pedestrian, bicycle, and other transportation related safety issues.

Status: The grand opening occurred in December of 2012. The Center is operating as designed.

- **Highway Safety Improvement Program**

Every year, over 16,000 crashes occur in the District of Columbia. These crashes are recorded by MPD and collected by DDOT to be entered in to the DDOT's Traffic Accident Records System (TARAS) database. The information is analyzed and high accident locations are identified based on an established formula. The formula takes crash frequency, crash rate and fatality/property damage into consideration. The identified high accident locations are prioritized and approximately the top sixty (60) to seventy (70) are considered for further investigation and analysis. In order to perform this detailed investigation, analysis and determination of the most effective counter measures, DDOT, annually solicits the assistance of Consultants services. The Consultants evaluate the locations, and provide recommendations for improvements at the intersections. Many of these improvements enhance pedestrian and/or bicycle safety. The chosen improvements are then implemented by DDOT. *Please see below:*

The following represents the locations under evaluation to be included in the next round of the Program (**Status:** Not yet underway):

- | | |
|------------------------------------|---------------------------------|
| 1. BENNING RD AND EAST CAPITOL ST | 7. 14TH ST AND H ST |
| 2. EAST CAPITOL ST AND SYCAMORE RD | 8. 1ST AND PATTERSON ST |
| 3. K ST AND NORTH CAPITOL ST | 9. 3RD AND FLORIDA AVE |
| 4. MISSISSIPI AVE AND S CAPITOL ST | 10. 44TH ST AND NANNIE HELEN |
| 5. 13TH ST AND FLORIDA AVE | BURROUGHS AVE |
| 6. 13TH ST AND H ST | 11. 5TH ST AND RHODE ISLAND AVE |



12. 8TH ST AND MARYLAND AVE
13. ADAMS PL AND QUEENS CHAPEL RD
14. BRENTWOOD RD AND W ST
15. DOUGLAS ST AND DOWNING ST
16. KENILWORTH AVE AND HAYES ST
17. MICHIGAN AVE AND FRANKLIN ST
18. MINNESOTA AVE AND AMES ST
19. MONTANA AVE AND EDWIN ST
20. SOUTH DAKOTA AVE AND MONROE ST
21. 10TH ST AND U ST
22. 12TH ST AND MASSACHUSETTS AVE
23. 13TH ST AND K ST
24. 1ST ST AND MICHIGAN AVE
25. 20TH ST AND L ST
26. 23RD ST AND F ST
27. 28TH ST AND M ST
28. 33RD ST AND M ST
29. 34TH ST AND M ST
30. 42ND ST AND MILITARY RD
31. 43RD ST AND MILITARY RD
32. 49TH ST AND MASSACHUSETTS AVE
33. 6TH ST AND H ST
34. 7TH ST AND S ST
35. 9TH ST AND MASSACHUSETTS AVE
36. 9TH ST AND U ST
37. CONNECTICUT AVE AND CALIFORNIA ST
38. CONNECTICUT AVE AND CHESAPEAKE ST
62. 6TH ST AND K ST
63. 6TH ST AND MASSACHUSETTS AVE
64. 9TH ST AND NEW YORK AVE
65. CANAL RD AND FOXHALL RD
66. WISCONSIN AVE AND CALVERT ST
67. WISCONSIN AVE AND R ST
68. 30TH ST AND NAYLOR RD
69. ALABAMA AVE AND BRANCH AVE
70. ALABAMA AVE AND WHEELER RD
39. CONNECTICUT AVE AND M ST
40. EASTERN AVE AND COLESVILLE RD
41. GEORGIA AVE AND PINEY BRANCH RD
42. MISSOURI AVE AND NEW HAMPSHIRE AVE
43. VERMONT AVE AND K ST
44. WISCONSIN AVE AND FESSENDEN ST
45. WISCONSIN AVE AND OBSERVATORY LN
46. 15TH PL AND ALABAMA AVE
47. ALABAMA AVE AND GOOD HOPE RD
48. BURNS ST AND RIDGE RD
49. MARTIN LUTHER KING AVE AND HOWARD RD
50. PENNSYLVANIA AVE AND SOUTHERN AVE
51. 14TH ST AND C ST
52. HOWARD RD AND S CAPITOL ST
53. NORTH CAPITOL ST AND P ST
54. EASTERN AVE AND RIGGS RD
55. 12TH ST AND G ST
56. 16TH ST AND OAK ST
57. 17TH ST AND PENNSYLVANIA AVE
58. 18TH ST AND MASSACHUSETTS AVE
59. 19TH ST AND L ST
60. 22ND ST AND N ST
61. 23RD ST AND CONSTITUTION AVE



The following represents the locations currently under the evaluation and design process
(**Status:** Approximately 40% Complete):

1. 8TH ST AND H ST NW
2. 14TH ST AND I ST NW
3. 17TH ST AND I ST NW
4. 15TH ST AND I ST NW
5. 17TH ST AND H ST NW
6. 16TH ST AND L ST NW
7. 13TH ST AND H ST AND NEW YORK AVE NW
8. 15TH ST AND CONSTITUTION AVE NW
9. 14TH ST AND PENNSYLVANIA AVE NW
(UPPER E)
10. 14TH ST AND PENNSYLVANIA AVE NW
(LOWER E)
11. 17TH ST AND PENNSYLVANIA AVE NW
12. 12TH ST AND CONSTITUTION AVE NW
13. 29TH, M STREET AND PENNSYLVANIA AVE
14. COLUMBIA RD AND ONTARIO RD NW
15. 15TH ST AND PENNSYLVANIA AVE NW
16. 14TH ST AND UPSHUR ST, NW
17. 14TH AND INDEPENDENCE SW
18. 7TH AND D ST SW
19. 4TH AND INDEPENDENCE AVE SW
20. FLORIDA AVE AND R ST NW
21. 9TH ST AND FLORIDA AVE NW
22. 31ST ST AND M ST NW
23. WISCONSIN AVE AND N ST NW
24. CONNECTICUT AVE AND WOODLEY RD, NW
25. CONNECTICUT AVE AND HAWTHORNE ST,
NW
26. WISCONSIN AVE AND WESTERN AVE, NW
(CIRCLE)
27. GEORGIA AVE AND MISSOURI AVE, NW
28. GEORGIA AVE AND MORTON ST, NW
29. 30TH ST AND M ST NW
30. KANSAS AVE AND BLAIR RD, NW
31. IRVING ST AND KENYON ST, NW
32. MICHIGAN AVE AND NORTH CAPITOL ST,
OTH NE
33. FLORIDA AVE AND RHODE ISLAND AVE, NW
34. RHODE ISLAND AVE AND REED ST NE
35. WEST VIRGINIA AVE AND MOUNT OLIVET
RD NE
36. 4TH ST AND RHODE ISLAND AVE NE
37. RHODE ISLAND AVE AND SOUTH DAKOTA
AVE NE
38. EASTERN AVE AND BLADENSBURG RD, OTH
NE
39. 33RD ST AND SOUTH DAKOTA AVE, NE
40. 2ND ST AND H ST, NW
41. 3RD ST AND D ST NW
42. 2ND ST AND MASSACHUSETTS AVE, NW
43. 14TH ST AND C ST, NE
44. 19TH ST AND INDEPENDENCE AVE, SE
45. NEW JERSEY AVE AND E ST, NW
46. 6TH AND PENNSYLVANIA AVE SE
47. POTOMAC AND SOUTH CAPITOL ST OTH NE
48. KENILWORTH AVE AND EAST CAPITOL ST,
OTH NE
49. SOUTHERN AVE AND BENNING RD, SE
50. SOUTHERN AVE AND SUITLAND RD, OTH SE
51. BENNING RD AND G ST, SE
52. STANTON RD AND SUITLAND PKWY, SE
53. 25TH ST AND SOUTHERN AVE, SE
54. 23RD ST AND SOUTHERN AVE, SE
55. MISSISSIPPI AVE AND WHEELER RD, SE
56. ALABAMA AVE AND STANTON RD, SE
57. MARTIN LUTHER KING AND MALCOM X
AVENUE (PORTLAND STREET), SE

- **Roadway Safety Audit**

The intent of this project is to provide DDOT with the ability to perform safety audits of streets, intersections, and corridors within the District of Columbia. The District of Columbia Department of Transportation (DDOT) like other states in the Nation is actively looking for ways

to proactively address roadway safety. The Federal Highway Administration (FHWA) has sponsored a very effective tool that can be used in assisting communities in roadway safety by reducing injuries and fatalities. This tool, a Road Safety Audit (RSA), is a formal safety performance examination of an existing or future road or intersection by an independent and multi-disciplinary team. The RSA estimates and reports on potential roadway safety issues and identifies opportunities for proactive improvements related to safety for all roadway users (Vehicular, Pedestrian and Bicycle, etc.).

The following represents the locations evaluated under the Road Safety Audit program (also notes status of the process):

Rock Creek Church Road	Completed
New Hampshire, 8th and Quincy	Completed need to be confirmed
3500 Block of Mass Ave.	Completed need to be confirmed
Blair, Cedar and 4th	Under Design
Foxhall Road Corridor	Completed, Awaiting Presentation of Results to Team
Edgewood Corridor	Justification Ready for FHWA Review
North Capitol/New Hampshire intersection	Completing Justification Report for FHWA Review

- **TARAS Update**

The District of Columbia's Safety Program is the focal point of the Highway Safety Improvement Program (HSIP). The accident data is vital tool in implementing and supporting all decisions concerning the HSIP projects. The source of this data is the Metropolitan Police Department (MPD). The automation of crash reporting by the MPD has not only eliminated errors such as the missing D.C. quadrant location, intersecting street address, etc., but has made the data available for DDOT's immediate use. Even though this information is not public until it gets approved by the supervising officer, the availability has provided DDOT with the option to immediately follow up with assessment or wait until approved. The data automation has eliminated the need to wait for days and weeks for hand-written crash reports. Instead, crash data availability can now be achieved through the use of a single push-button function. Having this data readily available is key to providing timely responsiveness to pedestrian, bicycle, and other transportation related safety issues.

DDOT is proud to announce that we completed the FHWA's Crash Data Improvement Program (CDIP) whose purpose is to provide States with a means to measure the quality of the information within their crash database. It provides States with metrics that can be used to establish measures of where their crash data stands in terms of its timeliness, the accuracy and completeness of the data, the consistency of all reporting agencies reporting the information in the same way, the ability to integrate crash data with other safety databases and how the state makes the crash data accessible to users. Additionally, the CDIP was established to help familiarize the collectors, processors, maintainers and users with the concepts of data quality and how quality data helps to improve safety decisions.

Status: We are using the results from the CDIP to develop the Scope of Work for enhancement to the TARAS Database.

- **Weigh-In-Motion**

In 2009, the International Road Dynamics, Inc. (IRD) was issued a two year contract with base year to assess the two WIM stations (on New York Avenue and I-295), and conduct a repair of the stations to be fully operational and option year to start maintaining them to remain fully operational. In order for the sites to remain operational, DDOT is proposing to extend the current maintenance contract for another year with the current contractor (IRD) whose proprietary products have been implemented, repaired and maintained in the district for many years.

During this maintenance contract period, the contractor will be responsible for:

- Annually calibrating the system
- Routinely collecting data and validating the system
- Bi-annually conducting preventative maintenance service
- Submitting maintenance data and service reporting
- Conducting emergency repair service as needed within 48 hours and
- Providing training to DDOT staff

- **DDOT ITS Master Plan**

Development of ITS/Communication Master Plan for the City

Develop communication master plan and a RFP package for DDOT Advanced Transportation Management System (ATMS); evaluate the technologies and identify suitable corridors for the implementation of (1) traveler information system and (2) adaptive control system in the District. As well as, review the future needs and system requirements to manage our transportation network. The project began in the spring of 2011. The project has coordinated with OCTOT to produce our final recommendations. Two consultants firms were selected to perform four separate tasks. All task orders were awarded in the fall of 2011.

- **Vehicle Detection System**

This project has installed citywide 122 vehicle detection stations to collect traffic volume, speed, and occupancy and vehicle classification data along major routes within the District of Columbia. Scheduled completion date was October 2012. This project is moving forward with completion of 122 locations. We have added additional locations recommended by MPD thru a change order process. Due to new construction on many of our routes and our outdated communication network this project has faced extensive delays. We are in the testing phase at this time

- **Dynamic Message Signs Design and Integration**

11 new DMS have been designed at nine locations for DDOT traffic operations, incident management and emergency evacuation. These new DMS signs will be controlled from the DDOT Traffic Management Center. Design was completed in summer of 2012 and construction to start in spring of 2013.

- **City-Wide Traffic Signal Optimization**

First three Phases of this project has been increased to include 1165 signalized intersections throughout the District. This district-wide signal optimization program will focus on reducing pedestrian and vehicular traffic delays, reducing traffic congestion and vehicular traffic

emissions by retiming traffic signals and converting from an interval based traffic signal timing operation to a phased based traffic signal timing operation. RFQ advertised in January, 2011; the project started in fall of 2011; the project is scheduled to be completed by mid- 2014. The project started on 07/01/2011. The first task on network partitioning and data collection plan development was completed in early September, 2011. Data Collection has been completed in the first target area. Synchro Analysis has also been completed. Timing conversions have been completed. QA/QC being performed along critical corridors. Tabletop testing being performed to evaluate impacts. We are currently 53% complete with the Optimization effort of the first 200 intersections in the SE/SW corridor. We are on schedule to complete the final implementation by September 20, 2013.

1.3. Position Listing

Please provide a complete, up-to-date position listing for your agency, which includes the following information for each position: Please reference **Appendix B**.

- 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)

1.4. Performance Evaluation(s)

Does the agency conduct annual performance evaluations of all its employees? Who conducts such evaluations? What steps are taken to ensure that all agency employees are meeting individual job requirements?

Yes, the agency does conduct annual performance evaluations of all its employees. These evaluations are conducted by the employee's direct supervisor.

The Director conducts a series of checks and balances to ascertain that the agency's employees are meeting individual job requirements from "One-on-Ones" with all of the Associate Directors, to



conducting weekly Executive Team Meetings and quarterly meeting with all DDOT managers to be sure information is shared across the agency. Additionally, the agency's Associate Directors are required to submit weekly status reports to the Director to ensure that individual job requirements are met.

1.5. Detailed Employee(s)

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.

Please find below the three (3) employees detailed to or from our agency:

- Davena Archie, Community Service Representative is detailed to the EOM/Office of Neighborhood Services, detailed indefinitely
- Christopher Fitzgerald, Community Service Representative is detailed to the EOM/Office of Neighborhood Services, detailed indefinitely
- Dion Black, Labor Relations Advisor detailed to OLRB, detailed indefinitely

1.6. Inventory of Personal Assets and Compensation

Please provide the Committee with:

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

Please reference **Appendix C**.

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

Please reference **Appendix D**.



- **A list of employee bonuses or special award pay granted in FY 2012 and FY 2013, to date.**

No bonuses or special award pay was granted in FY12 and FY13 to date.

- **A list of travel expenses, arranged by employee.**

Please reference **Appendix E**.

- **A list of the total overtime and workman's compensation payments paid in FY 2012 and FY 2013, to date.**

Please reference **Appendix F**.

1.7. Electronic Databases

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

Please reference **Appendix G**.

- **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**

1.8. Transparency

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.

GIS

DDOT provides several GIS layers to Citywide Data Warehouse and OCTO GIS which is shared with the public on their sites

- Street Spatial Database (center lines / SSD)
- Car Sharing Locations
- Suspended Streets (5 year moratorium)
- Circulator Bus Routes
- UFA Trees
- IPMA Projects
- Public Space Permits
- Capital Bike Share locations
- Intersection Asset Data (e.g. Traffic signals)

District Transportation Access Portal (DTAP)

District Transportation Access Portal (DTAP) is designed to be a new and innovative communication tool for informing residents, business owners, our own employees and anyone else who has an interest in DDOT's comprehensive transportation program. DTAP's first version was launched during the Fenty administration. DTAP 2 was launched late November 2010.

- Provides Safety Data
- Provides IPMA Project Data (e.g. AWI Initiative)
- Provides Financial Data
- Provides Circulator Bus KPI's
- Provide Pavement Condition Indexes
- <http://dashboard.ddot.dc.gov/ddotdashboard/>

311 CSR

DDOT's Work Order Management System provides OUC and the public with real-time updates as to the status of their Service Request (SR) by providing status changes and comments.

Public Space

- TOPS provides the public an online solution to apply for public space permits and review real-time updates of reviews conducted by DDOT's inspectors and reviewing disciplines.
- TOPS now provides applicants and permittees the ability to schedule inspections online and track the number of hours an inspector spends at a project along with comments and attached photos
- QR Tag technology on Emergency No Parking Signs now provides residence and the public the ability to identify and retrieve additional information about who is temporarily occupying public space using their smart phones.
- Public Space Permit Look-Up Tool - An interactive map now allows the public the ability to search an address, block range, or intersection with a set buffer to retrieve real-time information about permits issued within their search area.
- <http://gis.ddot.dc.gov/PermitLocator/>

Online Snow Removal Tracking Tool

The DC Snow Map was developed by the Office of the Chief Technology Officer (OCTO) and the District Department of Transportation (DDOT) and allows users to search by address or intersection to see what streets have been plowed and salted. Animation on the map shows the progress of the plows, and integrated links to DDOT's traffic cameras allow users to check the real time road conditions.

<http://snow.dc.gov/> and <http://snowmap.dc.gov/>

District Department of Transportation - Roadway Weather Information System (RWIS)

RWIS is a network of monitors that measure air temperature, wind speed, visibility and surface temperature on various roads. It is available to the public via the web:

<https://extranet.ddot.dc.gov/RWIS/>.

1.9. Customer Feedback

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?

1.10. Energy Efficiency

How was the agency tried to reduce agency energy use in FY 2012?

The agency has made improvements to several of their office locations in an effort to reduce our carbon footprint. Please find the locations and improvement made below:

1735 15th St (*agency warehouse*). We have upgraded the lighting to more energy efficient fixtures and have installed motion sensors throughout the building to turn off lights in unoccupied areas

1338 G St. We have upgrade about 50% of the lighting to new energy efficient fixtures, began to upgrade bathrooms with new water efficient toilets, faucets, and urinals that save on water usage and cut maintenance cost

1403 W St. We upgraded all window a/c units to more energy efficient units and began upgrading about 40% of the lighting. We will continue to make upgrades at all DDOT facilities during FY13.



2.0 BUDGET AND FINANCE

2.1. Approved Budget & Actual Spending

Please provide a chart showing your agency's approved budget and actual spending, by division, for FY 2012 and FY 2013, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures.

Please reference **Appendix H**.

2.2. Reprogramming

Please list any reprogramming(s), in, out, or within, related to FY 2012 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.

Please reference **Appendix I**.

2.3. Intra-District Transfers

Please provide a complete accounting for all intra-District transfers received by or transferred from the agency during FY 2012 or FY 2013, to date.

Please reference **Appendix J**.

2.4. Special Purpose Revenue Accounts

Please identify any special purpose revenue accounts maintained by, used by, or available for use by your agency during FY 2012 or FY 2013, 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 2012 and FY 2013, to date
- Expenditures of funds, including the purpose of each expenditure, for FY 2012 and FY 2013, to date

Please reference **Appendix K**.

2.5. Capital Funds

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
- 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

Please reference **Appendix L**.

2.6. Federal Grants

Please provide a complete accounting of all federal grants received for FY 2012 and FY 2013, to date.

Please reference **Appendix M**.

2.7. Contract(s)

Please list each contract, procurement, lease, and grant (“contract”) awarded, entered into, extended and option years exercised, by your agency during FY 2012 and FY 2013, 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

Please reference **Appendix N**.

3.0 LAWS, AUDITS & STUDIES

3.1. Legislative Requirements

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

- The agency has insufficient resources to properly implement the Ward Redistricting Amendment Act of 2011, effective November, 16, 2011 (D.C. Law 19-38; 58 DCR 5823).
- Subtitle G, DDOT Policy Compendium, of the 2013 Budget Support Act of 2012, effective September 20, 2012 (DC Law 19-168; 59 DCR 8025) requires the agency to submit quarterly reports that take up an unexpectedly enormous amount of time.

3.2. Statutory or Regulatory Impediments

Please identify any statutory or regulatory impediments to your agency's operations.

In general, Ward specific laws create impediments to the agency's operations. For example, DDOT is trying to come up with a District-wide residential parking program. However, the Residential Parking Protection Pilot Act of 2010, effective October 26, 2010 (D.C. Law 18-240, 57 DCR 7186) created specific requirements for Ward 1 that DDOT must include in a District-wide plan or have a separate plan for Ward 1. Similarly, piecemeal legislation such as the Neighborhood Contractor Daytime Parking Permit Amendment Act of 2012, enacted January 10, 2013 (D.C. Act 19-590) has placed a strain on DDOT's plan to revisit the entire visitor on-street parking policy. The Council authorized DDOT to conduct a study of these very issues, but then passed related bills before the agency had an adequate opportunity to conduct the appropriate studies.

In addition, DDOT lacks the general authority to regulate public space and transportation related functions. This includes the ability to issue fines and to establish an administrative process to issue and adjudicate those fines. Currently, DDOT has to use authority granted to DPW and other agencies which were then transferred to DDOT with the Department of Transportation Establishment Act of 2002, effective May 21, 2002 (D.C. Law 14-137; 49 DCR 3444). However, the Establishment Act does not contain that general authority to regulate the laws under its purview that other agencies enjoy.

3.3. Local Regulations

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.

Please see **Appendix O**.

3.4. Federal Legislation or Regulations

Please explain the impact on your agency of any federal legislation or regulations adopted during FY 2012 that significantly affect agency operations.

The Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) ("MAP-21") reauthorized the highway trust fund for another two years. There were some changes, but the agency is still in the process of figuring out how it will affect the District.

1. MAP-21 has modified the environmental impact study process, and Federal Highway Administration is just coming out with new guidance on those changes.
2. The FTA 5310 Program will be administered through the Council of Governments.
3. MAP-21 continues the core Highway Safety Improvement Program (HSIP), administered by FHWA, structured and funded to make significant progress in reducing highway fatalities and severe injuries on all public roads.
4. Under MAP-21, there will be additional roads in the District that will part of the federally funded roadway system. The District will receive additional funding and additional responsibilities to maintain those roads.
5. The Transportation Enhancements, Safe Routes to School, and Recreational Trails programs were merged into a new, consolidated Transportation Alternatives Program, and the overall funding for these activities was reduced. Most of the same eligible activities remain, but nonprofit organizations are no longer eligible recipients of funds (many had received Transportation Enhancements funds in the past). 50% of the TAP funds must also be allocated through the Transportation Planning Board (TPB), and DDOT is working with TPB staff on a process that will satisfy DDOT's needs and Federal requirements.

6. According to MAP-21, Congestion Management and Air Quality (CMAQ) funds cannot be used to fund transit operations. Previously, funds were available for “startup” operations for the initial 3 years of a program, and DDOT has used CMAQ funds for the operations and maintenance of Capital Bikeshare for the first three years of operations. USDOT is preparing additional guidance on this provision, but it could mean that future startup operations would not be eligible for CMAQ funds in the future.

3.5. MOUs

Please provide a list of all MOUs in place during FY 2012.

Please reference **Appendix P**.

3.6. Studies

Please provide a list of all studies, research papers, and analyses (“studies”) the agency requested, prepared, or contracted for during FY 2012. Please state the status and purpose of each study.

Please reference **Appendix Q**.

3.7. Investigations

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 2012 or FY 2013, to date.

Please reference **Appendix R**.



3.8. Recommendations

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.

Please reference **Appendix R**.

4.0 INFRASTRUCTURE

4.1. State of Federal Roads

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

- **The number of miles of federal roads in the District.**

≈ 427.3 miles

- **The percentage of federal roads assessed as Excellent, Good, Fair, and Poor.**

Excellent 25.9%, Good 29.5%, Fair 33.5% and Poor 11.1%

- **The agency's goals for federal roads assessed as Excellent or Good**

50%

- **How frequently are federal roads assessed?**

Yearly

- **Is the condition of federal roads improving or worsening? Please describe.**

The condition of the Federal streets is improving. The Federal Streets condition has steadily improved over the last 10 years. Comparing the numbers from a 2011 Roadway Network presentation, there has been an increase of approximately 8%.

- **Local and federal dollars spent resurfacing/improving federal roads in FY 2012.**

NHS 5.82 M on pavement restoration, sidewalk, curb and gutter, pavement markings. STP 17 M pavement restoration includes sidewalk, curb and gutter, pavement markings.

- **Miles of federal roads resurfaced/improved in FY 2012.**

22.53 miles

4.2. State of Local Roads

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

- **The number of miles of local streets in the District.**

≈ 587.2 miles

- **The percentage of local streets assessed as Excellent, Good, Fair, and Poor.**

Excellent 18.8%, Good 24.2%, Fair 26.5% and Poor 30.5%

- **The agency's goals for local streets assessed as Excellent or Good.**

41%

- **How frequently are local streets assessed?**

Every two (2) years

- **Is the condition of local streets improving or worsening? Please describe.**

The condition of the Local streets has shown a slight improvement. Comparing the numbers from a 2011 Roadway Network presentation, there has been an increase of approximately 0.4%

- **Local and federal dollars spent resurfacing/improving local streets in FY 2012.**

6.3 M total budget, 3M spent on pavement restoration, sidewalk, curb and gutter, pavement markings

- **Miles of local streets resurfaced/improved in FY 2012.**

2.8 miles

4.3. State of Alleys

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

- **The number of miles of alleys in the District.**

≈ 353 miles

- **The percentage of alleys assessed as Excellent, Good, Fair, and Poor.**

Excellent 8.7%, Good 31.5%, Fair 35.9% and Poor 23.9%

- **The agency's goals for alleys assessed as Excellent or Good.**

40%

- **How frequently are local alleys are assessed?**

The last entire alley network assessment was between 2004 and 2005. Alley inventory was established to clearly delineate alley segments as separate sections of alley ways bounded by the surrounding streets. The rating system is Excellent, Good, Fair, Poor subjective rating.

- **Is the condition of alleys improving or worsening? Please describe.**

The condition of the alleys is improving. Upon completion on the first survey, 29.3% of the alleys were in the Excellent/Good category compared to 40.2% currently.

- **Local and federal dollars spent resurfacing/improving alleys in FY 2012.**

Alley budget 6.6M

- **Miles of alleys resurfaced/improved in FY 2012.**

DDOT will start alley construction in spring 2013.

4.4. State of Sidewalks

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

- **The number of miles of sidewalks in the District.**

≈ 1399 miles

- **The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor.**

Excellent 11.4%, Good 43.2%, Fair 44.7% and Poor .70%

- **The agency's goals for sidewalks assessed as Excellent or Good.**

50%

- **How frequently sidewalks are assessed?**

The last entire sidewalk network assessment was between 2005 and 2006.

- **Is the condition of sidewalks improving or worsening? Please describe.**

The condition of the sidewalks is improving. Upon completion on the first survey, 46.3% of the sidewalks were in the Excellent/Good category compared to 54.6% currently.

- **Local and federal dollars spent resurfacing/improving sidewalks in FY 2012.**

Local 7M, Federal 3M

- **Miles of sidewalks resurfaced/improved in FY 2012.**

≈ 88.2 miles

4.5. State of Bridges and Tunnels

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.**

Please reference **Appendix S**.

- **The timeline for repairing or replacing each structurally deficient bridge and tunnel, including the date when construction is expected to begin.**

Please reference **Appendix S**.

- **How frequently are bridges and tunnels are assessed?**

Bridges and tunnels are inspected every two years.

- **Are any of these bridges and tunnels expected to reach a hazardous state, necessitating its closure or reduction in use, before construction is completed?**

No closures or reductions on service are anticipated.

- **Is the condition of bridges and tunnels improving or worsening? Please describe.**

The overall condition of the DC Bridge Inventory has improved. The attached chart shows improvements in the overall inventory Sufficiency Rating from 2000 to present. The Sufficiency Rating is a numerical representation of the structural condition and functionality of the bridge. The rating is measured from zero to 100. The chart shows an improvement of from 72.5 in 2000 to 75.0 in 2012; the higher the rating, the better.

- **Local and federal dollars spent resurfacing/improving bridges and tunnels in FY 2012.**

Approximately \$48 million was spent resurfacing or improving bridges and tunnels in FY 2012.

Additional Replacements:

- 11th Street Bridge replacement - FY 12 Expenditures: \$ 87 M
- 29th Street, NW (Bridge #6): \$916,370,
- 14th Street, Northbound (Bridge #170-1): \$3,602,635

- **Miles of bridges and tunnels resurfaced/improved in FY 2012.**

Bridge Maintenance – approximately 5 miles

Tunnel Maintenance – approximately 2 miles

4.6. Status of Streetscapes

What is the status of the Streetscape projects currently underway and expected to begin construction in FY 2013 and FY 2014. 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**

Please reference **Appendix T**.

4.7. Improvements Schedule (street, alley and sidewalk)

Please provide the agency's street, alley, and sidewalk improvement schedule for FY 2012-FY17.

- **Which streets, alleys, and sidewalks were scheduled to be improved in FY 2012?**
- **Of these, which were not completed? Why?**

Please reference **Appendix U**.

4.8. Sidewalk Gaps

Please explain the agency's policy for identifying and filling sidewalk gaps and what action has the agency in FY 2012 and FY 2013 to fill these gaps?

A "new" sidewalk request requires a petition from a majority of the residents on one's block and a public hearing. We are identifying sidewalk gaps through our Safe Routes to School program (SRTS). The SRTS program works to improve safety for students who walk and bicycle to school; Encourage students and their parents to walk and bicycle to school; Boost student physical activity, reduce parents' fuel consumption, and reduce pollution and traffic congestion near schools. One of the ways in which DDOT works to achieve this goal is to identify areas where sidewalks are needed, and we develop a plan to design and install the missing network connections.

DDOT has also identified sidewalk gap locations City-Wide through its Pedestrian Master Plan. From the recommendation submitted through this plan DDOT has identified eight (8) priority corridors (one in each Ward) for sidewalk network improvements. This work is ongoing. The details of this information can be located on DDOT's website under Pedestrian Program.

Outside of our Pedestrian Safety program, DDOT has installed 8 blocks of "New" sidewalks in FY12. Plans for FY 13 (for areas outside of the Ped Program) will be established once the request processes has been

completed. DDOT has a few locations in the queue; however, the residents and community representatives for these blocks have not come to an agreement on the sidewalk installation.

4.9. Green Alley Program

Please explain the statute of the green alley program. Please include the location of any projects completed in FY 2012 or planned for FY 2013 or FY 2013 and a cost breakdown as compared with green infrastructure.

Four Green Alleys were completed in FY2012 in Ward 7 in the area of Nannie Helen Burroughs Ave:

- Alley between 54th St, Blaine St, 55th St, & Clay St NE
- Alley between 56th St, Eads St, & 57th St NE
- Alley between 58th St, Dix St, 59th St, & Clay St NE
- Alley between 49th Pl, Nannie Helen Burroughs Ave, 50th St, & Hayes St NE

Seven Green Alleys are planned for construction in FY13-FY14:

- RiverSmart Washington (Ward 4) includes:
 - Alley between 33rd St, Rittenhouse St, 34th Pl, Broad Branch Rd, & Quesada St NW
 - Alley between 33rd St, Quesada St, Broad Branch Rd, & Lafayette Rec Center NW
 - Alley between 33rd St, Quesada St, 32nd St, & Rittenhouse St NW
 - Alley between 33rd St, Quesada St, 32nd St, & Patterson St NW
 - Alley between Iowa Ave, Webster St, Georgia Ave, & Allison St NW
- Ward 3: Ashley Terrace, off Highland Place NW
- Ward 3: Q St Green Alley, between Q St, 45th St, Q Pl, and Indian Rock Terrace NW



The cost of green alleys can be compared in a few ways to other green infrastructure techniques.

Compared to typical paved alleys, Green Alleys can cost about 1 ½ to 3 times as much as a conventionally paved alley and the cost per square foot is show below. Cost variability includes the depth of excavation and drainage infrastructure that may be needed for water storage and to prevent saturation.

	Standard Concrete Alley	Green Alleys
Construction cost per square foot of alley	\$12 - \$28	\$20 - \$69

Comparisons between green alleys and other green infrastructure methods, such as bioretention and stormwater planters, use unit costs per impervious area managed and unit cost per gallon managed. Project unit costs from DDOT's early LID projects have a wide range of variability and depend on size, depth, and infrastructure required. The range of cost comparisons that we have for initial projects is below:

	Green Alleys	Bioretention & Stormwater Planters
Costs per square foot of impervious right-of-way managed	\$35 - \$89	\$13 - \$52
Costs per gallon managed	\$13 - \$74	\$12 - \$58

5.0 SERVICES, POLICIES & PERMITS

5.1. Service Requests

Please provide the number of service requests received by category of request for FY 2012.

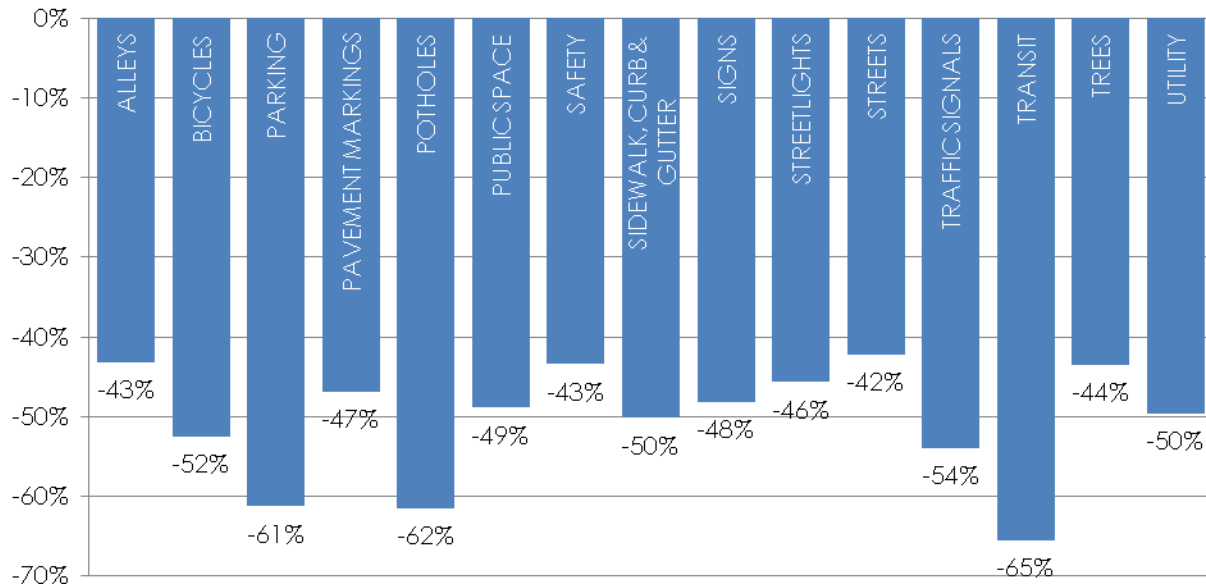
- Please provide appropriate statistics on responsiveness to these requests.
- Has the response time for service requests decreased or increased?

IN FY12, DDOT received 213,117 service requests (SRs); 96.01% or 204,603 of received SRs have been closed / completed. The charts and tables below show the breakdown by category of service request.

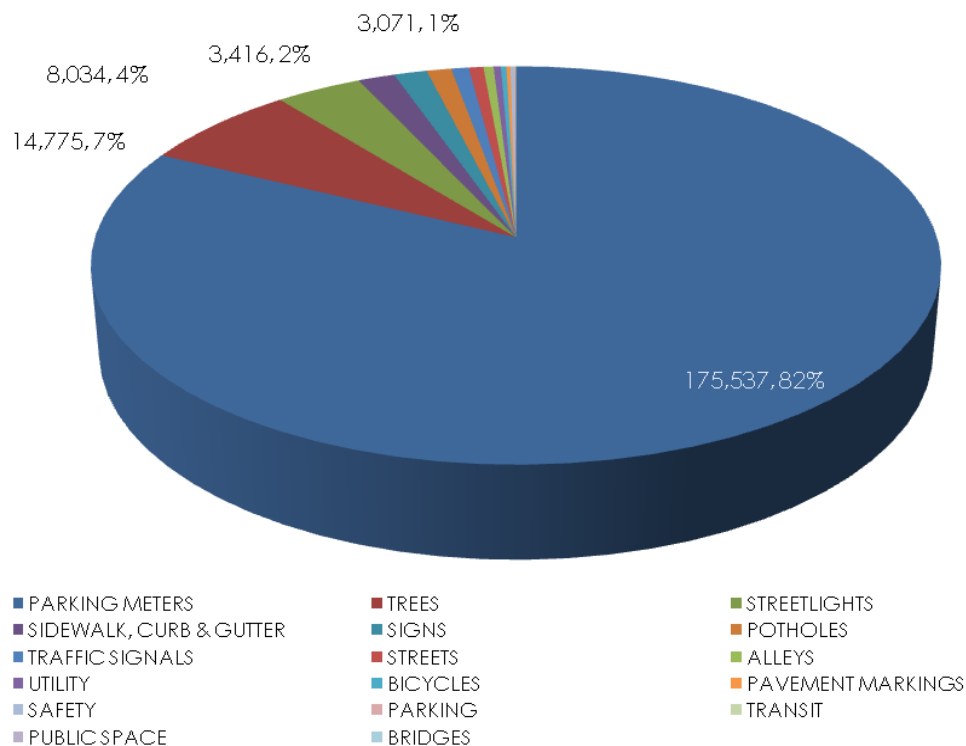
The average response time to close SRs in FY12 have dropped by approximately 50% as compared to FY11. Improvements have been realized in all categories of service requests.

CATEGORY	NUM SR RECVD	% RECVD	NUM SR CLOSED	% CLOSED	NUM SR OPEN	% OPEN
PARKING METERS	175,537	82.37%	175,496	99.98%	41	0.02%
TREES	14,775	6.93%	12,157	82.28%	2,618	17.72%
STREETLIGHTS	8,034	3.77%	7,799	97.07%	235	2.93%
SIDEWALK, CURB & GUTTER	3,416	1.60%	680	19.91%	2,736	80.09%
SIGNS	3,071	1.44%	2,307	75.12%	764	24.88%
POTHoles	2,293	1.08%	2,292	99.96%	1	0.04%
TRAFFIC SIGNALS	1,623	0.76%	1,588	97.84%	35	2.16%
STREETS	1,355	0.64%	422	31.14%	933	68.86%
ALLEYS	937	0.44%	288	30.74%	649	69.26%
UTILITY	678	0.32%	622	91.74%	56	8.26%
BICYCLES	512	0.24%	394	76.95%	118	23.05%
PAVEMENT MARKINGS	370	0.17%	257	69.46%	113	30.54%
SAFETY	315	0.15%	132	41.90%	183	58.10%
PARKING	128	0.06%	105	82.03%	23	17.97%
TRANSIT	41	0.02%	39	95.12%	2	4.88%
PUBLIC SPACE	25	0.01%	23	92.00%	2	8.00%
BRIDGES	7	0.00%	2	28.57%	5	71.43%
TOTAL	213,117	100.00%	204,603	96.01%	8,514	3.99%

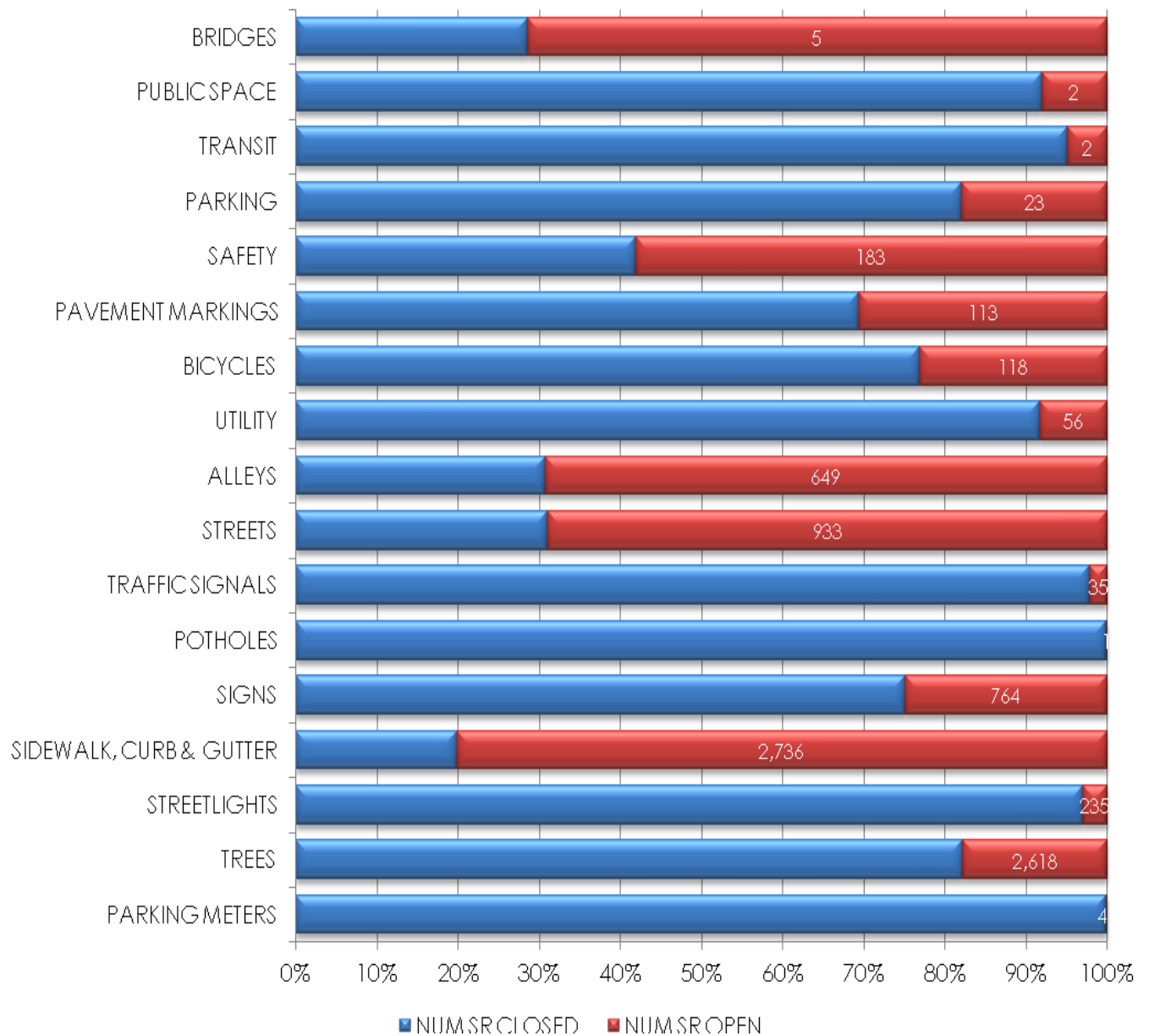
% REDUCTION IN RESPONSE TIMES (FY11 - FY12) BY CATEGORY



FY12 DDOT SRs RECEIVED



FY12 DDOT SRs CLOSED



5.2. Performance Goals

The agency's 2010 Action Agenda created a set of performance goals for the agency to achieve in 2012.

- How many of the 2012 goals did the agency achieve?
- Which goals were not achieved?

Please reference **Appendix V**.

5.3. Public Space Permits

Please list the number of public space permits, by type, issued in FY 2011 and FY 2012.

- Please describe any trends in the type or quantity of permits issued.

Please reference **Appendix W**.

6.0 TRANSPORTATION OPERATIONS ADMINISTRATION PROGRAMS

6.1. Performance Parking Program

What is the status of the Performance Parking Program? When does the agency expect to establish more Performance Parking zones?

The District Department of Transportation (DDOT) began implementation of performance parking in March of 2008 as a result of DC Council passing the *Performance Based Parking Pilot Zone Act of 2008, DC Law 17-0279, per amended DC Code 50-2534*. Performance parking adjusts the rates and/or the time restrictions on metered blocks based on occupancy data; while protecting the parking supply on surrounding residential blocks through increased residential parking management and enforcement. DDOT manages three performance parking zones in: (i) Columbia Heights (Ward 1); (ii) the Capitol Hill/ Ballpark District (Ward 6); and (iii) a new zone along the H Street NE corridor (Ward 6) that began operations on November 19, 2012. Additionally, last year DDOT was awarded a \$1 million congestion pricing grant from the Federal Highway Administration (FHWA) to implement performance parking in the Penn Quarter Chinatown area of the central business district. The Penn Quarter Chinatown performance parking zone will be the first to apply these congestion pricing curbside management tools to loading zones for commercial freight vehicles as well as to commuter bus parking spaces. During this fiscal year DDOT proposes to add approximately ten more performance parking zones throughout the District. The number of meters and hours of operations for each existing performance parking zone is as follows:



Performance Based Parking Pilot Zone(s)	Meter Locations Bounded Areas	Variable Meter Rates
Ward 6 Ballpark District Pilot Zone: 130 MSMs	North: I-395 East: 2nd Street, SE South: M Street, SE West: South Capitol Street, SW	On Washington Nationals Non Game Days First hour: \$1.50 Second hour: \$2.00 Third hour: \$2.50 On Nationals Game Days: First hour: \$2.00 Second hour: \$8.00 Third hour: \$8.00 Fourth hour: \$2.00 7am to 6:30 non-game days meter operations; 7am to 10pm on game days meter operations
Ward 1 Columbia Heights Pilot Zone: 15 MSMs	North: Monroe Street, NW East: 11 th Street, NW South: Harvard Street, NW West: 16 th Street, NW	First hour: \$2.50 Second hour: \$3.00 Third hour (after 6:30pm): \$3.00 7am to 10pm meter operations
Ward 6 H Street NE Pilot Zone: 92 networked meters	North: I Street, NE East: 15 th Street, NE/Benning Road, NE South: G Street, NE West: 3 rd Street, NE	7am to 6:30pm: \$.75 per hour (2 hour time limit) 6:30pm to 10pm: \$2.00 per hour (no time limit) 7am to 10pm on game days meter operations

Revenue collected from meters in the performance parking zones must be used for non-automotive enhancements within the zone boundaries under the following categories:

- Mass Transit Enhancements: these include funding for bus and rail such as electronic real-time schedule displays outside of stations and stops; bus and rail maps
- Pedestrian Enhancements: these include new or improved sidewalks, lighting, signage, benches; streetscapes improvements; and neighborhood traffic calming.
- Bicycle Enhancements: these include painted and separated bicycle lanes: installation of bicycle racks or bike share kiosks; and wayfinding signage for bicyclists.



Since performance parking began in the Ballpark District, DDOT has completed nine non-automotive projects including, purchasing and installing:

- Capitol Bikeshare Stations
- Big Belly solar trash cans
- Personalized bike racks for Barracks Row, Pennsylvania Avenue SE and SW DC
- Ornate benches
- Capitol Hill historic marker signs
- Pedestrian enhancements on New Jersey Avenue SE over the railroad tracks.
- Sidewalk improvements throughout Capitol Hill and SW DC
- The Capitol Hill Arts Workshop (CHAW) Alphabet Project
- The SW PIDs project (the NTP should be ready this spring)

The Canal Park streetscape project will be funded during spring 2013 and the department is also willing to fund the Eastern Market HUB project as soon as the community stakeholders demonstrate they have encumbered their portion of the operations and maintenance funding.

In the Columbia Heights zone DDOT has completed

- Sidewalk improvements for the 1400 block of Park Road NW streetscape project
- The Columbia Heights Marketplace streetscape/steel canopy project.

Altogether, DDOT has spent or encumbered nearly \$2 million on community based non-automotive transportation improvements with performance parking revenue.



Performance Based Parking Zone	Total # of Metered Spaces*	Total # of Meters	Total # of IPS Meters	Total # of MSMs	Total # of Non-Networked Meters
McPherson	1,777	818	629	137	52
Golden Triangle	1,260	1,064	958	28	78
Georgetown	1,084	784	744	40	NONE
DuPont Circle	458	378	370	8	NONE
Adams Morgan	341	111	87	23	NONE
TOTALS	4,920 *estimate based on 8 vehicles per MSM	3,155	2,788	236 *1,888 estimated spaces	130

During fiscal year 2012 there were some delays in providing funding for Ballpark District performance parking requests in part because the department began a new grant approval process. As a result of the grant approval protocol DDOT could not simply “cut checks” for projects; instead an approval process was established that all DDOT grants must adhere to; including performance parking. In fiscal year 2013, DDOT should not experience similar delays because the department is moving from providing grants to a process where the department directly funds the initiative or provides the funds to other DC government agencies through an MOU.

This fiscal year the Performance Parking Program will experience growth as DDOT is expanding the program District wide to include existing commercial areas where a performance parking approach can be beneficial in managing the existing supply of parking to ensure turnover and availability. The department is identifying zones based on commercial areas and special traffic generators and has identified new performance parking zones that should be ready to begin operations during the late spring to early summer. DDOT will be working in the next few months to do outreach and engagement in the proposed areas to discuss operations, address existing usage patterns and develop a framework for operating performance parking in each.

6.2. School Crossing Guard (SCG)

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

- **The agency's current crossing guard deployment plan**

Please reference **Appendix X**.

- **The current number of crossing guard positions**

202 positions

- **The current number of vacancies**

Six (6) vacancies

- **The barriers to recruiting and hiring crossing guards**

There are no real barriers to recruiting and hiring Safety Technicians; however, there are barriers to backfilling most Safety Technician positions in a timely fashion due to a steady mid-level turnover rate. Candidates are required to undergo a criminal background clearance and drug and alcohol screening. In order to combat that issue, the agency has sent at least 50 to 100 candidates for CBC and have a pool of applicants that are ready to undergo drug and alcohol.

- **The agency's efforts to recruit and fill these vacancies**

The agency has established relationships with various community organizations and DC Government agencies to recruit qualified applicants. Some of the organizations that DDOT partners with (to name a few) to recruit candidates are: DC Office on Aging, DC Office of Veteran's Affairs, Linden Resources (Northern VA-job placement for candidates with disabilities), Grants Associates (contracted with DOES to manage job placement services), Spanish Catholic Center (DC), Edgewood/Brookland Family Support Collaborative. DDOT continues to network with local community groups and agencies by attending job fairs and speaking to potential candidates at workforce events.

6.3. Traffic Control Officer (TCO)

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

- **The agency's current TCO deployment plan**

Typically there are 4 to 5 shifts daily covered by 80 Traffic Control Officers. Traffic Control Officers (TCOs) have two basic responsibilities, covering rush hour posts and writing tickets for traffic related infractions.

Rush hour posts are typically covered in the AM rush from 7:00am – 9:30am and the PM rush from 4:00pm – 6:30pm. Typically DDOT deploys up to 15 TCO's to the posts listed below during both morning and evening rush hours unless there are extenuating circumstances that alter manpower (I.E. call outs, emergencies, special details / projects, marches, rallies, etc.):

- 14th and E
- 14th and F
- 14th and G
- 14th and NY
- 14th and Penn (3 TCO's)
- Conn and Kst (3 TCO's)
- Lowell (2 TCO's)
- MLK Street
- Good Hope Road
- 17th and Ist
- 19th and Conn
- New Lst. Bike Lane
- 14th and Ust
- 18th and Conn
- 12th and Mass
- Nebraska & Davenport
- 1800 MLK SE

If circumstances don't allow full deployment of the 14th street corridor we cover the major intersections only, 14th and Pennsylvania, 14th and K, Connecticut and K streets NW.

All TCO's not assigned to an intersection are deployed to write tickets. Once the TCO's assigned to the 14th street corridor during the AM or PM rush hours have completed their work they too

are redeployed to assume citation writing duties for the remainder of their shift barring the circumstances mentioned earlier.

- **What portion of a TCO 8-hour shift is typically spent managing intersections?**

Typically 2.5 hours for each during rush hour

- **The current number of TCO positions**

Currently there are ninety-seven (97) TCO positions

- **The current number of vacancies**

Currently there are two (2) vacancies

- **The ticket writing quota for TCOs**

Although there is no ticket writing quota, there is an expectation for TCO's to write an average between 25 to 40 tickets.

- **Statistics of tickets written by TCOs in FY 2011**

Average per Employee: 2,683/ per year

Quarterly: 65,077

Total: 260,311

7.0 SAFETY

7.1. Pedestrian and Bicycle Safety Improvements

Please describe the action that the agency has taken in FY 2012 and FY 2013 to improve pedestrian and bicycle safety.

- **How was the Pedestrian and Bicycle Safety Enhancement Fund used in FY 2012? How is it being used in FY 2013?**
 - Bike lane installation citywide
 - Curb Extensions for Porter Street and Garfield Street
 - Pedestrian traffic signals on Georgia Avenue and Southern Avenue
 - Redesign of bicycle facilities at 16th & U NW.
 - Bicycle Education Classes, children and adults
 - Bicycle Helmets
 - Bicycle Parking Racks
 - Green paint installation for bike lanes in priority locations

For 2013, we have similar projects underway, such as a new signal at Florida and R NW, rapid flash beacons at 7th and Maryland NE and Naylor Road SE, and five more miles of bike lanes. We will also be contributing to COG's Street Smart campaign.

7.2. Pedestrian and Bicycle Accidents

Please list the number of accidents involving pedestrians and bicycles in the past three years.

- Total 1,572 accidents involving bicycles in the past 3 years
- Total 2,359 accidents involving pedestrians in the past 3 years
- Total 52 accidents involving both pedestrians and bicycles in the past 3 years

7.3. Dangerous Intersections

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

The following thirteen (13) intersections comprise the top five percent high hazard intersections in the District of Columbia for the Calendar Year 2011.

- FIRTH STERLING AVE AND SUITLAND PKWY
- MINNESOTA AVE AND BENNING RD
- NEW YORK AVE AND BLADENSBURG RD
- 14TH ST AND U ST
- MINNESOTA AVE AND PENNSYLVANIA AVE
- NEW JERSEY AVE AND NEW YORK AVE
- NEW YORK AVE AND NORTH CAPITOL ST
- 7TH ST AND FLORIDA AVE
- STANTON RD AND SUITLAND PKWY
- SOUTH DAKOTA AVE AND BLADENSBURG RD
- K ST AND NORTH CAPITOL ST
- FAIRLAWN AVE AND PENNSYLVANIA AVE
- MONTANA AVE AND NEW YORK AVE

7.4. Intersection Improvements

Last year, the agency provided a list of 57 dangerous intersections that were to be improved as part of the agency's dangerous intersection improvement program by July and August 2012.

- **Have all of these intersections been improved? If not, which ones have not and what is the target date for completion?**

Please reference **Appendix Y**.

- **Please provide some of the examples of the improvements made.**
 - Traffic Signal modifications, enhancements, signage, markings, ADA facilities, medians, Special signs, Pedestrian Signals, Audible Pedestrian Signals, New lighting, etc.

7.5. Pedestrian Master Plan Implementation

Please summarize actions that the agency has taken during FY 2012 to implement Pedestrian Master Plan recommendations.

- Developed concepts for improvements to two of eight pedestrian priority corridors (Maryland Avenue and East Capitol Street). Both corridors will move to design in FY13 and interim improvements will be installed on Maryland Avenue.
- Added traffic calming such as refuge islands on Naylor Road and curb extensions on Garfield and Porter Streets.
- Held training course for DDOT staff on pedestrian planning and design
- Added new speed cameras
- Added pedestrian signage citywide
- Participated in 10th annual Street Smart education campaign, couple with enforcement
- Incorporated pedestrian access and safety into DDOT plans such as Florida Avenue, Sherman Avenue, and Minnesota Avenue
- Reviewed real estate development plans for pedestrian access and safety
- Installed 30 more Leading Pedestrian Intervals and signals citywide

7.6. Safe Routes to School

Please summarize Safe Routes to School Program activities in FY 2012.

DDOT worked with 7 schools that formally applied for planning assistance under the Safe Routes to School program: Lafayette, Stokes, Capitol Hill Montessori, Ross, Yu Ying, Ann Bears, and Burville. At these schools, DDOT staff met with the school community and come up with ideas for improvements in the areas of engineering, education, and enforcement. Some of the physical improvements this year included new sidewalks and Stokes (where none existed) and new curb ramps and crosswalks at LAMB. In May of 2012, DC schools participated in the first ever International Bike to School Day, with 17 schools participating.

7.7. Livability Studies

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

DDOT completed the first three Livability Studies in 2011. These studies were for Far Northeast in Ward 7, Far Southeast in Wards 7 and 8, and Rock Creek West II in Ward 3. The Livability Study concept is one of a more comprehensive neighborhood planning effort to identify small- and large scale improvements to enhance safety and quality of life. DDOT has identified 21 "Livability Zones" across the District, and in addition to the three Livability Studies completed in 2011, two other zones (Congress Heights and Capitol Hill) had been the subject of earlier livability-type studies. In 2012, DDOT conducted the M Street SE/SW Transportation Study, which encompassed the Near Southeast/Southwest Livability Zone. This study was also focused on major capital projects, including the redesign of M Street and the introduction of premium transit, in addition to neighborhood traffic calming efforts.

In 2013, DDOT will be conducting a Livability Study in coordination with an Office of Planning Small Area Plan for the Mid City East Livability Zone, including the neighborhoods of Bloomingdale and Eckington.

Overall, the studies have been helpful in bringing broader neighborhoods together to help prioritize improvements and engage communities on needs.



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

Each study has identified short-, medium-, and long-term implementation items. Short-term items can be done through existing asset management or transportation services contracts, including simple signage and marking improvements, small-scale traffic calming, and maintenance issues. For the 3 Livability Studies completed in 2011, these items are 95% complete. Medium- and long-term items often require programming of capital funds and/or larger design efforts. For each of the Livability Studies, medium-term improvements, including signals and corridor traffic calming projects are under design and will begin implementation this year. Some capital projects have already been implemented, such as traffic calming on Naylor Road SE from the Far Southeast Livability Study. For longer-term projects, there can be the need for additional analysis, focused planning, and even community consensus before DDOT can implement the recommendations. DDOT continues to work on these long-term projects. Examples include the redesign and reconstruction of the Benning Road/East Capitol Street intersection from the Far Northeast Livability Study, which is being coordinated with a larger corridor study, the addition of signals at Chevy Chase Circle from the Rock Creek West II study, which requires additional coordination with NPS, and Maryland jurisdictions, and M Street redesign, which will begin the NEPA process this year.

8.0 PROGRESSIVE TRANSPORTATION

8.1. Streetcar Project

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

- **The date that the H Street/Benning Road Line will commence passenger service**

Our goal is 2013.

- **The status of the contract to operate the H Street/Benning Road Line**

The O&M contract is in the process of being transmitted to Council for approval.

- **The status of the contract to complete the H Street/Benning Road Line's Eastern terminus, maintenance facility, and other supporting and ancillary structures**

H Street and Benning Rd NE roadway construction is currently underway. The Streetcar facility on H/Benning remains under HPRB and CFA review. As this process progresses and DDOT obtains the necessary approvals we will commence construction.

CFA has reviewed and approved the agency's current concept drawings. DDOT looks forward to their next hearing before HPRB which is currently scheduled for March 28th.

- **The status of the H Street/Benning Road Line termini and car barn**

The construction of the maintenance facility will start as soon as DDOT obtains the necessary approvals from HPRB and CFA which will allow the agency to proceed with acquiring construction permits.

- **The status of the Anacostia Line**

The construction of the Anacostia Initial Line Segment (AILS) will be completed by May 2013.

- **The status of the RFI**

The agency is currently in the process of crafting the RFI. The agency anticipates a Spring 2013 release.

- **The status of the Governance and Financing Task Force**

The Mayor's DC Streetcar Finance and Governance Task Force has had several productive taskforce and committee meetings. The discussions have been meaningful and we encourage Council's continued participation in our full body taskforce meetings which occur every second Wednesday of the month at 4:30p. It is a great opportunity to hear where the Task Force is in terms of potential Finance and Governance structures.

8.2. WMATA Bus Service

How is bus service being improved in the District? Please provide:

Bus service in the District is being improved in a number of ways. First, the FY2012 and the FY2013 WMATA operating budgets have included funding to expand the frequency of service on several routes and to introduce or expand limited stop bus service in several heavily patronized travel corridors. WMATA has introduced the X9 on Benning Road and Nannie Helen Burroughs Avenue and the 37 and 39 Limited Stop routes on Wisconsin Ave., NW and Pennsylvania Ave., SE. WMATA has rewritten bus schedules to better reflect actual travel conditions to improve on-time performance and hired additional on-street supervisory personnel. Through accelerated bus purchases and better bus maintenance the transit agency has significantly increased the number of miles buses travel between breakdowns. The Metrobus fleet is now younger, better performing and better maintained than in years past.

With the support of DDOT, WMATA has reduced service on some underutilized routes and reallocated buses and service hours to routes with growing ridership or overcrowding. This has helped raised the efficiency of the Metrobus system and encouraged ridership growth.

- **The status and timeline of the H / I Street bus priority corridor project.**

At DDOT's request, WMATA has funded a consultant study to identify options for dedicated bus lanes in the one-half mile corridor of H / I streets between Pennsylvania Avenue and New York Avenue, NW. The study is evaluating three alternatives and the impact of those alternatives on bus travel time as well as vehicular travel time outside of the dedicated bus lanes. The consultant has completed the data collection and modeling activities and will complete the technical analysis of street/lane performance during March and April. During April and May WMATA and DDOT will conduct public meetings to discuss the study findings and alternatives.

During the summer of 2013 the consultant will recommend a preferred alternative and issue the final report on the dedicated bus lanes. During the fall DDOT and WMATA staff will seek endorsement of a proposed action by senior management. Assuming a decision is made to proceed, DDOT will develop an implementation plan and schedule for the dedicated bus H / I street bus lane project.

- **The barriers to implementing the H / I Street bus priority corridors**

At this point in the study, DDOT and WMATA have found no barriers to implementing a preferred alternative. The results of public feedback on the proposals and the final technical analysis will inform the decisions of senior management on the project. No design or construction funding has been identified at this time.

- **Please explain the roadway or traffic signal enhancements or other improvements that the agency has taken in FY 2012 and FY 2013 to improve WMATA bus operating efficiency.**

8.3. DC Circulator Monthly Performance Report

Please provide the most current DC Circulator monthly performance report.

Please reference **Appendix Z**.

8.4. Real-Time Bus

What is the status of real-time bus arrival information signage at priority bus stops?

Implementation of this project has been delayed due primarily to a delay in awarding a screen hardware and installation procurement contract. WMATA has responsibility for this procurement. DDOT has focused on identifying locations for bus shelters at major stops on the WMATA Bus Priority Network corridors, having the shelters installed and encouraging the shelter franchisee to complete electrical power installation at every shelter. (Please note that the completion of electrical power installation is a shared responsibility of the shelter franchisee and PEPCO.) The shelter installation process is complete or nearly complete at all locations where real time bus screens will be installed.

8.5. Bicycle Lanes

Please provide a list of the bicycle lanes the agency installed in FY 2012 and plans to install in FY 2013.

Please see **Appendix AA**.



8.6. Capital Bikeshare Program

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

- How many stations currently exist?

138 Stations exist currently.

- How many does the agency plan to add in FY 2013?

A total of 54 stations will be added.

- How many members by type?

Annual: 22,146*

Casual: 254,895*

**as of February 2013*



9.0 URBAN FORESTRY

9.1. Tree Accountability

Please provide an accounting of the number of trees tracked by the agency in public space.

Did the number of trees in public space increased or decreased in FY 2012?

Currently UFA has 128,703 trees in the system. The number has gone up every year because we plant more than we remove. The system is dynamic so it changes minute by minute

9.2. Survival Rate

What was the survival rate of newly planted trees in FY 2011 and FY 2012?

- FY2011 UFA had 85.6% survival rate
- FY2012 UFA had 92.7% survival rate