

**2024 Performance Oversight Questions, Part II**  
***District Department of Transportation***

**E. PROGRAM-SPECIFIC QUESTIONS**

*Mode Shifting and Roadways*

53. The District has set a goal of reducing the share of commute trips made by auto to 25%, increasing bike and pedestrian commute share to 25%, and increasing transit to 50%, by 2032. What is the current mode share distribution for the District? Please provide mode share data for the District and broken down by Ward. Please describe the methodology employed to determine mode share.

- a. Is the District on pace to achieve its goal by 2032?
- b. What are the main strategies for achieving these goals?
- c. Which actions did DDOT taken in FY23 and FY24, to date, that had the most significant impact on that goal?

**Response:**

DDOT relies on the most up-to-date American Community Survey (ACS) data to track commute modeshift goals. Most recently, ACS released two sets of data detailing commuting mode share for workers aged 16 and over, detailed in the chart below:

	Drove (Alone or Carpooled)	Walked, Biked or Other means	Public Transportation	Teleworked
2022 ACS 1-year estimates	32.25%	15.4%	18.7%	33.8%
2022 ACS 5-year estimates	34.25%	16.2%	24.7%	25%

Compared to the 2021 ACS 1-year estimate, which showed only 25.6% of District residents commuted by single-occupancy vehicle, it appears that more District residents are commuting by car as people return to in-person work. The 2022 1-year

estimate shows a similar share of single occupancy vehicle commuters as the 2020 1-year estimate (32.1%).

DDOT works toward advancing the District's goal of reducing the share of auto trips by expanding our multimodal network to strengthen connections for transit users, bicyclists, and pedestrians throughout the District and by fostering community partnerships to bring awareness to and encourage non-auto commuting and trip-taking.

The main strategies used to implement these policies can be found in moveDC, DDOT's strategic plan:

- Strategy #21: Install more protected bike lanes—complete 20 miles of protected bicycle lanes by FY22, then install at least five miles annually
- Strategy #22: Build more trails in the Capital Trails Network
- Strategy #23: Add more bikeshare stations and implement programs to increase their use
- Strategy #32: Create more dedicated bus lanes—implement a total of 25 lane-miles by FY25
- Strategy #36: Foster community partnerships to increase programs that encourage sustainable transportation options.
- Strategy #37: Increase awareness of the District's required commuter benefits among employers.

Strategy #32 and #36 are in alignment with two existing programs at DDOT: the [Bus Priority Program](#) and [goDCgo](#).

While it will take time to collect data on projects implemented in FY23 and FY24 to understand which projects were most impactful in increasing the share of District residents commuting by a mode other than car, the increased share of residents choosing to walk or bike (15.4% in 2022 from 11.4% in 2021) indicates that the strengthening of our bikeway network, increased installation of capital bikeshare stations, and implementation of bus lanes has increased the number of District residents choosing those forms of transportation.

54. Has DDOT assessed the allocation of its road space for different uses (e.g., travel lanes, parking lanes, bike lanes, bus lanes and sidewalks)? If yes, what are the current allocations for different uses of road space? Are current allocations consistent with District priorities such as shifting commute mode share, improving safety and improving equity? If no, explain why this assessment has never been done.

**Response:**

DDOT has data on space allocation for every street segment in the District, but it does not have an overall system-wide tracker for allocation. There is a high level of variance in roadway geometry and space, even within the same type of roadway classification that make this type of system-wide allocation analysis difficult and ultimately not a useful tool in decision-making.

DDOT performs analyses on a case-by-case basis as existing assets get repaired or updated, and as DDOT makes intentional decisions to repurpose assets (adding bus lanes, performing a road diet, etc.). When roads are under consideration for an update, the space is assessed against DDOT's priorities of shifting mode share, improving safety and equity, and maintaining a state of good repair as outlined in moveDC, DDOT's Complete Streets Policy, and the Department's other guiding documents.

55. Does DDOT measure the share of total trips (including non-commute trips) by mode? Is there a viable methodology for measuring total modal splits?

**Response:**

DDOT does not measure the share of total trips by mode, but it does measure share of commute trips using American Community Survey data. While modal data can be collected at a specific point for a specific project, there is not currently a viable methodology available for measuring total modal split systemwide.

56. Has the modal split for non-commute and commute trips changed in FY23 and FY24, to date? Please describe the methodology employed (e.g., American Community Survey).

- a. In last year's pre-hearing responses, DDOT indicated that it was looking into options to purchase its own modal split dataset. Please provide an update of those efforts.

**Response:**

We do not have a reliable methodology to analyze differences between commute and non-commute trips; however, select studies suggest that there is a difference. For example, Nelson Nygaard most recently used location-based services (LBS) data from Streetlight Data and WMATA Ridership data from fare counters to analyze all-trip changes from 2019 to 2022. They found that bicycling is up to 22% of all trips in 2022 (up from 15% in 2019) compared to just 4% of commute trips.

DDOT has not yet found a modal split dataset that we are able to validate and that meets our needs in future years.

57. Please describe how roadway traffic volume, traffic speed, and teleworking patterns have changed in FY23 and FY24, to date. How have these changes impacted DDOT's projections, planning goals, and processes?

**Response:**

**Teleworking Trends:** 2023 or FY23 telework data is not yet available from the American Community Survey.

**Driving Trends:** According to the American Community Survey, driving to work has decreased 16.5% over the past 10 years.

**Bicycling Trends:** Bicycling is the only mode other than telework to increase during the pandemic (4% increase in bicycling across all types of trips) according to Nelson Nygaard's DC Travel Trends Report (2023). Bicycling to work has nearly doubled since 2010 according to the American Community Survey.

**Micro-mobility:** Shared scooter and e-bikes logged 6,776,505 trips in 2023. Shared e-bike trips have increased by 121.6% in the last year. Low-income customers represented 6.5% of shared fleet device trips in 2023.

**Capital Bikeshare:** Capital Bikeshare saw record-breaking ridership in 2023, averaging 10,844 rides per day in the District, up from 8,358 per day last year. CaBi for All Community Partner members represented 7% of Capital Bikeshare trips.

moveDC, which is the Department's long-range strategic plan, ultimately guides DDOT's planning goals and processes. The trends listed above, however, are in alignment with moveDC's goals of reducing single occupancy vehicle use and strengthening our multi-modal network to the benefit of travelers who wish to travel by foot or on two wheels.

58. What is the status of the updated congestion pricing study report required under Title VI, Subtitle E of the Fiscal Year 2024 Budget Support Act of 2023, effective September 6, 2023 (D.C. Law 25-50; 70 DCR 12679)?

**Response:**

DDOT has been in communication with Council regarding the congestion pricing report. We've shared our concerns that at a time when so many of our residents and businesses are still struggling to recover economically from the pandemic's impacts, imposing a congestion tax undermines our collective efforts to retain and attract residents, visitors, and businesses. It would impose a fee on the millions of

Americans who come to Downtown DC to visit their Congressional representatives, enjoy the District's vibrant hospitality scene, and see our national monuments, memorials, and museums. We are working to improve our bus infrastructure and bikeways and facilitate opportunities for pedestrian travel to promote multimodal access to our downtown neighborhoods as preferred options for commuters. We see this development as a critical first step before restricting travel or leveeing fees for cars traveling downtown.

DDOT is committed to improving transportation safety and developing a safe, equitable transportation network for the District and all our roadway users.

### *Vision Zero and Traffic Safety*

59. What are DDOT's primary strategies for decreasing traffic fatalities—particularly in Wards 5, 7, and 8, where a disproportionate number of traffic fatalities occur?

#### **Response:**

The District's approach to Vision Zero uses a Safe System approach to eliminating traffic deaths which includes a multi-layered, interdisciplinary, and multi-agency response to eliminate traffic deaths. Each component of Safe System (Safe People, Safe Speeds, Safe Streets, Safe Vehicles, and Post-Crash Care) works in concert and is being strengthened to achieve our shared goal. With Safe Streets and Safe Speeds as two critical planks of the Safe System approach, DDOT is working to prioritize projects and efforts via our budgeting and project delivery processes and interagency working groups to address the highest-need corridors, intersections, and neighborhoods with urgency.

The [2022 High Injury Network \(HIN\)](#) represents just over 5% of the District's miles of streets but over 43% of total injury and fatal crashes. The HIN itself is divided into tiers to communicate District-wide safety priorities as well as show ward-specific safety priority streets. Tier 1 streets segments and corridors represent the highest priority segments citywide. The Tier 2 segments supplement Tier 1, to represent the highest priority segments and corridors for each Ward. HIN streets in Wards 7 and 8 are nearly all Tier 1, top city-wide safety priorities. Streets in Ward 5 include a mix of Tier 1 and Tier 2. Our focus for new projects at DDOT is on these HIN streets as a priority.

There are [federally-recommended, proven safety countermeasures](#) that DDOT uses as a basis for recommendations when working to improve safety on a given project. Each of these tools supplements the existing tools in the toolbox listed on the [Vision Zero website](#) to reduce crash frequency and severity. As committed to in the Vision Zero 2022 Update, DDOT is prioritizing projects in these wards through budget (equity tool) and safety focus, especially on High Injury Network streets, and doing

so with urgency. DDOT also recommended further projects in the Build Back Better Infrastructure Task Force (BBBITF) report. Currently, the following priority safety-focused projects active in Wards 5, 7, and 8 include, but are not limited to, the following:

- **Quick-build, high impact safety projects:** Bus Priority: Florida Ave NW/NE, Bus Priority: 8th Street SE, Bus Priority Program: Minn Ave/Marion Barry Ave SE, Bus Priority Program: Minn Ave/Good Hope Road SE
- **Capital projects:** Anacostia River Trail: Arboretum Bridge to Md Ave Connection, Alabama Avenue SE Corridor Capital Improvement Project, New York Ave Bridge over Anacostia & Lincoln Connector Trail, Suitland Parkway Trail
- **Traffic Safety Input (TSI) 2.0:** DDOT launched TSI 2.0 in January 2023 and started utilizing a prioritization model based on objective safety and equity factors to identify priority locations for investigation. Changing our process to only include objective factors has resulted in more equitable distribution of our limited resources when addressing safety requests from residents. The table below shows the distribution of total TSIs prioritized vs. received by DDOT across all eight wards, since the launch of TSI 2.0. It is important to note that Wards 5, 7, and 8 account for over half (52%) of all TSI locations prioritized since January 2023. In addition, Wards 5, 7, and 8 have resulted in an overall greater share of TSIs prioritized than received, in contrast to Wards 1, 2, 3, and 4, where the TSIs that were prioritized accounted for a smaller share of the total number of TSIs that was received. Lastly, the total TSIs prioritized in Ward 6 is in line with overall share of TSIs received in this ward.

Ward	% Total since TSI 2.0 Launch (as of January 9, 2024)	
	Prioritized TSIs	Received TSIs
1	7%	9%
2	8%	11%
3	5%	11%
4	14%	17%
5	21%	19%
6	14%	14%
7	20%	14%
8	11%	7%

- **Safe Routes to Schools:** Improvements near Wards 5, 7, and 8 schools:

Safety Treatments include:	Ward 5 Schools	Ward 7 Schools	Ward 8 Schools
Vertical Deflection/ Flexposts/ Pylons/ Signage Updates and Additions	<ul style="list-style-type: none"> <li>-Bridges PCS</li> <li>-Briya PCS</li> <li>-Bunker Hill ES</li> <li>-Carlos Rosario Int. PCS</li> <li>-DC Bilingual PCS</li> <li>-Inspired Teaching Demonstration PCS</li> <li>-Mundo Verde Bilingual PCS</li> <li>-Rocketship PCS - Infinity Community Prep</li> <li>-Social Justice PCS</li> <li>-Two Rivers PCS at Young ES</li> <li>-Two Rivers PCS at Young MS</li> </ul>	<ul style="list-style-type: none"> <li>-Cesar Chavez PCS</li> <li>-Drew ES</li> <li>-Friendship PCS - Blow-Pierce ES</li> <li>-Friendship PCS - Blow-Pierce MS</li> <li>-Randle Highlands ES</li> </ul>	<ul style="list-style-type: none"> <li>-Bard HS Early College DC</li> <li>-Boone ES</li> <li>-Community College Preparatory Academy PCS [MC Terrell]</li> <li>-KIPP DC - Honor Academy PCS</li> <li>-KIPP DC - Inspire Academy PCS</li> <li>-KIPP DC - Pride Academy</li> <li>-KIPP DC - Somerset College Preparatory PCS</li> <li>-KIPP DC - Somerset College Preparatory PCS</li> <li>-Lee Montessori PCS - East End</li> <li>-Malcolm X ES @ Green</li> <li>-Patterson Elementary School</li> </ul>

60. Please describe any changes to the District’s High Injury Network made in FY23 or FY24, to date, and the reason for those changes.

- a. Please list all projects funded in the District’s current Capital Improvements Plan that would address DDOT’s identified High Injury Network Corridors, including the timeline for each identified capital project.

**Response:**

The map and list of streets for the High Injury Network has and will stay the same from 2022 to 2027. In FY 2026, DDOT will use updated crash data to provide an update to the HIN in CY 2027. It is best practice to establish the HIN using 3 to 5 years of data and update it on a 3 to 5-year basis. Given project life cycles and timelines, the DC Vision Zero office has determined that a 5-year timeline is sufficient for a holistic update. As always, the DC Vision Zero Office, along with DDOT, monitors crash trends on a continual and rolling basis to determine if more or different streets are emerging as high safety priorities.

Please see **Appendix P2Q60** for a list of projects and timelines.

61. Please provide an update on the Annual Safety Improvement program, including:

- a. A list of the intersections DDOT has identified as “high crash” intersections in FY23 and FY24, to date; and
- b. The status of improvements either planned or in-progress for these intersections.

**Response:**

DDOT uses two nationally recognized approaches to identify “high crash” locations in the District: 1) The Crash Composite Index (CCI) for intersections, and 2) A sliding window analysis for corridors. These approaches helped develop the Vision Zero High Injury Network. With a focus on injury crashes, these two approaches are aligned with the Mayor’s Vision Zero commitment to eliminate injuries and fatalities on the District’s roadway network. Below you will find the top 20 high injury intersections for all modes in the last 3 calendar years (2021-2023).

CCI Rank	INTERSECTION NAME	Quad	Ward	HIN tier	DDOT Project (Y/N)
1	MONTANA AVE AND NEW YORK AVE	NE	5	1	Y
2	MINNESOTA AVE AND BENNING RD	NE	7	1	Y
3	7TH ST AND FLORIDA AVE	NW	1	1	Y
4	ALABAMA AVE AND STANTON RD	SE	8	1	Y
5	NEW YORK AVE AND BLADENSBURG RD	NE	5	1	Y
6	SOUTHERN AVE AND WHEELER RD	SE	8	1	N
7	MISSISSIPPI AVE AND S CAPITOL ST	BN	8	1	Y
8	SOUTHERN AVE AND S CAPITOL ST	BN	8	1	Y
9	MINNESOTA AVE AND NANNIE HELEN BURROUGHS AVE	NE	7	1	Y
10	BRANCH AVE AND PENNSYLVANIA AVE	SE	7	1	Y
11	14TH ST AND U ST	NW	1,2	1,2	Y
12	4TH ST AND NEW YORK AVE	NE	5	1	Y
13	FIRTH STERLING AVE AND HOWARD RD	SE	8	1	Y
14	GEORGIA AVE AND BARRY PL	NW	1	1	Y
15	EASTERN AVE AND MINNESOTA AVE	NE	7	1	Y
16	SOUTH DAKOTA AVE AND BLADENSBURG RD	NE	5	2	Y
17	IRVING ST AND PARK PL	NW	1,5	N/A	Y
18	M ST AND NORTH CAPITOL ST	BN	6	1	Y
19	NEW JERSEY AVE AND H ST	NW	6	2	Y
20	16TH ST AND NEW HAMPSHIRE AVE	NW	1,2	N/A	Y

While these lists track the highest crash areas, safety improvements run on a continuum from more basic needs addressable under tactical deployments to complex and in need of capital solutions. Many of the most severe crash locations are beyond the abilities of DDOT’s most nimble safety programs, like the Annual Safety Improvement Program (ASAP), and require intervention from capital improvement programs which operate on longer lead timelines.



ASAP is the continuation of the Vision Zero Summer Safety Campaign that kicked off during Summer 2021 and was rebranded by DDOT in 2022, upon success of the campaign, to continue to deliver safety improvements proactively at approximately 75-100 locations every year (including calendar year 2023). The project categories delivered under ASAP include: Intersection Safety Improvements, Livability Study and Multimodal Safety Improvements, and Speed Management.

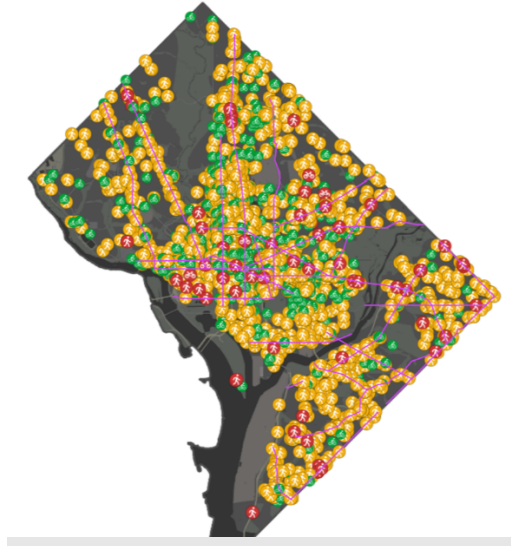
DDOT's Traffic Engineering and Safety Division (TESD) has leveraged this program to quickly address intersections and short segments of streets that have been identified in a variety of ways for safety improvements. This has so far included high injury intersections, committed locations within livability studies, and those areas identified for speed management devices and pedestrian crossing enhancements. A public dashboard on DDOT's Vision Zero website provides detailed information about ASaP project locations, type of safety improvements, and status of design and construction:

<https://visionzero.dc.gov/pages/engineering>

62. Please list the number and location of collisions involving pedestrians, bicyclists, and scooter users in the past 3 years, including the number of injuries and fatalities associated with each type of collisions.
- a. Has DDOT identified any trends in these collisions? If so, please explain.
  - b. For each collision resulting in hospitalization in calendar year 2023, please describe how the collision occurred.

**Response:**

In the previous three calendar years from 2021-2023, reported crashes indicate that there have been 66 fatalities (55 pedestrians, 9 bicyclists, 2 scooter riders), 362 major injuries (284 pedestrians, 78 bicyclists), and 2,400 minor injuries (1,500 pedestrians, 830 bicyclists) of combined people walking, biking, or riding a scooter. The locations of the injuries and fatalities are shown in the snapshot below or can be accessed using the [crash dashboard on the Vision Zero website](#).



In 2023, 2 e-scooters riders were killed compared to no e-scooter fatalities in 2022, while the same number of pedestrians and bicyclists were killed in 2023 and 2022. Despite some increase compared to 2022 and 2021, reported major injury crashes among cyclists and pedestrians remained dramatically lower than pre-Covid years. The overall increase in the most severe crashes likely reflects higher speeds on average, made possible by changes in traffic patterns and aggressive behavior following the aftermath of the COVID-19 pandemic.

The severity and likelihood of dying from a motor vehicle crash for people outside a vehicle are known to increase exponentially with speed at the time of impact. In order to manage speeds more effectively and reduce the likelihood of non-motorized fatalities and serious injuries, during FY22 DDOT has:

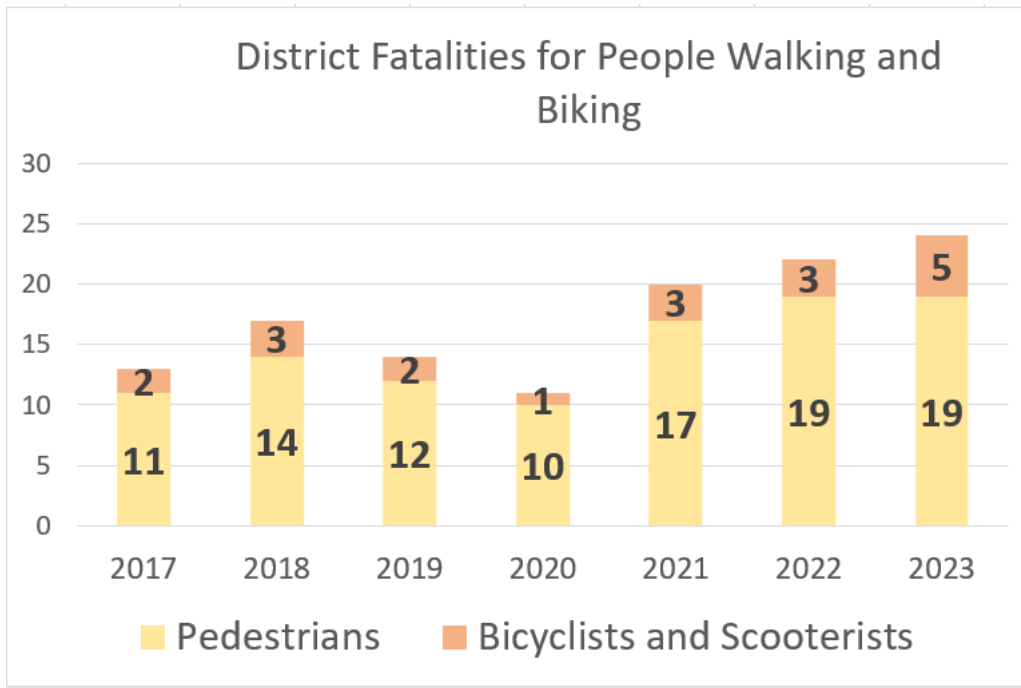
- Reduced speed limits on targeted high-crash arterials via the Annual Safety Program;
- Continued with the widespread installation of neighborhood traffic calming (speed humps, speed tables, and raised crosswalks) on local and collector streets via the TSI Program;
- Continued the installation of Driver Feedback Signs (DFB) via the Annual Safety Program;
- Continued the installation of pedestrian facilities and crosswalk enhancements (e.g. sidewalks, high visibility crosswalks, LED flashers, Rectangular Rapid Flashing Beacons, Pedestrian Hybrid Beacon, pedestrian refuge island, daylighting and corner extensions, lead pedestrian intervals, etc.) via the TSI, annual safety, and corridor project programs;
- Continued with design and construction of corridor safety and multi-modal traffic improvements (High Injury Corridor, Protected Bike Lane, and Bus Priority projects) that utilize countermeasures

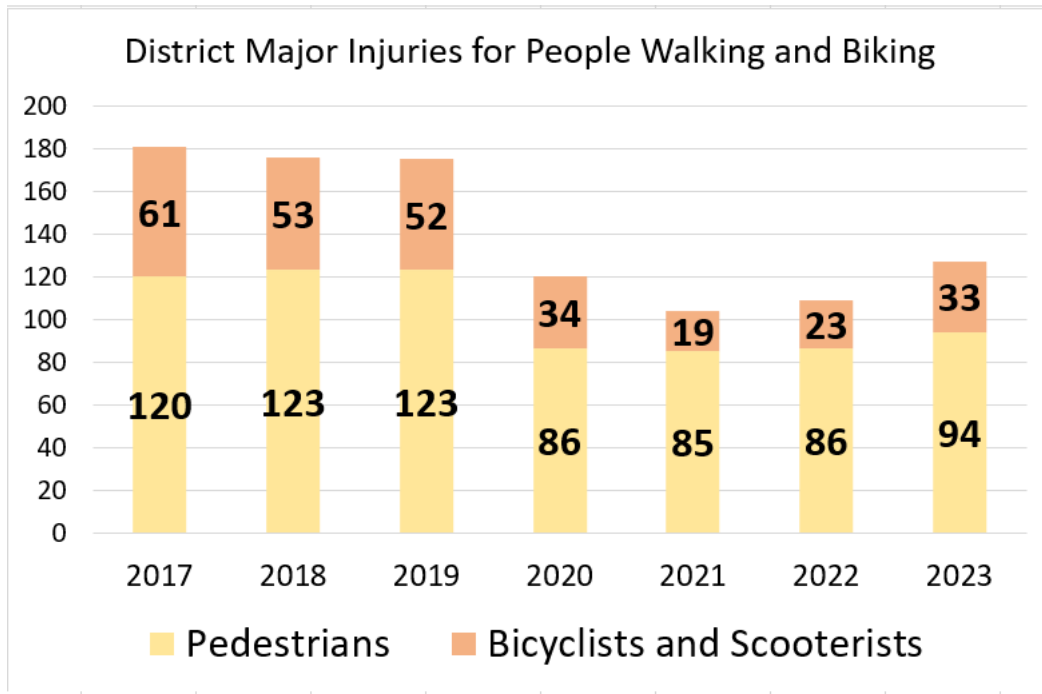
that are proven to reduce speeding and improve pedestrian and bicycle safety.

- Increased the footprint of the automated traffic enforcement on arterials; and
- Coordinated with MPD to ensure that enforcement is targeting areas near schools and at high-crash intersections within each Police District.

DDOT is also prioritizing speed management on several upcoming capital projects, which will include road diets and other measures that will generally reduce speeds on our arterials, where 66 percent of injuries and fatalities occur.

a. In terms of trends, we see fatalities increasing for people walking and riding scooters as compared to pre-pandemic conditions. Fatalities for people biking has been fairly consistent with pre-pandemic patterns. Major injuries, however, have decreased for people walking and bicycling compared to pre-pandemic patterns, but we are seeing increases since the end of the lockdown and travel restricted phases of the pandemic.





For a list of all pedestrian and cyclist crashes, please refer to **Appendix Q62**, which includes tabs with the number and locations of crashes, trends, and narratives for crashes involving hospitalization.

63. Please identify the 10 most dangerous intersections for vehicle, bicycle, scooter, and pedestrian crashes over the past 3 years.
- Please provide an update on the top 10 pedestrian crash locations identified in 2022.
  - Please provide an update on the top 10 bicycle crash locations identified in 2022.
  - Please provide an update on the top 10 scooter crash locations identified in 2022.
  - Please provide an update on the top 10 vehicle crash locations identified in 2022.

**Response:**

DDOT ranks the safety performance of intersections using a formula called the Crash Composite Index (CCI). The formula considers the severity of injury crashes that occur at an intersection, the frequency (or total number of annual injury crashes), and the rate of injury crashes (the share of such car crashes that occurred out of the total number of cars that traveled through the intersection, for example). The Crash Composite Index is multi-modal and accounts for crashes involving people walking, biking, and operating motor vehicles.

However, because crash data is historical in nature, the safety benefits of current and recently completed projects may not be reflected in the data. Given this, we've added a column to denote where there are recently completed, active, or future projects planned to address these intersections.

Below are the top 10 locations identified in 2023 for pedestrians, bicyclists, and vehicle crashes. Given the relatively low number of scooter crashes, the respective table includes a list of all intersections with either 1 or more fatal scooter crashes or 2 or more total scooter crashes.

**Top 10 pedestrian crash locations identified in 2023**

Pedestrian CCI Rank	Intersection Name	Quadrant	# Injury Crashes	Ward	DDOT Project (Y/N)
1	CATHEDRAL AVE AND CONNECTICUT AVE	NW	5	3	Y
2	SOUTHERN AVE AND S CAPITOL ST	BN	3	8	Y
3	WISCONSIN AVE AND S ST	NW	3	2	Y
4	14TH ST AND K ST	NW	4	2	Y
5	CONNECTICUT AVE AND R ST	NW	3	2	Y
6	9 <sup>th</sup> AND FLORIDA AVE NW	NW	2	6	Y
7	15TH ST AND S ST	NW	2	2	N
8	19TH ST AND F ST	NW	2	2	N
9	1ST ST AND M ST	NW	2	6	N
10	MONTELLO AVE AND MOUNT OLIVET RD	NE	2	5	Y

**Top 10 bicyclist crash locations identified in 2023**

Bicyclist CCI Rank	Intersection Name	Quadrant	# Injury Crashes	Ward	DDOT Project (Y/N)
1	5TH ST AND K ST	NW	3	6	N
2	GEORGIA AVE AND BARRY PL	NW	3	1	Y
3	4TH ST AND K ST	NW	2	6	N
4	14TH ST AND FLORIDA AVE	NW	2	1	Y
5	9TH ST AND H ST	NW	2	2	Y
6	14TH ST AND IRVING ST	NW	5	1	Y
7	9TH ST AND U ST	NW	4	1	Y
8	10TH ST AND P ST	NW	1	2,6	N
9	5TH ST AND ASPEN ST	NW	2	4	N
10	6TH ST AND R ST	NW	2	6	N

**Top scooter crash locations identified in 2023**

Intersection Name	Quadrant	# Fatal Crashes	# Injury Crashes	Ward	DDOT Project (Y/N)
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NEW JERSEY AVE AND P ST	NW	1	0	5,6	Y
BENNING RD AND MINNESOTA AVE	NE	1	0	7	Y
9TH ST AND O ST	NW	0	2	2,6	Y
14TH ST AND H ST	NE	0	2	6	Y
5TH ST AND K ST	NW	0	2	6	N
K ST AND NORTH CAPITOL ST	BN	0	2	6	Y
9TH ST AND RHODE ISLAND AVE	NW	0	2	6	Y
12TH ST AND NEW YORK AVE	NW	0	2	2	N
7TH ST AND H ST	NW	0	2	2	Y
14TH ST AND K ST	NW	0	2	2	Y

**Top 10 vehicle crash locations identified in 2023**

Vehicle Occupant CCI Rank	Intersection Name	Quadrant	# Injury Crashes	Ward	DDOT Project (Y/N)
1	NEW YORK AVE AND BLADENSBURG RD	NE	22	5	Y
2	EASTERN AVE AND MINNESOTA AVE	SE	14	7	Y
3	BRANCH AVE AND PENNSYLVANIA AVE	NE	9	7	Y
4	ALABAMA AVE AND NAYLOR RD	NE	6	7,8	Y
5	MINNESOTA AVE AND BENNING RD	SE	13	7	Y
6	MARTIN LUTHER KING JR AVE AND S CAPITOL ST	BN	7	8	Y
7	SOUTHERN AVE AND S CAPITOL ST	BN	7	8	Y
8	4TH ST AND NEW YORK AVE	NW	10	5	Y
9	NEW JERSEY AVE AND H ST	NE	10	6	Y
10	SOUTH DAKOTA AVE AND BLADENSBURG RD	NW	7	5	Y

**Appendix P2Q63** provides 2023 data and 2021-2023 data (by mode) for the frequency of injury crashes ranked by the Crash Composite Index. Please note that for scooter crashes, we are using frequency data, and intersections that had more than two total scooter crashes or at least one fatal scooter crash have been listed.

64. Please describe all actions that the agency has taken in FY23 and FY24, to date, to improve pedestrian and bicycle safety.
- Please describe DDOT's process for determining when a temporary traffic calming device is appropriate.
  - Please describe DDOT's process for evaluating whether to convert temporary traffic calming devices (e.g., flexiposts) into permanent infrastructure?
  - Please share a list of temporary traffic calming devices that DDOT converted to permanent infrastructure in FY23 or FY24, to date.

- d. Please share a list of temporary traffic calming devices that DDOT plans to convert to permanent infrastructure in the remainder of FY24 or beyond, including a timeline for those planned conversions.
- e. Please provide an update on design and construction of converting temporary infrastructure to permanent at the following locations that DDOT identified in last year's performance oversight responses:
  1. 11th Street, S.E., and East Capitol Street, S.E.;
  2. 18th Street, N.W., and Newtown Street, N.W.;
  3. 14th Street, N.W., and Arkansas Avenue, N.W.;
  4. 15th Street, S.E., and Kentucky Avenue, S.E.;
  5. 6th Street, N.W., and O Street, N.W.;
  6. 14th Street, N.W., and Delafield Place, N.W.;
  7. 13th Street, S.E., and Kentucky Avenue, S.E.; and
  8. 13th Street, N.E., and Constitution Avenue, N.E.

**Response:**

For the past approximately 6 years, DDOT has installed an increasing number of tactical pedestrian safety improvements to quickly address safety concerns throughout the District. Most of these interventions are tactical curb extensions. Curb extensions help increase the visibility of pedestrians crossing, shorten their crossing distance, and reduce the speed of turning vehicles.

By implementing these projects in a tactical form rather than permanent curb and gutter, DDOT can address more problem areas with the same resources and time needed to install a single permanent intervention. Traditionally, DDOT has only revisited sites with existing tactical curb extensions to make them permanent when a site was within a capital project.

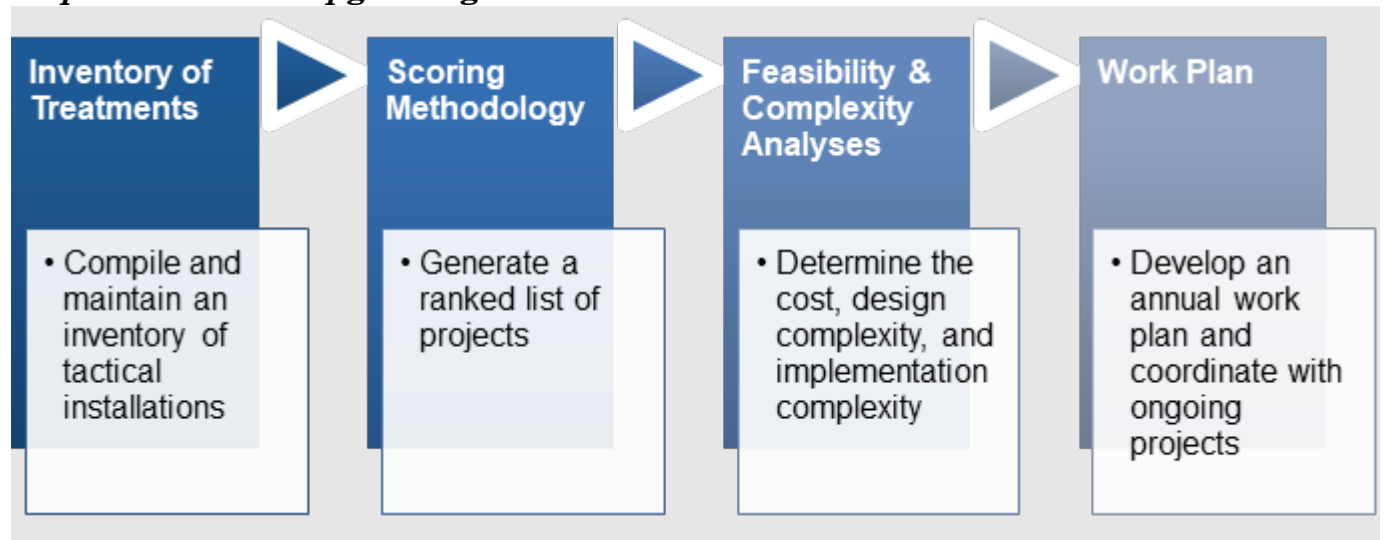
Beginning in 2021 and 2022, DDOT began exploring approaches to systematically convert well-established and successful tactical installations, such as curb extensions and slip lane closures, into permanent infrastructure features. Around the same time in 2022, the Safer Streets Amendment Act of 2022, section 2b (D.C. Law 24-214) went into effect, requiring DDOT to "develop and implement an annual plan to convert temporary tactical safety projects such as curb extensions and bike lanes made with plastic flexposts, to permanent more durable materials such as metal and cement. The annual plan would allow DDOT flexibility to determine which projects to upgrade." In the District's proposed FY 2023 – FY 2028 capital budget request, the Mayor created a new Vision Zero Improvement Hardening subproject with \$5,000,000 allocated annually across the Capital Plan for DDOT to upgrade tactical safety projects. This subproject maps onto changes proposed in the recently introduced D.C. Law 24-2142.

In furtherance of the hardening program, in FY 2023 DDOT completed a study to establish a repeatable process for identifying, prioritizing, and determining the feasibility of upgrading tactical treatments to permanent treatments. This study

used DDOT’s existing inventory of tactical installations and developed a methodology for prioritizing locations for upgrades based on potential for safety benefit and complexity. The potential for safety benefit was based on the following categories: crash history, pedestrian exposure, roadway characteristics, Equity Emphasis Areas, and High Injury Network. The complexity analysis addresses design-related concerns such as stormwater and utility constraints, truck turning movements, slope and ADA accessibility, traffic signal relocation, and street lighting and intersection geometry.

A summary of the study’s key deliverables is below:

***Steps Involved in Upgrading Tactical Installations***



DDOT will utilize the processes and methodologies from the study to inform a work plan of tactical installations to upgrade to permanent each year, as funding allows. This annual work plan, which will be released for public comment beginning in 2025, will serve as the annual plan required under D.C. Law 24-2142.

As an outcome of the study, DDOT will be designing six (6) tactical to hardening locations and installing five (5) projects in 2024. The following locations are slated for design in 2024 and construction in 2025:

- Kentucky Avenue & Potomac Avenue SE
- Piney Branch Road & Sheridan Street NW
- 17<sup>th</sup> Street & V Street NW
- 17<sup>th</sup> Street & Florida Avenue NW
- 9<sup>th</sup> Street & Upshur Street NW
- Fort Totten Drive & Hamilton Street NE

In 2023, DDOT completed the following major projects to convert existing unprotected bike lanes to fully protected bike lanes using precast concrete barriers for the bike lane buffer:

- 19<sup>th</sup> Street NE between C Street NE and Benning Road NE



- 15<sup>th</sup> Street NW between L Street NW M Street NW
- Vermont Avenue NW between H Street NW and I Street NW
- 15<sup>th</sup> St NW between Pennsylvania Ave NW and New York Ave NW
- 17<sup>th</sup> Street SE between Potomac Avenue SE and Barney Circle SE
- Monroe St NE between Michigan Ave NE and 8<sup>th</sup> St NE
- New Mexico Avenue/Tunlaw Road NW between Nebraska Avenue NW and Calvert Street NW
- I St SW/SE between 1<sup>st</sup> SE and 3<sup>rd</sup> SE and 4<sup>th</sup> SW and 7<sup>th</sup> SW
- 4<sup>th</sup> St SW between M St SW and P St SW
- M St NE between 3<sup>rd</sup> St NE and 4<sup>th</sup> St NE
- 4<sup>th</sup> St NE between M St NE and halfway towards Florida Ave NE
- New Jersey Ave SE between K St SE and L St SE (in progress)

By developing an approach and pipeline for tactical safety improvements, DDOT is demonstrating a commitment to upgrading tactical improvements, thus preserving community support and DDOT's ability to install necessary and safe tactical curb extensions. While DDOT will advance projects that include permanent features in the coming years, we will also continue our robust practice of installing temporary or tactical improvements to quickly deliver safety measures that could otherwise take several years to install, with much greater resource requirements. This approach has now become standard among city transportation departments across the United States and around the globe. For small-scale safety improvements, we will continue to install temporary/tactical treatments as they allow us to deploy to many more locations than a comparable permanent installation. Where possible, we will also continue to pursue projects that can be implemented on a permanent basis and bypass a tactical project altogether.

#### Status of FY2023 Locations:

1. 11th Street, S.E., and East Capitol Street, S.E.;  
Design complete, construction winter 2024
2. 18th Street, N.W., and Newtown Street, N.W.;  
Design and construction complete
3. 14th Street, N.W., and Arkansas Avenue, N.W.;  
Construction planned for 2025 in conjunction with the 14<sup>th</sup> Street Bus Priority project
4. 15th Street, S.E., and Kentucky Avenue, S.E.;  
Construction planned for Summer 2024
5. 6th Street, N.W., and O Street, N.W.;  
Construction planned for Summer 2024
6. 14th Street, N.W., and Delafield Place, N.W.;  
Construction planned for Summer 2024
7. 13th Street, S.E., and Kentucky Avenue, S.E.; and  
Construction planned for Summer 2024

8. 13th Street, N.E., and Constitution Avenue, N.E.  
Construction planned for Summer 2024

*Infrastructure and Maintenance*

65. What is the state of federal roads in the District? Please provide:
- The number of miles of federal roads in the District, broken down by ward;
  - The percentage of federal roads assessed as Excellent, Good, Fair, and Poor;
  - Whether the agency will meet its previously stated goal of eliminating all poorly rated federal roads in 2024;
  - Any new goals for federal roads for the remainder of FY24;
  - The amount of funding spent on resurfacing or improving federal roads in FY23 and FY24, to date, broken out by local, federal, and special purpose dollars;
  - A list, broken down by ward, of any federal roads scheduled to be resurfaced or improved in FY23 and FY24, and whether the federal roads were, in fact, resurfaced or improved in FY23 and FY24, to date;
  - An assessment of whether the amount of funding dedicated to federal roads in FY23 and FY24 was sufficient to meet agency goals; and
  - The agency’s federal road improvement schedule for FY24 to FY27, broken down by ward.

**Response:**

a.

Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
29.64	78.08	56.26	54.15	63.09	65.07	50.66	49.88

b.

<b>Excellent</b>	57.07%
<b>Good</b>	18.54%
<b>Fair</b>	13.41%
<b>Poor</b>	10.98%

c. The agency is not on track to eliminate all poorly rated roads. However, at the end of CY 2024, we will have resurfaced all but the poor condition routes that overlap with either an external (utility CIP or permitted maintenance work) or internal project.

d. There are no new goals for FY 24 other than resurfacing all routes on our 2024 Resurfacing Plan. The plan for pavements on the National Highway System (NHS) includes addressing pavements rated poor as measured using federal metrics to

meet minimum requirements set by the Federal Highway Administration (FHWA).

e. **Appendix P2Q65-68** shows the breakdown of spending on the Maintenance Division's assets in FY23 and YTD in FY24. The user can filter for "Federal Roads" by Asset Type in Column F.

f. **Appendix P2Q65f** shows the 2023 Resurfacing Plan under both our Federal Aid/STBG Contract and NHS Contract. DDOT is currently scoping sites for the 2024 plan under these two contracts. We have not finalized our 2024 Resurfacing Plan, but we anticipate release of the plan in early March on the PaveDC website.

g. DDOT supplemented the Federal Aid/STBG Contract (collectors and minor arterials) with local funding in order to bridge the gap. As a result, the Local Paving Team resurfaced 33.4 miles of collectors and minor arterials in 2023. Similarly on the National Highway System, DDOT continues to meet expectations by investing and completing work as planned.

h. DDOT's paving plans are released annually, as they must be coordinated with internal and external projects to ensure there are no conflicts. The final 2024 Paving Plan will be posted on the [PaveDC website](#) in early March. The PaveDC dashboard will allow filtering by ward to be shown on a map. DDOT aspires to have a multi-year resurfacing plan in future years; however, much coordination and communication from our utility partners is required.

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

- a. The number of miles of local streets in the District, broken down by ward;
- b. The percentage of local streets assessed as Excellent, Good, Fair, and Poor;
- c. Whether the agency will meet its previously stated goal of eliminating all poorly rated local streets in 2024;
- d. Any new goals for local streets for the remainder of FY24;
- e. The amount of funding spent on resurfacing or improving local streets in FY23 and FY24, to date, broken out by local, federal, and special purpose dollars;
- f. A list, broken down by ward, of any federal roads scheduled to be resurfaced or improved in FY23 and FY24, and whether the federal roads were, in fact, resurfaced or improved in FY23 and FY24, to date;
- g. An assessment of whether the amount of funding dedicated to local streets in FY23 and FY24 was sufficient to meet agency goals; and
- h. The agency's local streets improvement schedule for FY24 to FY27, broken down by ward.

**Response:**

a.

Ward 1	Ward 2	Ward 3	Ward 4	Ward 5	Ward 6	Ward 7	Ward 8
29.57	34.91	104.79	109.74	89.99	48.18	112.51	66.88

b.

Excellent	53.62%
Good	21.54%
Fair	13.31%
Poor	11.54%

c. No, the agency will not be able to resurface or eliminate all poorly rated routes. However, at the end of CY 2024, we will have resurfaced all but the poor condition routes that overlap with either an external (utility CIP or permitted maintenance work) or internal project.

d. There are no new goals for FY 24 other than resurfacing all routes on our 2024 Resurfacing Plan.

e. **Appendix P2Q65-68** shows the breakdown of spending on the Maintenance Division’s assets in FY23 and YTD in FY24. This will provide all needed spending information. The user can filter for “Streets/Roads” by Asset Type in Column F.

f. **Appendix P2Q66f** shows the 2023 Resurfacing Plan under our Local Paving Contract. We have not finalized our 2024 Resurfacing Plan, but we anticipate release of the plan in early March on the PaveDC website.

g. Yes, funding levels are adequate; however, the agency cannot perform resurfacing on all routes requiring work due to project conflicts.

h. DDOT’s paving plans are released annually, as they must be coordinated with internal and external projects to ensure there are no conflicts. The final 2024 Paving Plan will be posted on the [PaveDC website](#) in early March. The PaveDC dashboard will allow filtering by ward to be shown on a map. DDOT’s aspires to have a multi-year resurfacing plan in future years, however much coordination and communication from our utility partners is required.

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

- a. The number of miles of alleys in the District, broken down by ward;
- b. The percentage of alleys assessed as Excellent, Good, Fair, and Poor;
- c. Whether the agency will meet its previously stated goal of resurfacing all poorly rated alleys in 2024;
- d. Any new goals for alleys for the remainder of FY24;

- e. The amount of funding spent on resurfacing or improving alleys in FY23 and FY24, to date, broken out by local, federal, and special purpose dollars;
- f. A list, broken down by ward, of any alleys scheduled to be resurfaced or improved in FY23 and FY24, and whether the alleys were, in fact, resurfaced or improved in FY23 and FY24, to date;
- g. An assessment of whether the amount of funding dedicated to alleys in FY23 and FY24 was sufficient to meet agency goals; and
- h. The agency’s alleys improvement schedule for FY24 to FY27, broken down by ward.

**Response:**

a.

<u>Ward 1</u>	<u>Ward 2</u>	<u>Ward 3</u>	<u>Ward 4</u>	<u>Ward 5</u>	<u>Ward 6</u>	<u>Ward 7</u>	<u>Ward 8</u>
26.41	23.79	48.28	77.36	56.97	40.94	48.50	27.94

b.

<b>Excellent</b>	74.18 %
<b>Good</b>	10.36 %
<b>Fair</b>	6.69 %
<b>Poor</b>	8.77 %

c. Based on the current demand, decrease in budget, external project conflicts and the imbalance of restoration needs by ward, the agency will not reach 0% for poorly rated alleys in 2024. However, we will continue to move closer to this level and the anticipated goal could be met in 2027 given current funding levels.

d. There are no new goals for FY 24 other than restoring all of the alley locations on our 2024 Alley Restoration Plan.

e. **Appendix P2Q65-68** shows the breakdown of spending on the Maintenance Division’s assets in FY23 and YTD in FY24. The user can filter for “Alleys” by Asset Type in Column F.

f. **Appendix P2Q67f** shows the list of alleys on the 2023 and 2024 Alley Restoration Plans.

g. Nine locations from the 2023 Alley Restoration Plan had to move to the 2024 Alley Restoration Plan, equating to roughly \$2.1 million. For the challenging budget years of FY 2023 and FY 2024, our budget was/is \$5.7 million less than our historical average. We have 87 locations planned for restoration.

h. **Appendix P2Q67h** shows the list of alleys on the 2024, 2025, 2026 and 2027 Alley Restoration Plan(s). Please keep in mind that CY 2025 to CY 2027 is subject to modifications, since we are not yet in those fiscal years. The [PaveDC website](#) also shows the FY24 plan and allows filtering by ward to be shown on a map.

68. What is the state of sidewalks in the District? Please provide:
- a. The number of miles of sidewalks in the District, broken down by ward;
  - b. An assessment of sidewalk connectivity, including any assessments available of gaps in the sidewalk network;
  - c. The number of sidewalk network gaps filled in FY23 and FY24, to date;
  - d. The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor;
  - e. Any new goals for sidewalks for the remainder of FY24;
  - f. The amount of funding spent on resurfacing or improving sidewalks in FY23 and FY24, to date, broken out by local, federal, and special purpose dollars;
  - g. A list, broken down by ward, of any sidewalks scheduled to be resurfaced or improved in FY23 and FY24, and whether the sidewalks were, in fact, resurfaced or improved in FY23 and FY24, to date;
  - h. An assessment of whether the amount of funding dedicated to sidewalks in FY23 and FY24 was sufficient to meet agency goals; and
  - i. The agency’s sidewalks improvement schedule for FY24 to FY27, broken down by ward.

**Response:**

a.

<u>Ward 1</u>	<u>Ward 2</u>	<u>Ward 3</u>	<u>Ward 4</u>	<u>Ward 5</u>	<u>Ward 6</u>	<u>Ward 7</u>	<u>Ward 8</u>
109.37	169.16	242.98	257.31	261.57	161.84	246.93	167.20

b. In 2023, DDOT completed a citywide field inventory of missing sidewalks with DDOT employees in the field verifying sections of streets for missing sidewalks. The inventory was led by DDOT’s Performance Mangement Division using a GIS-based sidewalk gap tool (ESRI’s Survey 123) installed on employees’ phones. DDOT employees verified the presence of a gap and uploaded photos and information regarding vegetation, utilities, and topography.

This data was used to create DDOT’s GIS based Sidewalk Gap Tool, which geographically/spatially shows all missing sidewalks across the District. Each sidewalk gap segment contains corresponding data including the length of the gap, an estimated construction cost, side of the street, block number, and Ward/ANC information. Additionally, each segment is assigned a Sidewalk Construction Index (SCI) score which is the primary tool to prioritize sidewalk gap construction. SCI

scores are computed using safety, transportation equity, roadway functional classification, and proximity to schools, parks, and transit data.

A Sidewalk Gap Program [website](#) was launched in December 2023, which includes a sidewalk gap dashboard that shows all the sidewalk gaps and includes the annual work plan. The dashboard also tracks construction progress with the sidewalk gap lines changing color from planned, under construction, to completed.

c. In FY23, zero miles of *new* sidewalk were built, because that was the period of standing up the new Sidewalk Gap Program. In FY22, approximately 2 miles of new sidewalk were built.

d.

Category	Percentage	Miles
Excellent	70%	1116.5
Good	13%	207.35
Fair	6%	95.7
Poor	10%	159.5

e. We do not have any new goals for FY 24 other than to complete our finalized 2024 Sidewalk Plan and meet our Key Performance Indicators (KPI).

f. **Appendix P2Q65-68** shows the breakdown of spending on the Maintenance Division’s assets in FY23 and YTD in FY24. The user can filter for “Sidewalks” by Asset Type in Column F.

g. **Appendix P2Q68g** shows the list of sidewalks restored and planned under our PaveDC Initiative for 2023 and 2024.

h. Yes, we were able to complete our plan (50 miles) and even add more supplemental location sites to allow DDOT to complete 69 miles for the 2023 plan.

i. **Appendix P2Q68i** shows the future sidewalk plans. The final 2024 Sidewalk Plan will be posted on the [PaveDC website](#) in early March. The PaveDC dashboard will allow filtering by ward to be shown on a map.

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

- a. The number, name, and location of each bridge and tunnel in the District;
- b. A list of each bridge or tunnel that has been identified as structurally deficient, a description of the structural deficiency (including whether the deficiency requires closure or reduction in use before construction is completed), and the anticipated timeline for repairing or replacing each structurally deficient bridge and tunnel, including the date when construction is expected to begin;

- c. The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing or improving bridges and tunnels in FY23; and
- d. Miles of bridges and tunnels resurfaced or improved in FY23.

**Response:**

- a. The number, name, and location of each bridge and tunnel in the District are shown in **Appendix P2Q69a – Bridge Inventory** and **Appendix P2Q69a – Tunnel Inventory**.
- b. There are three (3) DDOT-owned structurally deficient bridges in the District and no structurally deficient tunnels in the District. Bridge 0104-1 Ramp from Benning Rd to Kenilworth Ave; Bridge 0529, H St over Washington Yards, NE; and Bridge 1200 (Main), I-66 over Potomac River and Rock Creek & Potomac Parkway are structurally deficient. Please see **Appendix P2Q69b** for the name, location, and rehabilitation timeline of each structurally deficient bridge.
- c. The funding spent improving the District’s bridges and tunnels in FY 23 are as follows:

***Federal funds (FY23)***

- DDOT Asset Management spent \$17.35M on the maintenance of bridges including:
  - Preventive maintenance (\$14M total, out of which \$7M was spent on Ultra-High Performance Concrete (UHPC) overlay),
  - Bridge inspection (\$1.6M)
  - Bridge design (\$0.6M)
  - AASHTOware BrM software (\$0.15M)
  - Removable Barrier Systems (\$1M)
- DDOT also spent \$12M on the maintenance and improvement of tunnels including preventive maintenance and technical support.

***Local funds (FY23):***

- DDOT Asset Management spent \$400k on an Oversize Overweight (OSOW) hauling permit review.
- d. In FY23, DDOT’s bridge preservation and preventive maintenance program improved approximately 3.0 miles of bridges and 15 tunnels (2.2 miles).

70. What is the status of the Streetscape projects, including corridor studies currently underway or in planning? For each project, please include:



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

**Response:**

**New York Avenue Streetscape and Trail**

**The project's budget.** \$1,150,000

**Status (e.g., the stage in design process or under construction).** Concept Plans under development. Concept has been scaled back to primarily address sidewalk gaps in project area. Larger improvements will be addressed through a HIN study of the entire corridor from 7<sup>th</sup> Street NW to the Anacostia River. Funds requested for FY25.

**Whether the project is on schedule and on budget.** Yes

**Anticipated completion date.** Concept Development. Spring 2024

**Tenleytown Multimodal Access Project**

**Status (e.g., the stage in design process or under construction).** Concept Design is underway. The Concept Design budget is \$1.4M.

**Whether the project is on schedule and on budget.** Yes

**Anticipated completion date.** Concept Design will be complete by August 2024.

**Notes:** The Tenleytown Multimodal Access project started in December 2021 and will conclude in August 2024. The timeline has been extended due to additional coordination with the National Parks Service (NPS) and WMATA, as they own land in the project area. The Project will develop conceptual improvements for the area surrounding the east entrance of the Tenleytown Metro Station. The study area includes 40th Street NW and Fort Drive NW between Albemarle Street and Chesapeake Street, and Albemarle Street NW between Fort Drive and Wisconsin Avenue. The Project may include improvements to pedestrian spaces, sidewalk design, intersection geometry, high visibility crosswalks, bus shelters and bus layover space, streetscape and landscaping, bicycle infrastructure, curb cuts and driveways, and public spaces.

**Alabama Avenue**

**Status (e.g., the stage in design process or under construction).** The Project is currently in the Concept Planning phase and is in progress.

**Whether the project is on schedule and on budget.** The project began in March 2022 with a period of performance of 15 months through December 31, 2023. The project required a no-cost extension to October 30, 2024, due to staffing shortages. DDOT restarted the project in March 2023 to ensure that a quality

product is completed. The project is back on schedule and on budget. The budget for the Concept Planning is \$1.65M.

**Anticipated completion date.** Concept Planning, October 2024

**Notes:** The Alabama Avenue SE Safety Improvement Project provides an assessment of traffic conditions and safety issues for all transportation modes. The project extends along Alabama Avenue SE from Martin Luther King, Jr. Avenue (MLK) SE east to Ridge Road/Bowen Road (4.5 miles).

Elements of the design include a road diet along Alabama Avenue, reduction of the number of lanes from four to two, bus priority improvements, medians, curb extensions and refuge islands, intersection redesigns, and traffic operational improvements such as signal phasing and timing and signing and striping.

**Martin Luther King, Jr. Avenue SE/Good Hope Road SE (now Malcom X)**

**Status (e.g., the stage in design process or under construction).** The project is in the Concept Planning phase.

**Whether the project is on schedule and on budget.** A No-Cost time extension to the contractor is expected this spring.

**Anticipated completion date.** FY24

**Notes:** The project team is finalizing recommendations to improve safety within the study area to present to the community this spring.

71. Please provide an update on the following projects, including the project's name and location, budget, status, whether it is on schedule and on budget, and anticipated (or actual) completion date:

- a. The Florida Avenue, NE Streetscape project;
- b. The Cleveland Park Streetscape and Drainage Improvement Project;
- c. The Reconstruction and Rehabilitation of the Pedestrian Bridge over Arizona Avenue, NW and Connecting Trail;
- d. Arizona Avenue, NW Connection to Capital Crescent Trail
- e. Georgia Avenue Public Safety Infrastructure project (Fern Street to Juniper Street, Juniper Street to Eastern Avenue, and Intersection of Georgia Avenue and Arkansas Avenue);
- f. The New York Avenue Streetscape and Trail Project;
- g. Canal Road Slope Stabilization Project;
- h. Oregon Avenue NW project;
- i. Eastern Avenue NE project;
- j. H Street Bridge project;
- k. 11th Street Bridge Park project;
- l. South Capitol Street ("SCS") Corridor project;
- m. Pennsylvania Avenue West Streetscape project;
- n. Benning Road streetscape project;
- o. Theodore Roosevelt Bridge rehabilitation project;
- p. Pennsylvania Avenue and Potomac Avenue Southeast;
- q. Connecticut Avenue;

- r. New York Avenue NE, Florida Avenue NE, First Street NE, and Eckington Place NE (sometimes known as “Dave Thomas Circle” or the “Virtual Circle”);
- s. Bladensburg Road Multimodal Safety and Access Study;
- t. North Capitol Street Deckover;
- u. Arboretum Bridge and Trail
- v. Connecticut Avenue Multimodal Safety Improvement Project; and
- w. East Capitol Street Safety and Mobility Project.

**Response:**

**a. The Florida Avenue, NE Streetscape project**

The Florida Avenue NE Streetscape Project (from 2nd Street to H Street NE) is under construction and about 65% complete. This project is 80% Federally funded and 20% locally funded with a participating roadway work amount of \$17,560,262.36 and a DC Water and Sewer Authority non-participating amount of \$5,996,130.77. DDOT issued a notice to proceed to Metro Paving Corporation, and work began on September 26, 2022. Due to supply chain issues, the project completion date was extended to October 30, 2024.

**b. The Cleveland Park Streetscape and Drainage Improvement Project**

The Cleveland Park Streetscape and Drainage Improvements project is located along Connecticut Avenue from Macomb Street NW to Quebec Street NW in Ward 3. This project is designed to improve drainage throughout the corridor, improve pedestrian safety, and implement several green infrastructure improvements. Streetscape and drainage improvement construction started in March 2022. The expected completion date is March 2024. Construction is about 90% complete. The original completion was scheduled for October 2023 but was extended due to public request and a mayor’s office directive to change the design of the service lane on the east side of Cleveland Park, closing it to vehicular access and making it ADA compliant. There is a change order in process to the contractor for the additional work.

**c. The Reconstruction and Rehabilitation of the Pedestrian Bridge over Arizona Avenue, NW and Connecting Trail**

The Reconstruction and Rehabilitation of the Pedestrian Bridge over Arizona Avenue will need about \$1.5 million to begin final design work, with \$434,000 in Federal funds allocated in the FY23 budget for this project. Estimates place the total cost of design and construction at about \$8 million. DDOT has located

additional funds to begin the final design. The Local Capital re-allocation fund request for the remaining \$1.3M is in the approval process in ProTrack+.

DDOT is in the process of advertising to procure the services of a team of design consultants. The contract for the vendor who provided the original 30% design expired in 2021. If this vendor is available and has resources to take on the 100% design, OCP will issue a sole source contract. The anticipated start of design is the Winter of 2024.

#### **d. Arizona Avenue, NW Connection to Capital Crescent Trail**

The Arizona Avenue Connection to the Capital Crescent Trail is a multiuse trail proposed to be located off street, on the west side of Arizona Avenue, NW, between Carolina Place and Canal Road, NW. The National Environmental Policy Act (NEPA) phase to conduct environmental, cultural, and archaeological investigations was extended with an end date of July 29, 2024. Concurrent with the completion of the NEPA process, DDOT is procuring a consultant to complete final design.

#### **e. Georgia Avenue Public Safety Infrastructure project (Fern Street to Juniper Street, Juniper Street to Eastern Avenue, and Intersection of Georgia Avenue and Arkansas Avenue)**

##### *Project Overview*

The purpose of this project is to provide safety and multimodal improvements as part of the Rock Creek East I and Rock Creek East II Livability Studies completed in 2019. The \$1.7 million funding includes the following three projects on Georgia Avenue NW:

##### *Current Status of the three sub-projects:*

1. Fern Street to Juniper Street: DDOT began construction in October 2023 and is currently finalizing the remaining signal, signing, and marking items. DDOT is coordinating signal construction with an adjacent developer which has caused minor delays.
2. Juniper Street to Eastern Avenue: DDOT completed final design in FY 23 and will begin construction in FY 24.
3. Intersection of Georgia Avenue and Arkansas Avenue: DDOT will begin preliminary design of safety improvements in FY24 with the final design expected be completed in FY25.

#### **f. The New York Avenue Streetscape and Trail Project**

The New York Avenue Streetscape and Trail Project is intended to improve safety, access, and mobility along the New York Avenue corridor from Florida Avenue NE to Bladensburg NE. The project received Notice to Proceed in July 2022 with \$1,150,000 in funding for concept development.

A public meeting was held in Summer 2023 which presented two concept alternatives. DDOT staff is working internally to identify a preferred alternative which provides the greatest benefit and remain cost effective. Concept plans are under development to primarily address sidewalk gaps in project area. This phase of concept development will conclude in March 2024.

#### **g. Canal Road Slope Stabilization Project**

The Canal Road Slope Stabilization Project is located on Canal Road in Ward 3 near Clark Place. The project is currently in the 90% Design Phase. The project length is 1,500 linear feet. The design schedule was extended due to the coordination of a DC Water drainage pipe passing through NPS land and the need for an MOU between DC Water and NPS for future maintenance. In addition to this section, a landslide occurred in December 2020 near the Georgetown University entrance. DDOT will add the design of this section to our current project. The design schedule is extended due to coordination for an MOU between DDOT and NPS to include post-construction maintenance responsibilities. DDOT is waiting for NPS to finalize its review and sign the MOU.

#### **h. Oregon Avenue NW project**

Substantial completion for the Reconstruction of Oregon Avenue NW (from Military Road to Western Avenue and Western Avenue from Oregon Avenue to 31<sup>st</sup> Street) Project, located in Ward 4, was achieved in October 2022.

There is still some signal work to be done by the contractor anticipated to start and finish in Winter of 2024.

There is a section of Oregon Avenue in need of redesign due to recurring flooding. The design is expected to be complete in the Winter of 2024. The construction is anticipated to start and finish in the Spring of 2024. Once the design is complete an estimate of construction costs will be prepared to negotiate with the contractor and a change order will be prepared as well.

#### **i. Eastern Avenue NE project**

The Eastern Ave Rehabilitation project is to increase multi-modal safety and to improve the corridor's appearance and functionality, including filling sidewalk gaps, addition of shared use trail bike lanes, improved drainage and lighting. Its limits extend between New Hampshire Ave, NE to Whittier St, NW.

DDOT received comments through the Planning and Sustainability Division to add a 10 feet shared use path on the Maryland side. A new task is prepared to revise the plans, completed to 95% before receiving this comment, to add 10 feet of shared used path. The original engineer of record documentation needs to be reviewed by OCP before conducting final fee negotiations.

The anticipated design start of additional work is in the Spring of FY24.

The estimated budget needed for design and construction is about \$16 million for FY25.

#### **j. H Street Bridge project**

DDOT has completed the preliminary design of the project for the H Street Bridge project and issued a RFQ for a “design-build” project delivery procurement in August 2021 after completing the Environmental & Historic Preservation regulations. DDOT issued a draft RFP and collected comments from four short-listed teams, incorporated the comments, completed the Project Labor Agreement which is in process of being signed by parties to the agreement, and is planning to issue the final RFP by the first quarter of 2024.

The H Street Bridge Project is a very complex project and DDOT has been actively coordinating with the Union Station Redevelopment Corporation (USRC), Amtrak, Akridge, Federal Railroad Administration (FRA), DDOT’s DC Streetcar team, and the U.S. Department of Transportation in planning, preliminary design, and bridge construction.

*Scope:* DDOT has been working with FRA, USRC, DC Streetcar and Amtrak on the reconstruction, maintenance, and design of the bridge. This work has been coordinated with the Washington Union Station Expansion Project Environmental Impact Statement (EIS) process. Decisions about passenger rail facilities, pedestrian and bicycle flow, parking access, intercity buses, streetcar, and development access all factored into the preliminary design and future construction of the bridge. Amtrak is asking DDOT to rehabilitate the bridge rather than to replace it. This request is being addressed by DDOT management.

*Funding:* The project will leverage local and federal resources. The FY 2022-FY2027 CIP includes \$335 million, that includes \$25 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds.

#### **k. 11th Street Bridge Park project**

11<sup>th</sup> Street Bridge Park Project, bounded by the Washington Navy Yard on one side and Anacostia Park on the other, will be a place for gathering and entertainment for those in the neighboring communities and a pedestrian or bicycle route.

*Current Status:* The project design is 95% complete. The National Capital Planning Commission (NCPC) and the Commission of Fine Arts (CFA) approved the final design in Fall 2022. Coordination with DOEE is taking more time than expected. DOEE posted the permit application documents for public review in December 2023. In addition, DLCP permits and NPS Transfers of Jurisdiction (TOJ) are currently being coordinated; DDOT will secure a special use permit from NPS to construct the project, while the TOJ from NPS to DDOT is being processed (National Capital Planning Commission has approved the TOJ area). In addition, DOB permits will be secured, and the project will be advertised for construction.

*Timeline:* The anticipated solicitation for construction is Spring 2024 and award in summer 2024 (schedule depends on the permits).

*Project Cost:* The estimated project construction related cost is \$92 million dollars.

### **1. South Capitol Street (“SCS”) Corridor project**

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

**Phase 1** includes two segments: Segment #1 includes the new Frederick Douglass Memorial Bridge (FDMB) over the Anacostia River and the approaches on each side of the river; Segment #2 includes the reconstruction of a portion of I-295, including the I-295/Suitland Parkway Interchange.

Phase 1 of the SCS Corridor Project was awarded in July 2017 to South Capitol Bridge Builders. DDOT awarded the Program Management/Construction Management Oversight contract to HNTB in August 2017.

*Current Status:* Project achieved Final Completion on August 9, 2023. Administrative closeout is ongoing and leading to Final Acceptance.

*Timeline:* The project completion date has changed significantly. With the award of the project and DDOT obtaining all major construction permits, the project timeline for Phase 1 is as follows:

1. Project Award - July 2017
2. Start of Construction - January 2018
3. New FDMB and approaches completion – September 2021
4. Substantial Completion – May 2023
5. Final Completion – August 2023
6. Final Acceptance – TBD

**Phase 2** includes three segments: Segment #3 constructs a new interchange on Suitland Parkway at MLK, Jr. Avenue; Segment #4 includes reconstruction and streetscape improvements on South Capitol Street from O Street to D Street; and Segment #5 includes streetscape improvements on New Jersey Avenue north of M Street SE.

**Current Status:** The feasibility study of Segments 4 and 5 of Phase 2 was awarded to a consultant in December 2021 and completed in August 2023. DDOT is awaiting funding for Phase 2 to initiate Final Design, expected FY2025.

**Funding:** The Updated Financial plan reflects a total project budget of \$977.3 Million (Phase 1: \$715.2 M + Phase 2: \$262.0M).

#### **m. Pennsylvania Avenue West Streetscape project**

The Pennsylvania Ave West Streetscape extends from 17<sup>th</sup> Street NW to Washington Circle NW. The project will include new protected bike lanes in both directions, separated by new medians. Other streetscape improvements for streetlight, landscape, sidewalk, drainage, and stormwater management are included in the project.

*Timeline:* Final design of the project has been completed and the preparation of plans, specifications, and estimates will go through the Chief Engineer review in February.

Anticipated advertisement of construction solicitation in 2<sup>nd</sup> Quarter FY2024.

*Budget:* DDOT is currently working to secure the total project funds of approximately \$50M. Anticipated construction duration is 2 years.

#### **n. Benning Road streetscape project**

The Benning Road Streetscape project extends from 26<sup>th</sup> St NE to East Capitol Street. The project final design plans were submitted to DDOT in December 2023. DDOT is working on ROW acquisition tasks along with the finalization of construction agreements with WMATA, CSX and the release letter from utility companies.

Due to the Council's local budget shift, the project will be constructed in two phases. DDOT is developing a scope document to repackage the design for the Bridge construction as a phase-1 option of the project delivery; phase 2 has been delayed to future years.

DDOT anticipates finalizing right of way (ROW) acquisition tasks and obtaining the utility release letter by June 2024; construction is anticipated to begin in Summer 2025 with a three-year duration.

The phased approach for the construction delivery of the project is as follows:

Phase 1: Reconstruction of the Lorraine H. Whitlock bridge and the DC-295 interchange from 34th Street NE to the Minnesota Avenue intersection.



Phase 2: Reconstruction of the infrastructure between 26th Street NE to 34th Street NE and from Minnesota Avenue NE to East Capitol Street.

**o. Theodore Roosevelt Bridge rehabilitation project**

The Theodore Roosevelt Bridge Rehabilitation project's primary goal is to rehabilitate the aged bridge by replacing the concrete deck and repairing other bridge components to extend its service life. The project also includes a sidewalk extension on the north side to improve the safety and mobility of pedestrians and bicycles. The project continues to involve extensive coordination with various key stakeholders including the National Park Service (NPS), Virginia DOT, and Arlington County to address concerns associated with the Right of Way, highway easement, and land transfer.

The NEPA environmental task for Categorical Exclusion (CATEX 3) was completed in 2022 with a Finding of No Adverse Effect.

Final design was completed in August 2023.

OCP is in the process of advertisement of construction solicitation. Construction is expected to start in Summer 2024, with an expected construction budget of \$150 million and 4 years of duration.

**p. Pennsylvania Avenue and Potomac Avenue Southeast**

DDOT has completed the updated plan, specification and estimate (PS&E) package of the Pennsylvania Avenue SE and Potomac Avenue SE Intersection Improvement Project. Currently, construction contracting for the project is actively under solicitation, and has been identified as a high priority project.

This intersection project, located in Ward 6, focuses on safety improvements for all modes of transportation in the area. The design includes a new ellipse park which resembles the reservation shapes illustrated in the L'Enfant Plan, creating a centralized park space with enhanced landscaping and hardscaping.

The project proposes to enhance safety for local pedestrians and transit users by creating direct pedestrian paths, implementing traffic control measures to improve traffic circulation, and enhancing pedestrian street features such as crosswalks, lighting, and signals.

The project also includes a transfer of jurisdiction between NPS and DDOT. DDOT would receive approximately 11,541 square feet of land from NPS and NPS would receive approximately 11,920 square feet of land from DDOT.

The proposed construction budget is about \$23M. Construction is estimated to begin at the beginning of Fall 2024.

**q. Connecticut Avenue**

The Connecticut Avenue Multimodal Safety Improvement Project is undergoing revisions to address comments from the community on Concept Plan C. There has been substantial community review, comment, and input into the concept plans thus far. DDOT is updating the concepts to provide an additional balance of parking and dimensions for the protected bicycle lanes. DDOT had planned to be back to the community with an updated concept spring-summer 2023, prior to the start of the preliminary and final design phase, but there have been ongoing discussions as to how to best address the safety concerns on this High Injury Network (HIN) Corridor. The current design budget is \$1.8M, and the construction budget is \$7.7M.

**r. New York Avenue NE, Florida Avenue NE, First Street NE, and Eckington Place NE (sometimes known as “Dave Thomas Circle” or the “Virtual Circle”)**

After completing the redesign of Florida Avenue-New York Avenue NE Intersection (now known as Mamie “Peanut” Johnson Plaza) to make it safer for pedestrians, bicyclists, and drivers, the project was advertised in 2022 and bids received on February 7<sup>th</sup>, 2023. The new intersection will realign and add two-way traffic to First Street NE, restore two-way traffic on Florida Avenue NE, add protected bicycle lanes, and make other improvements that will benefit safety and ease of access for all modes. In addition to safety benefits, the new design will result in the creation of three new public park spaces. As part of the design process, DDOT partnered with the NoMa BID and NoMa Parks Foundation, which hired a landscape architecture firm to design thoughtful, innovative public spaces. This project represents an important opportunity to improve safety for all roadway users, particularly pedestrians and bicyclists, and to improve a key north-south and east-west transportation link across the city.

The reconfiguration of the intersection necessitated DDOT’s acquisition of the property at the center of the intersection, that was occupied by a Wendy’s restaurant. In January 2021, the title for this property was transferred to the District by eminent domain.

DDOT selected Fort Myer Construction Corporation (FMCC) as the contractor and awarded the contract on May 25, 2023. The project is federally funded and locally funded in the amounts of \$1,156,979.28 and \$19,962,945.02, respectively. The total construction contract value is \$21,119,924.30. DDOT issued a Notice to Proceed (NTP) on June 21, 2023, with a contract completion date of December 12, 2024.

Volkert Engineering, P.C. is providing Construction Management and Inspection Services. DDOT issued a task order to Volkert on May 17, 2023, with a contract completion date of November 17, 2024.

The Wendy's building was demolished by DDOT's contractor, and the project is about 25% complete

#### **s. Bladensburg Road Multimodal Safety and Access Study**

The Bladensburg Road Multimodal Safety and Access Study is complete. The study resulted in a preferred alternative design concept for the entire 2.5-mile Bladensburg Road corridor between Benning Road and Eastern Avenue, NE. The study was federally funded. DDOT is procuring a consultant to begin the 30% design using FY23 local capital funds.

#### **t. North Capitol Street Deckover**

The North Capitol Street Corridor Study limits are Massachusetts Avenue to Missouri Avenue/Riggs Road NE, approximately 4 miles. The project received \$750,000 of funding in FY22 to (1) conduct a comprehensive safety evaluation of the corridor; (2) evaluate the feasibility, impacts, and costs associated with "decking over" the underpass from Randolph Place to Bryant Street; (3) re-envision the North Capitol Street Corridor by developing multi-modal concept alternatives, and; (4) develop quick build and tactical improvements for Lincoln Road NE.

In-person and virtual public meetings were held in Summer 2023. The safety evaluation has been completed and identified the highest crash intersections along the corridor. Short-term safety improvements for those intersections are under internal review with a projected installation in Spring 2024. Final plans for quick-build improvements to Lincoln Road NE are under review. The first phase of the project will conclude in March 2024.

In FY23, \$3,000,000 of funding was allocated to advance concept development. Concepts may include bringing the entirety of North Capitol up to grade, adding dedicated transit lanes, and other multi-modal alternatives. The concept development phase will also include environmental documentation, traffic modeling, and public outreach. Phase II is currently in procurement with NTP anticipated in Summer 2024.

#### **u. Arboretum Bridge and Trail**

The Arboretum Bridge and Trail Project, located in Kenilworth Park (Wards 5 and 7), is currently in the design phase and on budget with a \$2.4 Million budget. It is a two-phase project.

Phase 1 design is on budget and is being finalized. Construction start is tentative within 1 year, depending on permitting, and is expected to last 1.5 years. Phase 1 includes the initial scope in Kenilworth Park North.

Phase 2 design completion is on budget, but the schedule is being revised based upon input from NPS, DPR, and DOEE. Phase 2 includes additional scope for an adjoining trail segment in Kenilworth Park South. Construction is anticipated to take 1 year and is dependent upon the design schedule.

This project has significant interest from the National Park Service like other segments of the Anacostia River Trail. DDOT must continue to work closely with NPS to ensure timely progress.

#### **v. Connecticut Avenue Multimodal Safety Improvement Project**

See response to Q71q.

#### **w. East Capitol Street Safety and Mobility Project**

DDOT requests full funding for both design and construction for the full limit of the East Capitol Street Safety and Mobility project from Anacostia Road NE to Southern Avenue SE in Ward 7 (approximately 2.12 miles).

DDOT completed the 30% preliminary design for the full project limits in 2021. Funding was not available at the time to develop the design beyond 30% and as a result the design was halted.

DDOT submitted budget formulation requests annually for the funding of the East Capitol Street project. The project now has approximately \$4.5 million in funding. This amount provides funding for a limited portion of the project.

In the absence of full funding for the full corridor and considering the limited available funding for the project, DDOT has undertaken the following measures and is proceeding as outlined below:

- The project has been divided into three separate phases. The limit for Phase 1 is East Capitol Street from 41<sup>st</sup> Street NE to Division Avenue NE. The limit for Phase 2 is East Capitol Street from Division Avenue NE to Southern Avenue SE. The limit for Phase 3 is East Capitol Street from Anacostia Road NE to 41<sup>st</sup> Street NE.
- Phase 1 includes the intersections with Benning Road, Central Avenue and Texas Avenue.
- Phase 1 is currently in design procurement to procure a design consultant to prepare the final design plans. The plan is to start the final design of Phase

1 in FY 2024. This work will be performed utilizing available funds. Based on DDOT's six year capital plan\*, approximately \$19.6 million are anticipated to be available in FY 2026 for the construction of Phase 1. When construction funds are available, Phase 1 will proceed to construction procurement and subsequently, the construction phase.

- The final design of Phase 2 is anticipated to commence approximately 12 – 15 months after the final design start of Phase 1. This work will be performed utilizing available funds and is contingent upon anticipated construction funding availability in FY 2027. Based on DDOT's six-year capital plan\*, approximately \$19.6 million are anticipated to be available in FY 2027 for the construction of Phase 2.
- The final design of Phase 3 is anticipated to commence approximately 12 - 15 months after the final design start of Phase 2 subject to the availability of funds. Based on DDOT's six-year capital plan\*, approximately \$17.5 million are anticipated to be available in FY 2028 for the construction of Phase 3.
- In parallel to this, DDOT submitted the East Capitol Street Safety and Mobility Project for an INFRA grant in August 2023. Results are anticipated to be announced in FY 2024.

\* DDOT develops a six-year capital project plan annually, therefore outyear amounts are subject to change in future budget cycles.

72. Please provide an update on the following projects funded in the FY24 budget:
- a. Tactical road diet installations along South Dakota Avenue NE;
  - b. Tenleytown Plaza and Multimodal Project;
  - c. Safety improvements at the intersection of Alaska Avenue and Geranium Street NW;
  - d. Ward 1 Green Slow Streets Pilot Program;
  - e. Anacostia Riverwalk Trail and Buzzard Point SW DC Connection; and
  - f. The purchase of the Foundry Branch Trestle Bridge and its conversion to a multiuse trail.

**Response:**

**a. Tactical road diet installations along South Dakota Avenue NE**

Council added \$1M in funding to the FY 24 budget to address safety concerns on South Dakota Avenue. As DDOT does for all capital safety projects, staff is analyzing crash data for patterns, and identifying high-risk characteristics and reviewing public requests received on a community walk as well as TSI requests to develop a prioritized list of locations for focus.

The processes for accepting and utilizing the funding that became available in FY24 is in progress and it may take a few months to finalize the details of contracting and procurement to initiate a new project.

**b. Tenleytown Plaza and Multimodal Project**

The Tenleytown Multimodal Access project began in December 2021 and is estimated to conclude in August 2024. The Project is in the Concept Design phase and the total budget is \$1.4M. The Project will develop conceptual improvements for the area surrounding the east entrance of the Tenleytown Metro Station. The study area includes 40th Street NW and Fort Drive NW between Albemarle Street and Chesapeake Street, and Albemarle Street NW between Fort Drive and Wisconsin Avenue. The Project may include improvements to pedestrian spaces, sidewalk design, intersection geometry, high visibility crosswalks, bus shelters and bus layover space, streetscape and landscaping, bicycle infrastructure, curb cuts and driveways, and public spaces.

Once the concept design phase is complete, DDOT will start drafting a scope and cost estimates for design and construction.

**c. Safety improvements at the intersection of Alaska Avenue and Geranium Street NW**

Council added \$1M in funding to the FY 24 budget to address safety concerns at the intersection of Alaska Avenue and Geranium Street NW. Staff is currently analyzing crash data for patterns identifying high-risk characteristics and using TSI requests to develop a recommendation for safety upgrades at the intersection.

The processes for accepting and utilizing the funding that became available in FY24 is in progress and it may take a few months to finalize the details of contracting and procurement to initiate a new project.

**d. Ward 1 Green Slow Streets Pilot Program**

This project is currently in scoping phase and is moving towards solicitation. Scoping included meeting with internal and external stakeholders to discuss traffic calming opportunities, street lighting, etc. Multiple street segments have been identified and are being evaluated for inclusion in this pilot project.

**e. Anacostia Riverwalk Trail and Buzzard Point SW DC Connection**

DDOT has worked closely with the National Park Service (NPS) on completing the Anacostia Riverwalk Trail and Buzzard Point Park Connection. DDOT and NPS

have agreed in principle that NPS will deliver the design and construction of the trail on NPS property at Buzzard Point Park. DDOT has agreed to transfer District local capital funding from FY 2023 and FY 2024 to NPS to complete the design of this project.

**f. The purchase of the Foundry Branch Trestle Bridge and its conversion to a multiuse trail**

In the FY 2024 Budget, Council added \$250,000 to the Trails Master Project for planning future restoration and possible purchase of the Foundry Branch Trolley Trestle (the Trestle Bridge). The funding, however, is also subject to the restriction that prohibits the Mayor from spending any funding, District, federal, or otherwise, to purchase the Foundry Branch Trestle Bridge without Council approval of a plan for the use of the Trestle Bridge with design drawings and cost estimates.

In 2019, DDOT completed a feasibility study of the potential Palisades Trolley Trail which included an inspection of the Trestle Bridge. The 2019 inspection found that the bridge is in poor condition. Any external event (heavy snow, high winds, tree fall) could trigger collapse and subsequent damage and loss of the truss.

The Feasibility Study evaluated options to rehabilitate or repurpose the Trestle Bridge. The recommended option for repurposing of the Trestle Bridge was to re-use the central truss while building completely new approach trestles on new footings. The construction cost estimate (in 2019) for this option ranged from \$2.2 million to \$4.1 million. This cost estimate does not include any related trail work and does not include design and permitting costs.

In the absence of a trail, the Trestle Bridge has no useful transportation purpose. In the 2019 study, DDOT evaluated 5 trail alignments between Foxhall Rd and Georgetown. Costs for these trail alignments, including the costs to rehabilitate the Trestle Bridge, ranged from \$4.35 million to \$8.75 million (in 2019).

The \$250,000 included in the FY 2024 Budget is insufficient to move forward with any design, compliance, or construction efforts. Moving forward with acquisition of the Trestle Bridge should only be done if DDOT is prepared to invest the estimated \$8-12 million necessary to build the trail connections in this area.

DDOT instead recommends that this funding be allocated to the Arizona Avenue Connector to the Capital Crescent Trail project. This project was a recommendation of the 2019 feasibility study as a project to connect residents of Ward 3 with the existing Capital Crescent Trail.

73. Please describe any significant changes or updates to the [Transportation Improvement Program](#) for the National Capital Region and the allocation of

federal grant money since last year's pre-hearing responses, and the impact of these changes on DDOT's planning and operations.

**Response:**

The Metropolitan Washington Council of Governments FY 2023–26 Transportation Improvement Program (TIP) and the District of Columbia Statewide Transportation Improvement Program (STIP) were both approved by FHWA and FTA in September 2022. Both documents are updated at the start of the new fiscal year to align with DDOT's approved FY 2024 federal budget.

These documents will continue to be used as the plan of federal funding outlays for FY 2024 and FY 2025 with iterative updates to ensure correct funding is presented for each project. This includes any new federal grant allocations for transportation projects within the National Capital Region.

DDOT and the Metropolitan Washington Council of Governments Transportation Planning Board (TPB) will begin development of the FY 2026-29 TIP and STIP during FY 2024.

74. Please provide a status update of the rehabilitation of Broad Branch.
- a. In last year's pre-hearing responses, DDOT indicated that \$3.5 million is programmed for design in FY26 and the timeline for construction had not yet been determined. Has that changed in the last year?

**Response:**

The final Environmental Assessment/Finding of No Significant Impact (EA/FONSI) was completed in March 2021. The Design is programmed for FY2026 and the timeline for construction has not been determined. The approximate design cost is \$3.5 million in FY2026. However, to keep NEPA approvals active and valid, we need to locate funding to start the design in FY2024. An unfunded project funding request has been submitted with OCFO.

75. What is the status and timeline of the work to replace the collapsed pedestrian bridge spanning Route 295?
- a. In last year's pre-hearing responses, DDOT indicated that it had received \$2.5 million of its \$15 million funding request from US DOT. Did DDOT receive the remaining funding?
  - b. What additional funding is needed, if any, to complete this work in a timely fashion?

**Response:**



The project is on schedule with completion anticipated on July 25, 2024.

- a. DDOT has received the balance of funds from US DOT.
- b. Construction is ongoing so final costs have not been assessed. Currently the project is within budget.

76. Please provide an update on the work under the P3 to convert the District’s streetlights to LED. What is the status of the project, including neighborhoods of the District in which the work is completed, neighborhoods identified for completion during FY 2024, and expected completion date of the entire project?

**Response:**

The P3 efforts to upgrade DC Streetlights has continued throughout Q1 2024. As of December 31, 2023, the number of upgraded Streetlights reached 53,390. This represents about 71% of the total Streetlight assets.

Conversion work is substantially completed for Wards 3, 4, 5, 7, and 8 and continues in Wards 1 and 2. The project will enter Ward 6 in Q2 2024, and all conversion is expected to be complete by Q3 2024. Asset Management is ongoing and will continue for 15 years under the P3.

77. Please provide an update on the DC Power Line Undergrounding (“DC PLUG”) Initiative. What is the status of the project, including neighborhoods of the District in which the work is completed, and expected completion date?

**Response:**

DC PLUG’s mission is to improve reliability and resiliency within the District by undergrounding 20 feeders across Wards 3, 4, 5, 7, and 8, thereby reducing the number of outages, with a potential effectiveness of up to 95%. The timeline of the feeders is below:

**1st Biennial Feeders**

- a. Completed Civil Construction / Construction Management Contracts
  - i. Feeder 308 – Ward 3, Friendship Heights/American University Park
    - 1. Complete and in service January 4, 2021
  - ii. Feeder 14900 – Ward 4, Oregon Avenue Opportunity Project
    - 1. Complete and in service May 4, 2023

- iii. Feeder 368 – Ward 7, Fort Davis Park/Benning Ridge/Marshall Heights
  - 1. Energized and in service December 22, 2023. Pepco finalizing clean-up of cables and poles and DDOT releasing Civil Construction retainage. Will complete close out of project in Q1 2024.
- b. Active Civil Construction / Construction Management Contracts
  - i. Feeder 15009 – Ward 4, Takoma/Manor Park
    - 1. Civil Construction (Contractor: Capital Paving / Construction Manager: Kumi):
      - a. Civil Construction work is 75% complete by work; 50% complete by contract time
    - 2. Electrical Design/Construction (Pepco led):
      - a. Electrical Design is at 30% phase (ART Engineering); Electrical Construction expected to begin Q4 2024
  - ii. Feeder 14758 – Ward 8, Bellevue
    - 1. Civil Construction (Contractor: Capital Paving / Construction Manager: Cube Root):
      - a. Civil Construction work is 17% complete by work; 28% complete by time
    - 2. Electrical Design/Construction (Pepco led):
      - a. Electrical Design is at 60% phase (ART Engineering); Electrical Construction expected to begin Q3 2024
- c. Active Design Contracts:
  - i. Feeder 14007 – Ward 5, Brookland/Woodridge/Michigan Park
    - 1. Civil Design (Consultant: SaLUT):
      - a. PS&E finalized in December 2023. The Consultant and DDOT teams are compiling package for DDOT Chief Engineer’s checklist meeting, including utility release letters.

**2nd Biennial Feeders**

- a. Active Civil Construction/Construction Management Contracts
  - i. Feeder 14008 – Ward 5, Woodridge/ Brentwood
    - 1. Civil Construction (Contractor: Capital Paving / Construction Manager: Cube Root):
      - a. Civil Construction work is 39% complete; 37% complete by contract time
    - 2. Electrical Design/Construction (Pepco led):
      - a. Electrical Design is at 60% phase (ART Engineering); Electrical Construction expected to begin Q3 2024

- b. In Procurement Civil Construction/Construction Management Contracts
  - i. Feeder 15166 – Ward 8, Congress Heights
    - 1. Civil Construction (Contractor: Capital Paving / Construction Manager: Kumi)
      - a. Capital Paving received contract award 7/10/2023. Baseline schedule has been submitted. NTP is expected mid-January 2024.
      - b. Kumi was given Notice to Proceed (NTP) 11/20/2023 and has begun preliminary activities.
  - ii. Feeder 15001 – Ward 4, 16th Street Heights/Crestwood
    - 1. Civil Construction (Contractor: Capital Paving / Construction Manager: Hayat Brown):
      - a. Capital Paving received contract award 1/2/2024. NTP is expected late February 2024.
      - b. Hayat Brown proposal was accepted 12/8/2023. NTP is expected January 2024.
  - iii. Feeder 118/14702 – Ward 7, Fairlawn/Twining/Hillcrest/Randle Highlands/Penn Branch/Fort Davis/Good Hope/Skyland
    - 1. Civil Construction:
      - a. Chief Engineer’s Checklist meeting was held 1/10/2024. Civil Construction Invitation for Bid expected to be advertised Q1 2024.
- c. Active Design Contracts:
  - i. Feeder 15171 – Ward 8, Douglass/Washington Highlands
    - 1. Civil Design (Consultant: PSI):
      - a. DC Water has requested a pipe protection plan, which the consultant is working on developing. Consultant and DDOT teams are concurrently compiling package for DDOT Chief Engineer’s checklist meeting.
  - ii. Feeder 14767 – Ward 3, Kent/Palisades/Fort Drive/Foxhall Crescents/Berkley/Wesley Heights
    - 1. Civil Design (Consultant: AMT):
      - a. PS&E package received 12/18/2023 and under internal review. Utility release letters have been requested and package is being compiled for Chief Engineer’s Checklist Meeting.
  - iii. Feeder 15021 – Ward 4, Brightwood
    - 1. Civil Design (Consultant: AMT):
      - a. PS&E submission is expected 1/12/2024.

- iv. Feeder 14093 – Ward 5,  
Brookland/Brentwood/Woodridge/National  
Arboretum/Gateway
  - 1. Civil Design (Consultant: HB-AB-EXP Design JV):
    - a. PS&E submission is expected 3/31/2024.
- v. Feeder 467 – Ward 3, Chevy Chase
  - 1. Civil Design (Consultant: AMT):
    - a. 65% design submission is expected  
2/14/2024

**3rd Biennial Plan Feeders**

- a. Active Design Contracts
  - i. Feeder 75 – Ward 5, American University Park/Spring  
Valley/Wesley Height
    - 1. Civil Design (Consultant: AMT):
      - a. 65% design submission is expected 3/8/2024.
  - ii. Feeder 347 – Ward 8, Randle Highlands/Hillcrest
    - 1. Civil Design (Consultant: PSI):
      - a. 100% design submission is expected  
1/31/2024.
  - iii. Feeder 14009 – Ward 3, Edgewood
    - 1. Civil Design (Consultant: HB-AB-EXP Design JV):
      - a. 65% design submission is expected  
1/16/2024.
  - iv. Feeder 15174 – Ward 4, Shipley/Douglass/Buena  
Vista/Knox Hill
    - 1. Civil Design (Consultant: PSI):
      - a. 65% design submission is expected 3/1/2024.

78. Please provide an update on any other [capital infrastructure projects in active construction or design phases](#), including the project’s name and location, budget, status, whether it is on schedule and on budget, and anticipated (or actual) completion date.

**Response:**

Please see DDOT’s response to **Q24 in Part 1**.

79. Please provide an update on adding suicide prevention infrastructure to the Taft Bridge.

**Response:**

*Project Name:* William Howard Taft Memorial (Taft) Bridge, pedestrian railing improvement.

*Project Description:* The District of Columbia Office of Medical Examiner has reported a total of 26 suicide deaths in the District between 2010 and 2022 that involved a decedent jumping off from a bridge. Of those 26, thirteen (13) deaths occurred at the Taft Bridge. This project's goal is to design suicide deterrent barriers for Taft Bridge that will substantially reduce the potential of suicide attempts and incidents.

*Location:* The Taft Bridge carries Connecticut Ave. NW over Rock Creek Park between Belmont Road NW and Calvert Street, NW, Washington, DC. The Taft Bridge was identified in the DC inventory as a landmark and was listed in the National Register of Historic Places in 2003.

*Current status:* The Commission of Fine Arts, the National Capital Planning Commission, and the DC Historic Preservation Review Board have approved a design concept that requires complete removal of the existing barrier system and replacement with a similar fence and concrete elements which are four (4) feet higher than prior system. Consequently, the review team has requested additional details before final approval of said concept design. DDOT expects this final design concept approval by the end of February 2024.

*Project Cost:* The project construction-related cost is estimated to be \$10 Million, which is subject to revision as the project design gets further developed.

### *School Safety*

80. Please provide an update on the School Crossing Guard program, including:
- a. The agency's current crossing guard deployment plan;
  - b. The current number of School Crossing Guard / Safety Technician positions currently funded, denoting where the position is part-time or a full-time position with other, midday work responsibilities;
  - c. The current number of vacant School Crossing Guard / Safety Technician positions;
  - d. The number of new School Crossing Guard / Safety Technician positions necessary to meet the needs of District schools in FY24, and the number of outstanding crossing guard requests from schools; and
  - e. Any new training initiatives the agency has adopted for School Crossing Guards.

### **Response:**

- a. The agency's current crossing guard deployment plan;  
Please see **Appendix P2Q80** for the crossing guard deployment plan.
- b. The current number of School Crossing Guard / Safety Technician positions currently funded, denoting where the position is

part-time or a full-time position with other, midday work responsibilities.

There are currently 221 Safety Technician positions. All of the positions are part-time, 4-6 hours per day. There are not any full time Safety Technician positions, as the Safety Technicians work a split shift (7:00 AM to 10:00 AM & 2:00 PM to 5:00 PM).

c. The current number of vacant School Crossing Guard / Safety Technician positions.

As of January 8<sup>th</sup>, 2023, we have 5 vacant positions within the Safety Technician/School Crossing Guard program.

d. The number of new School Crossing Guard / Safety Technician positions necessary to meet the needs of District schools in FY24

In FY 2024, DDOT did not receive any new requests from schools that need to be staffed. Additional positions are always needed to address back filling during leave or to staff new locations. We are covering 221 out of the 243 posts, and to cover that we are short 22 Safety Technicians (STs) on average, with 16 Traffic Control Officers (TCOs) to cover. The 22 posts not covered are in the second, third, or fourth posts at schools.

e. Any new training initiatives the agency has adopted for School Crossing guards

DDOT has coordinated with the Safety Technician/School Crossing guard union to provide four new modules to training. The new modules are:

- 1). Computer Foundation Training Course - For the purpose of assisting employees with information technology.
- 2). Active Shooter Training - For the purpose of seeking to ensure safety from the threat of an active shooter by providing awareness, preparation, prevention, and response methods.
- 3). Traffic Control training- For the purpose of handling large crowds with high vehicular and pedestrian traffic
- 4). Mental Health Moment - Mental Health tool for staff.

81. Please provide an update on DDOT's Safe Routes to School team.

- a. How many schools did the team review in FY23 and FY24, to date?
- b. How many of the team's recommendations were not implemented by DDOT?
- c. How many of their recommendations resulted in DDOT choosing to install new or improved infrastructure?
- d. During the FY24 budget process, the Committee accepted \$395,000 in FY24, and \$1.5 million over the course of the financial plan, to fund components of the Safe Streets for Students Amendment Act of 2022, effective March 10, 2023 (D.C. Law 24-285; 70 DCR 3516). Specifically, the Committee funded provisions related to the development of a Safe Streets for Students Master Plan, the implementation of reduced speed

limits along school zones, and the establishment of more robust reporting requirements. What is the status of implementing these recently funded provisions of the law?

**Response:**

a. How many schools did the team review in FY23 and FY24, to date?

The Safe Routes to School (SRTS) team continued to address safety concerns received from schools throughout the District from 311, Councilmember and ANC requests, and other channels in FY 2023 and kicked off analysis and design work on 25 school area Action Plans, per the 2022 Safe Street for Students Act, in January 2024.

DDOT's Safe Routes to School program (apart from school area safety issues addressed by the Traffic Safety Input (TSI) program) addressed safety issues at 56 schools across the District in 2023. 124 work orders were created for various safety measures such as signage and markings, speed humps, crosswalks, and other safety measures.

During 2023, significant effort was made by the SRTS team to develop a prioritized work plan and scope and advertise a major contracting procurement to begin conducting 25 school Action Plans in 2024. A consultant team has been selected, and this contract is being finalized in January 2024 with safety analysis and design work to commence in February 2024.

b. How many of the team's recommendations were not implemented by DDOT?

This applies to the proactive school area program, which is starting up in January 2024 to assess 25 schools and develop Action Plans in 2024.

c. How many of their recommendations resulted in DDOT choosing to install new or improved infrastructure?

This applies to the proactive school area program, which is starting up in January 2024 to assess 25 schools and develop Action Plans in 2024.

d. Specifically, the Committee funded provisions related to the development of a Safe Streets for Students Master Plan, the implementation of reduced speed limits along school zones, and the establishment of more robust reporting requirements. What is the status of implementing these recently funded provisions of the law?

DDOT's SRTS team is making progress on all funded provisions of the Safe Streets for Students Amendment Act of 2022. DDOT is staffing up the SRTS team to meet

the needs of an expanding program. A new SRTS planner was hired in July 2023, and two additional SRTS staff have been selected and will come on board in early 2024.

In late 2023, DDOT created a prioritization process, explained at <https://srts.ddot.dc.gov/pages/action-plans>, and selected 25 school areas for safety analysis and design in 2024. The contract to provide support to evaluate school areas and create 25 Action Plans across the District is kicking off in January 2024 and will develop plans to be implemented in 2024.

82. Please provide an update on the implementation of new or recent safety measures near schools, including increased traffic enforcement.

**Response:**

DDOT's Safe Routes to School program addressed safety issues at 56 schools across the District in 2023 (in addition to the school-area safety issues addressed by the TSI program). 124 work orders were created for various safety measures, including 75 sign installations and new sign fabrications, 20 work orders for data collection, 15 work orders of speed humps, 9 work orders for refreshing crosswalk markings or other pavement markings, 4 work orders for flex post safety installations, and 1 work order for speed hump repair. As of January 10, all but 16 of these 124 work orders have been closed, meaning the work is completed.

Outside of the TSI and CityWorks/311 systems, the following school areas, covering 11 schools, received safety assessments and multiple safety countermeasures:

1. John Lewis Elementary and LAMB PCS, 14th and Farragut Street NW.
  - a. 1 Rectangular Rapid Flashing Crosswalk Beacon on 14<sup>th</sup> St.
2. Sousa Middle School, Kimball EC and Our Lady Queen for Peace/Cornerstone PCS, Ely Place, SE.
  - a. 5 Speed Tables on Ely Place from Anacostia Street and Ridge Road SE School Fashing Beacon with driver feedback sign on Ely Place between 37th Street and Minnesota Avenue SE
  - b. 1 Speed Table on Ely Place between 37th Place and Ridge Road SE
  - c. 1 Speed table on 37th Street between Ely Place and D Street SE
3. River Terrace Elementary School, 405 Anacostia Ave. NE.
  - a. 2 Speed Tables on Anacostia Avenue between Benning Road and Dix Street NE
  - b. 2 Speed Humps on Dix Street between Anacostia Avenue and 34th Street
  - c. 2 School Flashing Beacons with driver feedback signs on Anacostia Avenue between Benning Road and Clay Place NE



4. Van Ness Elementary School, 1150 5th St SE.
  - a. 2 School Flashing Beacon with driver feedback sign on M Street between 4th Street and 6th Street NE
  - b. School Speed Limit 15 MPH - total campus installation for all streets adjacent to school.
  - c. Flex post curb extension at the 5th and L Street intersection
  - d. 3 Speed Humps on L Street between 5th and 7th Street SE
5. Cleveland Elementary School, 1825 8th St NW.
  - a. 2 Speed Humps on 8th Street between T Street and S Street NW
  - b. 1 School Flashing Beacon with driver feedback sign on T Street between 8th and 9th Street NW
  - c. 2 Do Not Enter/Wrong Way signs for the intersection for 8th and T Street NW
6. Breakthrough PCS Campus/Takoma Children's School/The Lab DC Breakin' Academy, 6900 block of Willow St. NW.
  - a. 2 School Flasher Beacons with driver feedback signs on Willow Street between Eastern Avenue and Aspen Street NW
  - b. Drop-off and Pick-up on east side of Willow Street from 6925 Willow to Aspen Street NW

DDOT added nine new automated traffic enforcement cameras near schools in 2023. Please see the response to Part 2 Question 83 for more information.

83. Please provide the top 15 ATE locations within a school zone District by number of citations issued.

**Response:**

Nine new speed locations are located near schools and have been issuing violations since installation:

Location	Mailed Tickets
6000 BLK GEORGIA AVE NW N/B	270
6000 BLK GEORGIA AVE NW S/B	112
1300 BLK MISSOURI AVE NW E/B	652
UNIT BLK RIGGS RD NE SW/B	83
5600 BLK EAST CAPITOL ST NE W/B	1,224
4800 BLK BENNING RD SE NW/B	842
4800 BLK BENNING RD SE SE/B	864
2200 BLK BRANCH AVE SE N/B	129
2200 BLK BRANCH AVE SE S/B	137
<b>Total</b>	<b>4,313</b>

These cameras started issuance in December 2023. Additional locations are in testing or warning phase.

Please see a map of all camera locations at the DDOT ATE program's new hub site here: <https://ate.ddot.dc.gov>. DDOT is in the process of identifying older cameras within school zones given the new definition set in B24-066.

### *Traffic Enforcement*

84. Please provide the following information regarding the Automated Traffic Enforcement ("ATE) Program:

- a. A list of the total number of cameras, broken down by type (e.g., speed, red-light, bus lane enforcement) and ranked by the number of citations issued, in the District's current inventory;
- b. A map showing the current deployment of ATE cameras, as of January 1, 2024, denoting camera type.
- c. Please provide copies of the reports submitted by DDOT as required by the D.C. Code § 50-2209.05 since the latest submission on September 28, 2022, indicating the date on which the report was submitted to the Council and the time period the report addresses. For any reports that were not submitted as required, please provide a reason for why the report was not submitted to the Council.
- d. Please provide a copy of a report that is current through January 1, 2024 or, alternatively, a list of:
  1. The top 15 ATE locations in the District ranked by number of citations issued;
  2. A breakdown of the jurisdictions where individuals receiving ATE citations and with outstanding ATE citation debt have their vehicles registered;
  3. The locations where cameras have been added in the last 6 months and the reasons why those locations were chosen; and
  4. The amount of ATE citations issued in total and by location.
- e. How many new ATE cameras funded in the FY23 or FY24 budget has DDOT brought online, and what is the location of these new cameras? For any new ATE cameras that have not been brought online, has DDOT determined where the remaining cameras will be placed? If so, please provide the Committee with a list of those anticipated locations.

### **Response:**

- a. A list of the total number of cameras, broken down by type (e.g., speed, red-light, bus lane enforcement) and ranked by the number of citations issued, in the District's current inventory;

Camera Count as of January 17, 2024

Type	Count
Stop Sign	22
Red light	40
Speed	161
Clear Lanes (WMATA)	140
<b>ATE Total Active</b>	<b>363</b>

- b. A map showing the current deployment of ATE cameras, as of January 1, 2024, denoting camera type.

Please see a map of all deployed camera locations (including bus routes for Clear Lanes) at the DDOT ATE program’s new hub site here:

<https://ate.ddot.dc.gov>.

- c. Please provide copies of the reports submitted by DDOT as required by the D.C. Code § 50-2209.05 since the latest submission on September 28, 2022, indicating the date on which the report was submitted to the Council and the time period the report addresses. For any reports that were not submitted as required, please provide a reason for why the report was not submitted to the Council.

The ATE reports required by D.C. Code section 50-2209.05 are currently in IQ review with the Executive Office of the Mayor. Up-to-date data about ATE camera numbers and locations at <https://ate.ddot.dc.gov>.

- d. Please provide a copy of a report that is current through January 1, 2024, or, alternatively, a list of:

1. The top 15 ATE locations in the District ranked by number of citations issued;

**Top ATE Locations From 10/01/2023 to 12/31/2023**

S/N	Location	Camera Types	Total
1	POTOMAC RIVER FWY NW/B @ 25TH ST NW	Speeding	33,682
2	DC295 SW .05 MILE S/O EXIT 1 N/B	Speeding	20,641
3	NEW YORK AVE SW/B @ N CAPITOL ST NE	Speeding	19,041
4	2200 BLK K ST NW W/B	Speeding	13,572
5	600 BLK KENILWORTH AVE NE S/B	Speeding	13,281

6	600 BLK NEW YORK AVENUE NE W/B	Speeding	10,891
7	2200 BLOCK K ST NW E/B	Speeding	10,838
8	27TH ST N/B @ R ST SE	Stop Sign	7,805
9	2600 BLK WISCONSIN AVE NW S/B	Speeding	6,924
10	3300 BLK NEW YORK AVE NE E/B	Speeding	6,474
11	2200 BLK SOUTH DAKOTA AVE NE SE/B	Speeding	5,975
12	200 BLK H ST NE E/B	Speeding	5,768
13	2800 BLK N CAPITOL ST NW S/B	Speeding	5,761
14	KANSAS AVE NE/B @ BUCHANAN ST NW	Stop Sign	5,441
15	1700 BLK N CAPITOL ST NE N/B	Speeding	5,104
		<b>Total</b>	<b>171,198</b>

2. A breakdown of the jurisdictions where individuals receiving ATE citations and with outstanding ATE citation debt have their vehicles registered;

Plate Counts in the Tri - States From: 10/1/2023 to 12/31/2023			
State/Jurisdiction	Plate State	NOI	% NOI
Tri - State	DC	72,619	19
	MD	154,994	40
	VA	104,390	27
Tri - State	Sub - Total	332,003	85
Non - Tri - State	Sub - Total	56,939	15
	<b>Grand Total</b>	<b>388,942</b>	<b>100</b>

Plate State	Tickets Count	% of Mailed Tickets	Rank
MD	154,994	39.85	1
VA	104,390	26.84	2
DC	72,619	18.67	3
FL	8,843	2.27	4
PA	7,447	1.91	5
NJ	5,902	1.52	6
NY	5,350	1.38	7
NC	4,604	1.18	8
GA	2,473	0.64	9
TX	2,271	0.58	10
MA	1,874	0.48	11
CA	1,667	0.43	12
OH	1,598	0.41	13
DE	1,530	0.39	14
SC	1,305	0.34	15

CT	1,212	0.31	16
IL	1,072	0.28	17
TN	976	0.25	18
MI	785	0.20	19
IN	758	0.19	20
US	668	0.17	21
WV	668	0.17	21
CO	482	0.12	23
LA	440	0.11	24
AL	431	0.11	25
AZ	419	0.11	26
WA	346	0.09	27
KY	338	0.09	28
MO	333	0.09	29
RI	299	0.08	30
ME	268	0.07	31
MN	258	0.07	32
NH	250	0.06	33
WI	230	0.06	34
OK	204	0.05	35
MS	185	0.05	36
OR	157	0.04	37
ON	146	0.04	38
VT	125	0.03	39
AR	116	0.03	40
PQ	96	0.02	41
NM	94	0.02	42
AK	93	0.02	43
MT	89	0.02	44
UT	87	0.02	45
IA	75	0.02	46
KS	73	0.02	47
NE	73	0.02	47
NV	62	0.02	49
HI	44	0.01	50
SD	42	0.01	51
ID	35	0.01	52
ND	25	0.01	53
WY	19	0.00	54
AB	2	0.00	55
<b>Total</b>	<b>388,942</b>	<b>100.00</b>	

3. The locations where cameras have been added in the last 6 months and the reasons why those locations were chosen; and

DDOT selects new camera locations by using a rigorous screening process. ATE camera site considerations typically originate from (1) Traffic Safety Investigation (TSI) program requests submitted by residents, Councilmembers, and ANCs; (2) the fatal crash review process; (3) engineering & safety studies; (4) field visits; and (5) requests from MPD.

DDOT’s traffic safety engineers then conduct the following assessments of the proposed site:

- Existing Conditions Review – Analysis of existing roadway profiles with focus on pedestrian and bicycle infrastructure and nearby pedestrian generators.
- Crash Data Review – Available police-reported crash data review for the past 3 years with an emphasis on persistent crash types or patterns. Vulnerable user crash analysis is a focus.
- Speed Data Review – 48-hour continuous speed data is collected and analyzed along the subject block. Data is broken down by three-hour blocks to review if speeding occurs during a particular time of day, including overnight hours.
- Peak Hour Assessment – On-site field visit is made to assess the level of violations at the intersection.

Once a location has been recommended for ATE camera installation, the area of interest is surveyed by ATE personnel for suitable camera placement. The camera locations are selected based on providing a line of sight with the direction of roadway for enforcement, suitable access for maintenance crews to service the camera, and ensuring zero obstruction with pedestrians, bicyclists, and vehicles. The locations are typically set along areas with existing parking prohibitions to provide a continuous line of sight with the area of enforcement.

ATE camera rotation process is a data- and context-driven process that integrates existing vehicle crash and speed factors with the characteristics of the location in the determination of a camera. The process is designed to assign a finite number of cameras to locations which will have the greatest effect on the local community.

Please see a map of all camera locations at the DDOT ATE program’s new hub site here: <https://ate.ddot.dc.gov>. Cameras added in the last six months are below:

#	Speed Camera Locations
1	1000 Blk U St NW e/b
2	1400 Blk U St NW e/b
3	2200 Blk Georgia Ave NW s/b
4	2500 Blk Georgia Ave NW s/b
5	2600 Blk Georgia Ave NW n/b
6	1500 Blk U St NW e/b
7	400 Blk Florida Ave NW nw/b

8	600 Blk Florida Ave NW se/b
9	300 Blk New York Ave NW e/b
10	300 Blk New York Ave NW w/b
11	600 Blk New York Ave NW e/b
12	600 Blk New York Ave NW w/b
13	1800 Blk Connecticut Ave NW s/b
14	3300 Blk Connecticut Ave NW s/b
15	4800 Blk Connecticut Ave NW s/b
16	5500 Blk Connecticut Ave NW s/b
17	2400 Blk Wisconsin Ave NW n/b
18	2400 Blk Wisconsin Ave NW s/b
19	4900 Blk Georgia Ave NW s/b
20	5700 Blk Georgia Ave NW s/b
21	6000 Blk Georgia Ave NW n/b
22	6000 Blk Georgia Ave NW s/b
23	5500 Blk North Capitol St NW s/b
24	1300 Blk Missouri Ave NW e/b
25	2500 Blk Benning Rd NE se/b
26	2400 Blk Benning Rd NE nw/b
27	2400 Blk North Capitol St NE n/b
28	2500 Blk North Capitol St NE n/b
29	Unit Blk Riggs Rd NE sw/b
30	Unit Blk Riggs Rd NE ne/b
31	Unit Blk H St NW w/b
32	1400 Blk Pennsylvania Ave SE nw/b
33	1100 Blk North Capitol St NE n/b
34	5600 Blk East Capitol St NE w/b
35	4800 Blk Benning Rd SE nw/b
36	4800 Blk Benning Rd SE se/b
37	3900 Blk Benning Rd NE se/b
38	4500 Blk Benning Rd SE se/b
39	4600 Blk Texas Ave SE n/b
40	3900 Blk Southern Ave SE ne/b
41	5000 Blk Southern Ave SE sw/b
42	5100 Blk Southern Ave SE ne/b
43	2200 Blk Branch Ave SE n/b
44	2200 Blk Branch Ave SE s/b
45	2300 Blk Alabama Ave SE sw/b
46	2300 Blk Alabama Ave SE ne/b
47	2500 Blk Firth Sterling Ave SE w/b
48	600 Blk Southern Ave SE ne/b
49	2500 Blk Southern Ave SE ne/b
50	200 Blk Rhode Island Ave NW e/b
51	200 Blk Rhode Island Ave NW w/b
52	500 Blk Massachusetts Ave NW e/b
53	900 Blk Massachusetts Ave NW e/b

54	3600 Blk 34th St NW s/b
55	3900 Blk Georgia Ave NW s/b
56	5400 Blk Georgia Ave NW n/b
57	5600 Blk North Capitol St BN n/b
58	1300 Blk Rhode Island Ave NE e/b
59	1300 Blk Rhode Island Ave NE w/b
60	1500 Blk Rhode Island Ave NE ne/b
61	1500 Blk Rhode Island Ave NE sw/b
62	3100 Blk S Dakota Ave NE se/b
63	5100 Blk S Dakota Ave NE se/b
64	5400 Blk S Dakota Ave NE nw/b
65	1400 Blk Pennsylvania Ave SE se/b
66	700 Blk North Capitol St BN n/b
67	1000 Blk New Jersey Ave NW n/b
68	1000 Blk Eastern Ave NE se/b
69	1200 Blk Branch Ave SE n/b
70	1200 Blk Branch Ave SE s/b
71	1400 Blk Eastern Ave NE se/b
72	1600 Blk Eastern Ave NE nw/b
73	1600 Blk Eastern Ave NE se/b
74	1900 Blk Independence Ave SE e/b
75	2500 Blk Pennsylvania Ave SE nw/b
76	2500 Blk Pennsylvania Ave SE se/b
77	2700 Blk Naylor Road SE n/b
78	2700 Blk Naylor Road SE s/b
79	3300 Blk Minnesota Ave SE n/b
80	3300 Blk Minnesota Ave SE s/b
81	3500 Blk Minnesota Ave SE n/b
82	3700 Blk Minnesota Ave NE ne/b
83	3900 Blk Minnesota Ave NE sw/b
84	4100 Blk Benning Rd NE nw/b
85	4100 Blk Minnesota Ave NE ne/b
86	4100 Blk Minnesota Ave NE sw/b
87	4300 Blk Texas Ave SE s/b
88	4400 Blk Texas Ave SE n/b
89	5000 Blk Sheriff Road NE w/b
90	5900 Blk Southern Ave SE ne/b
91	1400 Blk Morris Road SE nw/b
92	1400 Blk Morris Road SE se/b
93	2500 Blk Sheridan Road SE n/b
94	2500 Blk Sheridan Road SE s/b
95	4200 Blk MLK Jr Ave SW s/b
96	4500 Blk South Capitol St SW n/b
97	4600 Blk South Capitol St SW s/b
98	700 Blk Southern Ave SE sw/b



Stop Sign Cameras Locations	
1	Massachusetts Ave EB @ Fort Davis Dr SE
2	Lincoln Rd SB @ V St NE
3	14th St NB @ Taylor St NE
4	5th St NB @ Webster St NW
5	13th St NB @ Girard St NW
6	13th St NB @ Quincy St NW
7	13th St SB @ Madison St, NW
8	13th St SB @ Randolph Rd NW
9	East Capital St EB @ 10th St, NE
10	12th St NB @ Otis St, NE
11	S St EB @ 5th St, NW
12	3rd St NB @ Hamilton, NW
13	19th St SB @ S St, NW
14	49th SB @ Blaine St, NE
15	1ST ST SB @ N ST, NW

4. The amount of ATE citations issued in total and by location.

Type	NOI	% NOI
Clear Lane	20,460	5.26%
Red Light	29,911	7.69%
Speeding	310,455	79.82%
Stop Sign	28,116	7.23%
<b>Total</b>	<b>388,942</b>	<b>100%</b>

- e. How many new ATE cameras funded in the FY23 or FY24 budget has DDOT brought online, and what is the location of these new cameras? For any new ATE cameras that have not been brought online, has DDOT determined where the remaining cameras will be placed? If so, please provide the Committee with a list of those anticipated locations.

Please see the FY23- and FY24-funded ATE camera locations at **Appendix P2Q84e**. Please also see a map of all camera locations at the DDOT ATE program's new hub site here: <https://ate.ddot.dc.gov>.

DDOT is working to finalize the locations for the cameras that have not yet been brought online.

85. What is the current balance of the Vision Zero Enhancement Omnibus Amendment Act Implementation Fund?

- a. Please provide a detailed summary of deposits into the fund in FY23 and FY24, to date.

- b. Please provide a detailed summary of expenditures from the fund in FY23 and FY24, to date.

**Response:**

Please see **Appendix P2Q85**.

86. Please provide the total number of notices of infraction issued for moving violations in FY22, FY23, and FY24, to date, for the following speeds, broken down by enforcement type (i.e., ATE or in-person) and plate state:

- a. 5–10 miles per hour over the speed limit;
- b. 11–15 miles per hour over the speed limit;
- c. 15–20 miles per hour over the speed limit;
- d. 20–30 miles per hour over the speed limit; and
- e. 30+ miles per hour over the speed limit.

**Response:**

See below for a summary of notices of infraction that our ATE cameras detect, by speeding violation type and by fiscal year:

<b>Violation Code</b>	<b>Violation Description</b>	<b>FY2024YTD*</b>	<b>FY2023</b>	<b>FY2022</b>
T119	SPEED 11-15 MPH OVER THE SPEED LIMIT	248,828	1,001,385	901,809
T120	SPEED 16-20 MPH OVER THE SPEED LIMIT	47,194	188,292	178,048
T121	SPEED 21-25 MPH OVER THE SPEED LIMIT	9,785	37,739	36,289
T822	OVER 25 MPH IN EXCESS OF LIMIT ON CONTROLLED ACCES	1,621	6,840	6,488
T823	OVER 25 MPH IN EXCESS OF LIMIT ON NON-CONTROLLED A	3,027	12,102	8,859
	<b>Total</b>	<b>388,942</b>	<b>1,480,878</b>	<b>1,409,498</b>

\*until December 31, 2023

87. Please provide the number of drivers or plates associated with outstanding fines and fees above the following thresholds related to moving violations, broken down by enforcement type (i.e., ATE or in-person) and plate state:

- a. \$5,000;
- b. \$10,000;
- c. \$25,000;
- d. \$50,000; and
- e. \$100,000.

**Response:**

DDOT has access to outstanding ATE ticket amounts. See **Appendix P2Q87** for the unpaid ATE fines (which do not include in-person enforcement) by outstanding

balance over \$5,000 that was accrued in FY23 (from October 1, 2022, to September 30, 2023).

88. Please provide the current number, and cumulative value, of outstanding tickets or notices of infraction, broken down by enforcement type (i.e., ATE or in-person) and plate state.

**Response:**

DDOT has access to outstanding ATE ticket amounts. Outstanding ATE tickets are below, which do not include in-person enforcement amounts.

Please see **Appendix P2Q87** for FY23 numbers.

**FY2024 Quarter 1 Outstanding Collection**

Location (Tri-State/Non-Tri-States)	Plate State	Number of Tickets without Payments	Dollar Amounts to be Collected	% of Total Dollar Amounts to be Collected
Tri-State- Area	MD	82,469	\$16,386,985	45.39%
	VA	63,598	\$13,038,730	36.11%
	DC	36,041	\$6,679,080	18.50%
Tri-State- Area	Sub Total	182,108	\$36,104,795	87.14%
Non-Tri-State Area	Sub Total	27,843	\$5,330,225	12.86%
Grand Total		209,951	\$41,435,020	100.00%

RP Plate States	Number of Tickets without Payments	Dollar Amounts to be Collected	% of Total Dollar Amounts to be Collected
MD	82,469	\$16,386,985	39.55%
VA	63,598	\$13,038,730	31.47%
DC	36,041	\$6,679,080	16.12%
FL	4,624	\$841,800	2.03%
PA	3,114	\$612,025	1.48%
NC	2,552	\$507,500	1.22%
NJ	2,243	\$444,750	1.07%
NY	2,196	\$400,250	0.97%
GA	1,603	\$313,875	0.76%
TX	1,415	\$279,300	0.67%
CA	925	\$186,100	0.45%
SC	771	\$156,650	0.38%

DE	770	\$153,275	0.37%
OH	806	\$144,550	0.35%
MA	731	\$120,750	0.29%
TN	561	\$108,200	0.26%
IL	556	\$100,950	0.24%
CT	448	\$89,850	0.22%
MI	379	\$68,600	0.17%
IN	369	\$68,500	0.17%
WV	302	\$63,250	0.15%
LA	286	\$56,600	0.14%
CO	281	\$54,600	0.13%
AL	266	\$53,650	0.13%
AZ	229	\$44,950	0.11%
WA	225	\$44,700	0.11%
US	198	\$34,050	0.08%
KY	158	\$31,700	0.08%
MO	158	\$26,800	0.06%
MS	132	\$25,200	0.06%
ME	125	\$23,550	0.06%
RI	119	\$22,450	0.05%
OK	124	\$22,250	0.05%
MN	116	\$21,200	0.05%
WI	108	\$19,800	0.05%
NH	100	\$17,000	0.04%
ON	77	\$16,100	0.04%
MT	70	\$15,700	0.04%
AK	69	\$13,700	0.03%
OR	83	\$13,700	0.03%
IA	56	\$13,500	0.03%
AR	67	\$12,850	0.03%
VT	63	\$10,800	0.03%
PQ	43	\$10,550	0.03%
NE	51	\$10,200	0.02%
NM	52	\$9,600	0.02%
UT	44	\$9,200	0.02%
NV	40	\$8,250	0.02%
KS	43	\$8,200	0.02%
HI	31	\$5,250	0.01%
SD	20	\$4,800	0.01%
ID	20	\$3,750	0.01%
ND	12	\$3,300	0.01%

WY	11	\$1,900	0.00%
AB	1	\$200	0.00%
<b>Grand Total</b>	<b>209,951</b>	<b>\$41,435,020</b>	<b>100.00%</b>

89. In FY24, DDOT launched, in partnership with WMATA, the Clear Lanes Program to keep bus lanes clear of unauthorized vehicles. Please provide an update on the Clear Lanes Program, including:

- a. The actual or anticipated start date for enforcement against vehicles traveling in a bus-only lane;
- b. The actual or anticipated start date for enforcement against vehicles parked in a bus-only lane;
- c. The number of tickets issued through the Clear Lanes Program, broken down by the type of violation (e.g., parked in a bus lane, traveling in a bus lane) and plate state.

**Response:**

- a. The Clear Lanes program began issuing warning for vehicles traveling in the bus-only lane on July 24<sup>th</sup>, 2023. The start date for enforcement of vehicles traveling in a bus-only lane was January 29<sup>th</sup>, 2024.
- b. The Clear Lanes program began issuing warning for vehicles parked in the bus-only lane on July 24<sup>th</sup>, 2023. The start date for enforcement of vehicles parked in a bus-only lane was January 29<sup>th</sup>, 2024.
- c. The number of tickets issued through the Clear Lanes Program, broken down by the type of violation (e.g., parked in a bus lane, traveling in a bus lane) and plate state.

**Clear Lanes Warning Notice of Infraction (7/24/23 to 12/31/23)**

<b>Viol. Code</b>	<b>Violation Description</b>	<b>Total Warnings</b>	<b>%</b>
P007	PARK IN BUS ZONE	33,186	69
P429	BUS LANE, UNAUTH VEH	13,492	28
T815	BUS LANE UNAUTH DRIV	1,331	3
	<b>Total</b>	<b>48,009</b>	<b>100</b>

**Clear Lanes Live Notice of Infraction from 10/1/23 to 12/31/23**

<b>P007</b>	<b>PARK IN BUS ZONE</b>	<b>20,400</b>
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90. Please provide an update on efforts in FY23 and FY24, to date, to identify and address individuals in violation of the Registration of Out-of-State Automobiles (“ROSA”) Program.

**Response:**

Automated Traffic Enforcement identifies individual Out of State owners whose vehicles are in violation and mails a notice of violation to the Out of State address.

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

- a. The agency’s current TCO deployment plan;
- b. The current number of TCO positions;
- c. The current number of vacancies; and
- d. The total number of tickets issued by TCOs in FY23 and FY24, to date, broken down by the infraction type.

**Response:**

a. The agency TCO deployment plan includes am and pm school post, am and pm rush hour, special events and traffic emergencies (lights out, storm watch, vehicle collisions and street closures due to police and fire activities) and writing and issuing citations in and around the business districts. In addition, TCOs work in collaboration with the nightlife taskforce covering intersections on the U Street, Connecticut Ave., and occasionally the H St. and Adams Morgan corridors.

The TCO program comprises three shifts:

Morning 8 hr. Shift - 6:00 am to 2:30 pm (Monday thru Friday with Weekends off)

Evening 8 hr. Shift – 2:00 p. m. to 10:30 pm (Sunday thru Saturday with Friday & Saturday off or Sunday & Monday off)

Nightlife 10 hr. shift (6:30 p. m. to 5:00 a. m. (Sunday, Monday & Tuesday night off)

b. The last recorded TCO positions as of July 2023 are as follows:

1 MSS -13 Supervisory Traffic Control Officer (Branch Manager)

14 MSS - 11 Supervisory Traffic Control Officers

9 Lead Traffic Control Officers

205 Traffic Control Officers

c. The current number of vacancies

0 vacant MSS -11 Supervisory Traffic Control Officers

0 vacant Lead Traffic Control Officers

13 vacant Traffic Control Officers

d. The total number of tickets issued by TCOs in FY23 and FY24, to date, broken down by the infraction type.

**FY23 – TCOs issued 41,118 citations FY23 (from Oct. 1, 2022, thru Sept.30, 2023)**

<b>Article</b>	<b>Infraction Text</b>	<b>Count</b>
P281	FAIL TO DISPLAY A MULTISPACE METER RECEIPT	7422
P170	FAILURE TO DISPLAY CURRENT TAGS	4281
P269	NO STANDING ANYTIME	3917
P007	PARK IN A BUS ZONE	3879
P055	NO PARKING ANYTIME	3859
P039	PARK AT EXPIRED METER	2518
P057	NO PARKING SPECIFIC HOURS	1981
P168	NO FRONT TAGS.	1358
P031	UNAUTHORIZED VEHICLE IN LOADING ZONE	1338
P159	NO STOPPING OR STANDING IN AM RUSH HOUR ZONE	1244
P012	DISOBEYING OFFICIAL SIGN	1167
P113	FAIL TO DISPLAY CURRENT INSPECTION STICKER	766
P307	PARK IN RESERVED SPACE FOR MOTORCYCLES ONLY	673
P280	EXPIRATION TIME ON METER RECEIPT LAPSED	597
P001	PARK ABREAST OF ANOTHER VEHICLE	566
P304	INDIVID W/ DISABILITIES ONLY UNAUTH. USE RSRVD SP	504
P034	FAIL TO DEPOSIT COIN IN METER	478
P020	PARK WITHIN 10 FEET OF A FIRE HYDRANT	466
P112	FAIL TO REPORT FOR INSPECTION.	464
P429	UNAUTHORIZED VEHICLE PARKED IN A BUS LANE	352
P002	STAND OR PARK IN ALLEY	347
P010	OBSTRUCTING CROSSWALK	325
P435	Unauthorized vehicle standing or parking in a designated pick-up/drop-off zone.	323
P271	NO STOPPING ANYTIME	265
P385	STOPPING, STANDING OR PARKING VEHICLE IN BIKE LANE	260
P270	NO STOPPING OR STANDING ANYTIME	215
P199	PARK IN A DESIGNATED ENTRANCE	180
P332	ABANDON VEHICLE ON PUBLIC/PRIVATE PROPERTY VIOL 1	139
P003	RESIDENTIAL PERMIT PKING BEYOND LIMIT W/O PERMIT	131
P058	NO STANDING COMMERCIAL VEHICLE	131
P259	NO STOPPING OR STANDING IN PM RUSH HOUR ZONE	129
P014	EMERGENCY NO PARKING	125
P104	FAIL TO DISPLAY CURRENT DC VEHICLE TAGS	114
P111	EXPIRED INSPECTION REJECTION STICKER	41
P056	NO PARKING 7 AM TO 6:30 PM	33
P346	VALET PARKING/STAGING ZONE	31
P037	PARK OVERTIME AT A METER	29
P316	IMPROPER DISPLAY OF TAGS	28

P239	EXPIRED HANDICAP METER	25
P284	EXPIRED MULTISPACE METER RECEIPT IN LOADING ZONE	24
P022	PARK ON TAXICAB STAND	23
P046	PARK IN SCHOOL ZONE	23
P309	FAIL TO DISPLAY RESIDENTIAL PARKING PERMIT	23
P314	FAIL TO PROPERLY AFFIX VALIDATION STICKERS	22
P050	PARKED WITHIN 25 FEET OF A STOP SIGN	20
P013	PARK WITHIN 5 FEET OF DRIVEWAY OR ALLEY	17
P344	VEHICLE ON PRIVATE/PUBLIC PROPERTY WITHOUT CONSENT	17
P035	NOT PARKED IN A METER SPACE	16
P123	TAXICAB PARKED OFF TAXI STAND	16
P169	NO REAR TAGS.	13
P029	PARK WITH LEFT WHEEL TO THE CURB	12
P110	FAIL TO PROPERLY DISPLAY INSPECTION STICKER SIGN	12
P198	PARK WITHIN 20 FEET OF A BUS STOP OR ZONE	12
P289	FAIL TO PROPERLY DISPLAY MULTISPACE METER RECEIPT	12
P302	GOVERNMENT VEHICLE PARKING ONLY	12
P306	PARK ON MEDIAN, ISLAND, OR SAFETY ZONE	12
P015	OBSTRUCTING ENTRANCE OF PKG GARAGE, DOOR OR GATE	10
P278	FAIL TO DISPLAY MULTI-SPACE METER RECEIPT PROPERLY	10
P318	PARK IN MEDIAN, ISLAND, OR SAFETY ZONE	10
P019	PARK WITHIN 20 FEET OF A FIREHOUSE ENTRANCE	8
P173	NO PARKING STREET CLEANING	8
P285	FAIL TO DISPLAY METER RECEIPT IN A LOADING ZONE	8
P315	ILLEGIBLE TAGS.	8
P090	IMPROPERLY DISPLAYED TAGS	7
P004	PARK VEHICLE IN FRONT OF A BARRICADE	6
P261	NO SNOW TIRES OR CHAINS	6
P320	PARKED IN DRIVEWAY OR ALLEY TO OBSTRUCT SIDEWALK	5
P011	PARK MORE THAN 12 INCHES FROM CURB	4
P172	FAILURE TO SECURE DC TAGS	4
P334	ABANDON VEHICLE ON PUBLIC/PRIVATE PROPERTY VIOL 3	4
P077	MOTOR RUNNING UNATTENDED	3
P250	FAIL TO SECURE TAGS IN THE DISTRICT OF COLUMBIA	3
P282	PARKED IN A RESERVED CAR SHARING SPACE	3
P303	RESERVED RESIDENTIAL SPACE PERSONS W/ DISABILITIES	3
P017	EXCESSIVE IDLING.	2
P018	OBSTRUCTING FIRE ESCAPE	2
P047	PARK ON SIDEWALK OR AREA RESERVED FOR PEDESTRIANS	2
P319	PARK IN BUS STOP OR ZONE DURING RUSH HOUR	2
P406	EXPIRATION TIME ON METER RECEIPT LAPSED BZ	2
P008	IN VIOLATION OF PEDESTRIAN CONTROL REGULATION	1
P016	OPP OR BESIDE CONTRUCTION SITE OBSTRUCTING TRAFFIC	1
P040	FAIL TO PARK PARALLEL	1
P042	PARK ON PUBLIC SPACE	1
P059	PARK IN A FIRE LANE	1
P200	PARK TOO CLOSE APPROACHING INTERSECTION	1
P216	FAIL TO DISPLAY MULTI SPACE RECEIPT BALLPARKEVENT	1



P301	PARK AT CURB IN LOADING ZONE	1
P373	NOT PARKED IN PARKING METER SPACE BZ	1
P403	NO PARKING EXC. ELECTRIC VEHICLE BEING CHARGED	1
P417	NON-TAXI ON HACK STAND	1
<b>TOTAL</b>		<b>41118</b>

**For FY24 to date, TCOs issued 10,827 citations (from Oct. 1, 2023, to Jan 17, 2024)**

<b>Article</b>	<b>Infraction Text</b>	<b>Count</b>
P281	FAIL TO DISPLAY A MULTISPACE METER RECEIPT	2776
P170	FAILURE TO DISPLAY CURRENT TAGS	1037
P269	NO STANDING ANYTIME	804
P055	NO PARKING ANYTIME	665
P304	INDIVID W/ DISABILITIES ONLY UNAUTH. USE RSRVD SP	646
P007	PARK IN A BUS ZONE	607
P012	DISOBEYING OFFICIAL SIGN	583
P057	NO PARKING SPECIFIC HOURS	538
P039	PARK AT EXPIRED METER	521
P168	NO FRONT TAGS.	283
P259	NO STOPPING OR STANDING IN PM RUSH HOUR ZONE	263
P280	EXPIRATION TIME ON METER RECEIPT LAPSED	258
P031	UNAUTHORIZED VEHICLE IN LOADING ZONE	230
P001	PARK ABREAST OF ANOTHER VEHICLE	174
P307	PARK IN RESERVED SPACE FOR MOTORCYCLES ONLY	155
P020	PARK WITHIN 10 FEET OF A FIRE HYDRANT	151
P159	NO STOPPING OR STANDING IN AM RUSH HOUR ZONE	139
P385	STOPPING, STANDING OR PARKING VEHICLE IN BIKE LANE	124
P010	OBSTRUCTING CROSSWALK	111
P113	FAIL TO DISPLAY CURRENT INSPECTION STICKER	102
P199	PARK IN A DESIGNATED ENTRANCE	94
P014	EMERGENCY NO PARKING	92
P270	NO STOPPING OR STANDING ANYTIME	91
P429	UNAUTHORIZED VEHICLE PARKED IN A BUS LANE	88
P058	NO STANDING COMMERCIAL VEHICLE	49
P002	STAND OR PARK IN ALLEY	35
P112	FAIL TO REPORT FOR INSPECTION.	31
P104	FAIL TO DISPLAY CURRENT DC VEHICLE TAGS	29
P037	PARK OVERTIME AT A METER	21
P302	GOVERNMENT VEHICLE PARKING ONLY	18
P271	NO STOPPING ANYTIME	17
P022	PARK ON TAXICAB STAND	8
P366	FAIL TO DISPLAY MULTI-SPACE PARKING METER RCPT BZ	7
P239	EXPIRED HANDICAP METER	6
P284	EXPIRED MULTISPACE METER RECEIPT IN LOADING ZONE	6
P023	OBSTRUCT AN INTERSECTION	5

P034	FAIL TO DEPOSIT COIN IN METER	5
P050	PARKED WITHIN 25 FEET OF A STOP SIGN	5
P306	PARK ON MEDIAN, ISLAND, OR SAFETY ZONE	5
P029	PARK WITH LEFT WHEEL TO THE CURB	4
P282	PARKED IN A RESERVED CAR SHARING SPACE	4
P004	PARK VEHICLE IN FRONT OF A BARRICADE	3
P056	NO PARKING 7 AM TO 6:30 PM	3
P013	PARK WITHIN 5 FEET OF DRIVEWAY OR ALLEY	2
P015	OBSTRUCTING ENTRANCE OF PKG GARAGE, DOOR OR GATE	2
P017	EXCESSIVE IDLING.	2
P035	NOT PARKED IN A METER SPACE	2
P090	IMPROPERLY DISPLAYED TAGS	2
P173	NO PARKING STREET CLEANING	2
P289	FAIL TO PROPERLY DISPLAY MULTISPACE METER RECEIPT	2
P316	IMPROPER DISPLAY OF TAGS	2
P346	VALET PARKING/STAGING ZONE	2
P418	STREETCAR-PARK, STOP STAND VEH GUIDEWAY/PLATFORM	2
P016	OPP OR BESIDE CONTRUCTION SITE OBSTRUCTING TRAFFIC	1
P040	FAIL TO PARK PARALLEL	1
P077	MOTOR RUNNING UNATTENDED	1
P093	OBSTRUCTED TAGS.	1
P111	EXPIRED INSPECTION REJECTION STICKER	1
P123	TAXICAB PARKED OFF TAXI STAND	1
P169	NO REAR TAGS.	1
P279	OVERTIME PARKING IN A LOADING ZONE METER SPACE	1
P285	FAIL TO DISPLAY METER RECEIPT IN A LOADING ZONE	1
P301	PARK AT CURB IN LOADING ZONE	1
P303	RESERVED RESIDENTIAL SPACE PERSONS W/ DISABILTIES	1
P314	FAIL TO PROPERLY AFFIX VALIDATION STICKERS	1
P315	ILLEGIBLE TAGS.	1
P413	TRAILER, FRT DWELLING, SCHOOL, HOSPITAL	1
	<b>TOTAL</b>	<b>10827</b>

*Customer Service*

92. Please provide the total number of service requests, broken down by the type of request, received by DDOT in FY23 and FY24, to date.
- Please provide statistics on responsiveness to these requests, including the average and median response time.
  - Has the average and median response time for service requests decreased or increased in the last year?
  - What is DDOT doing to improve its response to requestors?

**Response:**

311 SR Type	FY22 Received	FY23 Received	FY24 Received to 1/10/2024
Alley Repair Investigation	786	612	149
Bicycle Services	665	934	228
Bus/Rail Issues	315	385	100
Dockless Vehicle Parking Complaint	662	1,800	464
Parking Meter Repair	16,055	10,401	1,393
Pothole Repair	3,372	3,069	538
Resident Parking Permit	502	310	61
Roadway Repair	1,452	1,399	277
Roadway Signs	11,692	12,757	4,503
Roadway Striping/Marking	1,879	1,810	378
Sidewalk Repair	4,182	5,351	1,292
Streetlight Repair	12,156	16,763	3,641
Traffic Safety Investigation	4,884	3,640	928
Traffic Signal Issue	4,038	5,299	1,002
Tree Inspection	7,169	7,077	916
Tree Planting	3,096	3,266	622
Tree Pruning	4,626	4,527	856
Tree Removal	2,450	2,787	430
Utility Repair Issue	1,317	1,366	360

a. Please provide statistics on responsiveness to these requests, including the average and median response time.

Of the 83,553 requests received in FY 2023, DDOT has closed the request and met the Service Level Agreement (SLA) 76% of the time, down from 80% in FY 2022. There are an additional 14% still open and within the SLA and 2% still open and over the SLA. Please see below for additional information:

311 Status	Definition

<b>Met</b>	Closed 311 Service Requests that met the SLA	76% (63,913 SRs)
<b>Missed</b>	Closed 311 Service Requests that missed the SLA	7% (6,158 SRs)
<b>Open</b>	Open 311 Service Requests that are within the SLA	14% (11,977)
<b>Overdue</b>	Open 311 Service Requests that are overdue	2% (1,505)

	<b>FY 2022</b>	<b>FY 2023</b>
<b>Average Business Days to Close a 311 SR</b>	135	94
<b>Median Business Days to Close a 311 SR</b>	4	3

b. Has the average and median response time for service requests decreased or increased in the last year.

The average time to close and median time to close have both decreased from the previous fiscal year, as seen in the above chart. Response times vary by 311 request type.

c. What is DDOT doing to improve its response to requestors?

DDOT's Performance Management Division (PMD), on behalf of the Office of the Director, facilitates a quarterly 311 performance briefing meeting with all chiefs and Associate Director/Division Managers to discuss service delivery and performance improvement. The PMD team has also embedded a live dashboard that allows managers to see the status of their service delivery data in real time. The PMD team has seen that this focused effort has resulted in the highest rates of on-time closure rates for every service type. The Performance Management Division works directly with all DDOT programs to track and analyze performance data and evaluate and improve business processes. Together, the effort is yielding improvements in overall work processes and data collection. In addition, the Director continues to hold specific deep dive reviews of programs to understand how programs are operating. This review has led to improvements across several programs and allowed the executive team to adjust budget and staff to help where specific improvements have been identified. In FY23 DDOT worked with OUC to improve several 311 request types. With the improvement of the roadway signs service request DDOT and OUC implemented a first of its kind branching logic and photo pick list for residents to choose a photo of the sign that needs repaired. DDOT plans to continue improvements to other 311 requests to ensure ease for residents and efficient responses.

93. In 2021, DDOT launched ParkDC, an online portal for residents living on RPP blocks to request a Visitor Parking Pass (“VPP”) for their block.
- a. In last year’s pre-hearing responses, DDOT stated that it plans to switch to fully digital enforcement of parking permits by January 1, 2024. Does DDOT anticipate meeting that target goal?
  - b. In last year’s pre-hearing responses, DDOT stated that it would phase out 2020 annual parking passes on April 15, 2023. Has DDOT phased out the 2020 annual parking pass?
  - c. What progress had DDOT made to enroll the population of residents that were still using the 2020 annual parking pass?
  - d. Please describe any changes that DDOT has made to the ParkDC system or to any policies related to the system in FY23 and FY24, to date.
  - e. Please list all District government facilities where residents can print passes.

**Response:**

- a. In last year’s pre-hearing responses, DDOT stated that it plans to switch to fully digital enforcement of parking permits by January 1, 2024. Does DDOT anticipate meeting that target goal?

DDOT parking permit system ParkDC Permits launched in July 2021. ParkDC Permits works by transmitting real time license plate and parking permit information from the user portal to parking enforcement.

The Department of Public Works (DPW)’s system requires additional license plate readers (LPRs) to enforce a fully digital parking permit system. Funding for the required LPRs has been approved and allocated. DDOT estimates that DPW will purchase those LPRs in February 2024.

DDOT estimates that DPW will have completed the installation and onboarding of the LPRs and imaging platforms and have the capability of full digital enforcement by July 2024.

Until that switch is made, DDOT is still asking users to print and display their permits. To alleviate the challenges some users experience accessing a printer, DDOT will continue to offer the Temporary Single Print Visitor Parking Pass until printing can be removed from the system.

- b. In last year’s pre-hearing responses, DDOT stated that it would phase out 2020 annual parking passes on April 15, 2023. Has DDOT phased out the 2020 annual parking pass?

Yes. The last day for the 2020 Annual Visitor Parking Pass was April 15, 2023. DDOT continues to offer an interim Temporary Single Print Visitor Parking Pass until the printing requirement is removed from the system.

- c. What progress had DDOT made to enroll the population of residents that were still using the 2020 annual parking pass?

DDOT conducted extensive outreach for this transition. This was the third and largest outreach push for the digital visitor parking permit system, ParkDC Permits. This outreach campaign was to increase awareness about the system in advance of the 2020 Annual Visitor Parking Passes expiring on April 15<sup>th</sup>, 2023, with a targeted goal of capturing any residents still using the paper passes and get them into the system.

The campaign targeted DC residents that live on RPP blocks (owners of the permit), as well as those visiting them (users of the permit). Key target audiences are users that are less comfortable with technology, older adults, and residents living in areas that have seen less sign-ups in comparison to the former program.

DDOT conducted online outreach using email blasts to 71,000 residents, developed dedicated FAQs, updated web information with new information, and coordinated with 311 and DDOT Customer Service on talking points and information.

DDOT used program data to run an analysis on the areas of the District where there was statistically less adoption of the digital permitting platform. DDOT conducted targeting flying and door hanger distribution in these areas to capture users.

Flyer & door hanger distribution to residential buildings was completed in February and March 2023 to approximately 1,450 RPP blocks in three phases:

- Shepherd Park, February 2023, 162 RPP blocks, approx. 1500 residential buildings, 1400 single family homes and 100 multi-family
- Wards 6 and 7 Target Areas, March and April 2023, 775 RPP blocks .
- Shaw-LeDroit Park-Columbia Heights-Mt. Pleasant-Petworth, 508 RPP blocks.

- d. Please describe any changes that DDOT has made to the ParkDC system or to any policies related to the system in FY23 and FY24, to date.

DDOT has continued to develop the system to offered expanded functionality, ease of use improvements, and more effective user communication. These include:

- Guest checkout function: Visitors can request to park using only their email address and do not have to create an account. Approval still goes through the resident.
  - Addition of a Home Health Agency account type: Allows home health agencies to apply for permits without the resident needing to have an account.
  - User interface and experience improvements: Our team is constantly reviewing the language and workflow of our system, soliciting and receiving feedback from users, and planning and implementing updates to the system interface or experience to better serve our customers. Our team put out major updates in April 2023 and December 2023.
- e. Please list all District government facilities where residents can print passes.

Users can access a computer and printer at any of the following facilities. There is no special printer required—users can access any computer and printer to print their permits. We also encourage some ease-of-use options for those who most need options, including:

- Print from any printer – residents can print their own permits, now.
- Ask your visitor to print approved permits.
- Print at public computers at your [local DC Public Library](#) or use [DC Public Library Remote Printing](#)
- Print at DDOT kiosks at MPD District Stations
- Print recurring permits (multiple dates and times) to reduce visits to a printer
- Request a Temporary Single Print Visitor Pass — print once and use for any vehicle — it is valid until the printing requirement is removed from the system.

Current advertised locations with free printing services are as follows.

**WARD 1**

Mt. Pleasant Library	3160 16th Street NW
Third District Station (Kiosk)	1620 V Street NW

**WARD 2**

Martin Luther King Jr. Memorial Library	901 G Street NW
West End Library	2301 L Street NW

**WARD 3**

Chevy Chase Library	5625 Connecticut Avenue NW
Cleveland Park Library	3310 Connecticut Ave NW
Georgetown Library	3260 R Street NW
Palisades Library	4901 V Street NW

**WARD 6**

DDOT Permit Office (Kiosk)	1100 4th Street SW
First District Station (Kiosk)	101 M Street SW
Northeast Library	330 7th Street NE
Northwest One Library	155 L Street NW
Rosedale Library	1701 Gales Street NE
Shaw (Watha T Daniel) Library	1630 7th Street NW
Southeast Library	403 7th Street SE
Southwest Library	900 Wesley Place SW

**WARD 7**

Benning Library	3935 Benning Road NE
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<b>Second District Station (Kiosk)</b>	<b>3320 Idaho Avenue NW</b>
Tenley-Friendship Library	4450 Wisconsin Avenue NW
<b>WARD 4</b>	
<b>Fourth District Station (Kiosk)</b>	<b>6001 Georgia Avenue NW</b>
Petworth Library	4200 Kansas Avenue NW
Shepherd Park Library	7420 Georgia Avenue NW
Takoma Park Library	416 Cedar Street NW
<b>WARD 5</b>	
<b>Fifth District Station (Kiosk)</b>	<b>1805 Bladensburg Road NE</b>
Lamond-Riggs Library Interim	395 Ingraham Street NE
Woodridge Library	1801 Hamlin Street NE

Capitol View Library	5001 Central Avenue SE
Deanwood Library	1350 49th Street NE
Francis A. Gregory Library	3660 Alabama Avenue SE
<b>Sixth District Station (Kiosk)</b>	<b>5002 Hayes Street NE</b>
<b>WARD 8</b>	
Anacostia Library	1800 Good Hope Road SE
Bellevue Library	115 Atlantic Street SW
Parklands-Turner Library	1547 Alabama Avenue SE
<b>Seventh District Station (Kiosk)</b>	<b>2455 Alabama Avenue SE</b>

94. Please provide an update on the implementation status of the Greater U Street Performance Parking Zone. Does DDOT plan to implement a pay-or-permit system on residential blocks within the zone per the authority provided in the FY24 Budget Support Act?

**Response:**

DDOT has engaged the Lab @ DC, a team of social and data scientists that sit within the Office of the City Administrator (OCA). They partner with District agencies to use scientific methods to test and improve District policies, design program interventions, and conduct evaluations. DDOT held several meetings in FY23 to do initial planning around the Greater U Street Performance Parking Zone. In November 2023 the Lab @ DC committed to developing a scope of work for study and implementation of the Greater U Street Performance Parking Zone (PPZ), expected in February 2024. A preliminary timeline for engagement with the Lab @ DC is six months. DDOT will develop a comprehensive timeline for implementation of the PPZ upon review of the scope. DDOT will explore feasibility and potential effectiveness of implementing a pay-or-permit system as part of collaboration with the Lab @ DC.

95. Are there legibility design guidelines for DDOT parking signs (e.g., must be visible from a certain distance or use a certain lettering size, etc.)?

**Response:**

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) mandates that agencies adhere to a minimum retro reflectivity standard for traffic signs. In line with this requirement, DDOT is actively undertaking a systematic evaluation to identify signs that do not meet the prescribed retro reflectivity levels. Subsequently, DDOT will implement operational measures to upgrade signs that fall below the specified minimum levels. Plans are underway for DDOT to collaborate with its contracted



professionals to identify, document, and create work orders for signage that requires retro reflectivity improvement.

96. Please describe DDOT's Equity Assessment Tool ("EAT").

- a. What factors does the EAT consider?
- b. How has the EAT changed in FY23 and FY24, to date?
- c. How does DDOT use a project's equity score to inform its planning and operations?
- d. What is the impact of a project receiving a low equity score? Is the project simply deprioritized or will a low score result in a redesign?

**Response:**

DDOT defines transportation equity, [which can be found on the website](#), as the shared and just distribution of benefits and burdens when planning for and investing in transportation infrastructure and services. Transportation decisions are made in collaboration and in participation with the community DDOT serves to establish a system that is safe, accessible, affordable, reliable, and sustainable.

To overcome existing disparities and achieve transportation equity, focused attention is given to historically under-resourced communities that include, but are not limited to the following:

1. Black, Indigenous and People of Color (BIPOC)
2. People with low incomes
3. People living with disabilities
4. LGBTQ+ people
5. Individuals who identify as female
6. Youth (17 and younger)
7. Older adults (60+)
8. Residents at risk of displacement
9. People experiencing homelessness or housing insecurity
10. Immigrant and refugee communities
11. People with limited English proficiency and literacy

During the FY 2025 budget formulation period, DDOT staff were required to complete the Department's internal Equity Assessment Tool (EAT) for each budget request, including operating enhancement requests and capital projects.

DDOT's Executive Leadership, moveDC team, and DDOT's Equity and Inclusion Division/Office of Civil Rights developed and implemented the EAT in FY 2021 to assist staff with evaluating budget requests and measure adherence to

moveDC, the District's long-range transportation plan. Questions on the original EAT aligned with moveDC's goals of improving proximity to frequent transit, access to jobs and destinations, safety risks, community engagement strategy, and environmental impact.

a. What factors does the EAT consider?

In FY 2022, DDOT's Equity and Inclusion Division/Office of Civil Rights refined the EAT to include an internal equity impact analysis to evaluate a project, program, or service's impact (benefit or burden) on one or more of the historically under-resourced groups mentioned above by describing the anticipated outcomes on the following transportation equity indicators:

- **Accessibility:** Accessibility refers to the availability of DDOT's projects, programs, and services are to different stakeholders, particularly historically under-resourced groups.
- **Affordability:** Transportation affordability is a households' ability to purchase transportation services needed to access essential activities such as education, work, shopping, and healthcare.
- **Enjoyable Spaces:** Enjoyable spaces are public spaces and transportation systems managed by DDOT that are accessible, safe, and welcoming to residents, visitors, and commuters.
- **Meaningful Internal/External Engagement:** Meaningful internal/external engagement is involving a stakeholder who could potentially be impacted by a project, program, or service during the decision-making process to ensure that the intended results and outcomes align with the stakeholder and/or DDOT's needs.
- **Recruitment, Hiring and Retention:** DDOT values diversity within the agency. To that end, the Equity Assessment Tool evaluates the strategy to recruit, hire and retain a workforce that reflects the diversity of the District at all levels of the organization.
- **Reliability:** A reliable transportation network offers some assurance of getting to a given destination within a reasonable range of an expected time.
- **Safety:** Safety on the Equity Assessment Tool refers to projects, programs and services that impact safety in the public right-of-way and/or the safety of DDOT employees.

b. How has the EAT changed in FY23 and FY24, to date?

The EAT was changed significantly in FY 2022 to evaluate the impact of DDOT's projects, programs and services on historically under-resourced groups outlined in the equity statement. These changes required to consider and report:

- A strategy to meaningfully engage historically under-resourced groups throughout the project and remain accountable after the project is completed;
- Any potential benefits and/or burdens that may result; and,
- Any potential impact the project, program or service has on a moveDC goal and equity indicators such as safety, reliability, accessibility, and/or affordability improvements.

In FY23, the ‘Areas of Greatest Needs’ map associated with the Equity Assessment Tool was refined to include demographic data (e.g., race, income, disability-status, age, etc.) for residents within the same census block of a project to help the agency better understand who may be impacted by our work. In addition, the updates to the map also included the ability for our Title VI coordinator to determine if any of the agency’s projects result in any disparate impacts based on race, color, or national origin, in accordance with Title VI of the Civil Rights of 1964.

In FY23, staff began identifying the best approach to include the EAT throughout the lifecycle of a project – from inception to closeout – to assess equity beyond the budget formulation process. In addition, as well as a strategy to tie the EAT to the agency’s forthcoming public involvement plan update. These changes are planned to be implemented in FY24 or Q1 FY25.

- c. How does DDOT use a project’s equity score to inform its planning and operations?

The equity score is one of many factors that helps DDOT determine which projects to include in a project manager’s budget request. A project’s MoveDC (long-range transportation plan) priority ranking, and historical spending/performance data are also used to inform the agency’s planning and operations.

- d. What is the impact of a project receiving a low equity score? Is the project simply deprioritized or will a low score result in a redesign?

Higher scores should lead to a more equitable transportation network. However, a lower score does not necessarily mean the project, program or service is not contributing to improving transportation equity since there are other ways to improve equity beyond the criteria considered in the EAT.

All equity assessments are initially reviewed by the Equity and Inclusion Division (EID). If there is a project with a low score, EID will meet with the

project manager to determine what changes need to be made to reduce potentially adverse impacts of a given project.

97. Please provide a District-wide update on the Red Top (Accessible) Meter Program.
- a. Has DDOT finalized a policy for identifying priority zones for accessible parking and created an implementation plan?
  - b. Is DDOT pursuing any other initiatives to assist handicapped users of public parking?

**Response:**

- a. Has DDOT finalized a policy for identifying priority zones for accessible parking and created an implementation plan?

The U.S. Access Board finalized the Public Right-of-Way Accessibility Guidelines (PROWAG) on September 7, 2023. The guidelines clarify scoping and design standards for accessible on-street parking spaces. PROWAG will be an enforceable federal standard upon adoption by the U.S. Department of Justice, anticipated in calendar year 2024. In FY24, DDOT is developing simplified standards for signage, space placement, and sign supports for accessible parking zones to facilitate citywide installation where applicable in compliance with the forthcoming federal standards. DDOT will pilot an accessible metered parking program to be integrated into the agency's internal project review process. DDOT will also implement a new pay-by-plate standard (instead of pay-and-display or pay-by-space), which will allow the agency to establish accessible parking zones without dedicated ADA (Red Top) meters.

- b. Is DDOT pursuing any other initiatives to assist handicapped users of public parking?

DDOT is relaunching the Accessible Residential Parking Permit (RPP) pilot program. The pilot installs reserved parking spaces in RPP zones and will inform development of a finalized comprehensive Citywide Accessible Parking program. This will address policy gaps in DDOT's implementation of accessible parking in response to stakeholder requests and as part of project/development review for adherence to ADA requirements for accessible on-street parking.

DDOT has an existing robust Accessible Parking Meter Program. These meter spaces are reserved for use by individuals with disability placards and tags and are programmed to accept payment for up to four hours. This program can be identified by the meters with red tops in the Central Business District and red pole spaces in the Stadium Zone (Nationals Ballpark/Audi Field). DDOT is

transitioning to pay by plate meter programming to, in part, facilitate the further expansion of this program.

In FY 2024, DDOT will launch a proactive process to notify Residential Disability Permit Parking (RDPP) owners of their renewal dates and make improvements to the application and appeals process for applicants with a proposed revised rulemaking. In addition, DDOT is working to bring the RDPP application process into a digital database, which will help streamline operations, expedite application processing, and improve customer experience.

98. In FY23, DDOT launched its Traffic Safety Input system, sometimes referred to as “TSI 2.0.” Please provide the following information regarding TSI 2.0:
- a. The total number of traffic safety inputs submitted to DDOT in FY23 and FY24, to date, broken down by ward and quarter;
  - b. The total number of traffic safety inputs processed through the prioritization model, broken down by ward and quarter;
  - c. An analysis of the types of interventions requested in the traffic safety inputs submitted to DDOT and traffic safety inputs prioritized by DDOT;
  - d. A description of the TSI 2.0 prioritization model, including the objective criteria considered and any changes to the model since the launch of TSI 2.0;
  - e. A list of the 200 prioritized locations released each quarter since the launch of TSI 2.0;
  - f. The average length of time, in days, between DDOT’s receipt of a TSI request and the implementation of traffic calming measures to address issues raised in the request made during FY23 and FY24, until the TSI policy was changed, as well as the average time under the current system between DDOT’s receipt of a TSI request and communication with the requestor about the status of the TSI request; and
  - g. A list of the number, location (including ward), and type of traffic calming measures which were installed in the District in FY23 and FY24. In cases where DDOT installed speed humps or speed tables on collector or arterial roads, please specify what data informed these decisions.

**Response:**

- a. The total number of traffic safety inputs submitted to DDOT in FY23 and FY24, to date, broken down by ward and quarter;

Ward	FY 2023				FY 2024	
	Q1	Q2	Q3	Q4	Q1	Q2
1	74	96	81	67	65	10
2	111	88	86	101	96	6
3	114	120	83	97	91	2

4	122	184	147	149	142	14
5	192	167	150	164	177	7
6	140	152	90	112	112	12
7	111	120	153	106	124	13
8	60	69	52	78	53	4

This is all TSIs **RECEIVED** by DDOT, not prioritized. Data as of January 9, 2023 (9 days of FY24, Q2).

- b. The total number of traffic safety inputs processed through the prioritization model, broken down by ward and quarter;

Ward	FY 2023			FY 2024	
	Q2	Q3	Q4	Q1	Q2
1	30	24	30	15	27
2	16	13	20	47	33
3	16	25	19	16	15
4	36	44	48	54	63
5	65	86	70	79	52
6	60	46	50	39	35
7	48	74	69	84	56
8	39	42	44	42	25

Note: TSI 2.0 with “prioritization” was launched in FY23 Q2 (January 2023). This shows the number of service requests (TSIs), NOT locations. Multiple TSIs can be associated with a single location.

- c. An analysis of the types of interventions requested in the traffic safety inputs submitted to DDOT and traffic safety inputs prioritized by DDOT;

DDOT engineers review each TSI received carefully to determine the safety concerns raised by residents at the location, which can vary in scope and complexity. Residents are also asked to select their traffic safety concerns when they enter their TSI via 311. The two charts below show the issue the resident picked when entering their TSI; the first chart shows all requests *received* in FY23 and FY24 YTD, and the second chart shows the TSIs prioritized in these years.

All TSIs <b>Received</b> by DDOT since launch of 2.0 - issue cited		
What is the nature of the traffic safety issue?	FY 2023 (Q2 launch through Q4)	FY 2024 (YTD)
Traffic speed	41%	34%
Pedestrian issues	24%	23%
Commuter traffic	6%	11%
Traffic volume	8%	8%
School safety	7%	8%

Vehicle crashes	7%	7%
Hard to see cross traffic	5%	6%
Bike safety	2%	4%

TSIs <b>Prioritized</b> by DDOT since launch of 2.0 - issue cited		
What is the nature of the traffic safety issue?	FY 2023 (Q2 launch through Q4)	FY 2024 (YTD)
Traffic speed	47%	42%
Pedestrian issues	20%	22%
Commuter traffic	4%	9%
Traffic volume	6%	4%
School safety	9%	7%
Vehicle crashes	7%	9%
Hard to see cross traffic	5%	5%
Bike safety	2%	2%

- d. A description of the TSI 2.0 prioritization model, including the objective criteria considered and any changes to the model since the launch of TSI 2.0;

The TSI prioritization model evaluates objective criteria and generates a unique score for each intersection within the District. Each TSI is scored and ranked based on the score of their respective intersections. The criteria used for the prioritization model are grouped in five (5) main categories: crash patterns (30%), Vision Zero High Injury Network (HIN) (20%), Equity (20%), Vulnerable Road User (VRU) trip generators (20%) and roadway characteristics (10%), which were thoughtfully selected based on equity and safety needs, availability of robust data, and the safety interventions available in the TSI toolbox. The criteria have not changed since the launch of TSI 2.0 in January 2023.

DDOT has published a detailed description of how the model works and the criteria used in prioritization on the TSI website, under the document “DDOT Traffic Safety Input Prioritization Model.” A direct link is provided below:

<https://ddot.dc.gov/sites/default/files/dc/sites/ddot/DDOT%20Traffic%20Safety%20Input%20%28TSI%29%20Prioritization%20Model.pdf>

In FY 24 Q1, DDOT started identifying schools that had one or more “prioritized” TSI within 350 ft distance from the school, and automatically added all other “non-prioritized” TSIs within 350 ft. to our “prioritized” pool of TSIs for investigation during that quarter. This was done in order to have a more holistic approach to safety improvements near these schools and to be more responsive to school safety requests. This did not require DDOT to implement any changes to the model, as the

additional TSIs were simply identified based on distance from schools that were identified as “prioritized” for the quarter. This also did not affect the number of TSIs prioritized outside the school zones. In FY24 Q1 and FY24 Q2 prioritizations, this approach resulted in additional 60 TSIs that were prioritized for investigation by DDOT engineers.

- e. A list of the 200 prioritized locations released each quarter since the launch of TSI 2.0;

Please view the TSI dashboard at <https://arccg.is/1Sijj90> (also on DDOT’s website here: <https://ddot.dc.gov/node/545412>). On the dashboard, you can see all the prioritized locations released each quarter on the “Quarterly Prioritization” tab. The filter in the top right (“Fiscal Year and Quarter”) will default to the most recent quarter, but you can filter it to “All.” You can click on each pin on the map to view the quarter it was prioritized in, as well as more information about the TSI service request received by DDOT. The map is color-coded by investigation status and includes service requests currently under investigation, pending installation, and completed. For those where the investigation has been completed, users can click on the pin and the pop-up will tell you which dashboard tab to look for further information in.

- f. The average length of time, in days, between DDOT’s receipt of a TSI request and the implementation of traffic calming measures to address issues raised in the request made during FY23 and FY24, until the TSI policy was changed, as well as the average time under the current system between DDOT’s receipt of a TSI request and communication with the requestor about the status of the TSI request; and

With the launch of TSI 2.0, DDOT closed all the TSIs that remained open in the system, with the oldest TSI dating back to January 2022. Since the launch of TSI 2.0, every new TSI is closed upon submission and is added to the TSI pool for future quarterly prioritization, and they remain in the pool until they are prioritized. Therefore, DDOT no longer investigates TSIs in the order in which they are submitted but based on how the TSIs rank against all the other TSIs that have ever been submitted.

This means that some TSIs at lower-ranking locations may be in the pool for several quarters until they get prioritized, while some TSIs at higher-ranking locations may get prioritized immediately in the first prioritization round after submission. DDOT only begins investigating a TSI once it is prioritized. Investigations may take as long as 3 to 6 months, and occasionally longer, depending on the complexity and scope of the engineering studies needed and the work that is issued. Once



investigation is done and work is issued, construction will be scheduled for the following quarter.

During FY23 and FY24 YTD, it has taken on average 131 business days from the date a TSI gets prioritized, until the safety improvements get installed in the field. In FY22, it took on average 169 business days from the date a TSI was submitted until the safety improvements got installed in the field. The only change affecting the timeline for completion of a particular TSI under TSI 2.0 is the time it may take for the TSI to get prioritized, which varies from one TSI to another. Please note that the target timeline for investigation, design, and field installation has not changed with the launch of TSI 2.0 and has in fact improved due to a more sustainable volume of higher priority requests being investigated during a given quarter.

TSI 2.0 has also allowed DDOT to use a more holistic approach by “bundling” and reviewing all TSIs that are received at or near the same location, once that location is prioritized.

- g. A list of the number, location (including ward), and type of traffic calming measures which were installed in the District in FY23 and FY24. In cases where DDOT installed speed humps or speed tables on collector or arterial roads, please specify what data informed these decisions.

Please see the “Completed” tab on the TSI dashboard: <https://arcg.is/1Sijj90>. Users can filter by Date Closed in the top line of the dashboard. Residents can click on the points on the map to view more information about the installation, including details of what was installed at the locations.

For speed-related TSIs on collector and arterial roadways, DDOT always collects 48-hr volume/speed/classification data to determine the extent of speeding and identify the appropriate speed management treatment.

[DDOT Guidelines on Vertical Traffic Calming Implementation](#) does not recommend installing speed humps or speed tables on arterials. In general, for TSIs reporting speeding concerns on arterials, DDOT engineers investigate these locations for other countermeasures such as Automated Traffic Enforcement (ATE) or Driver Feedback Signs (DFB) that are more appropriate speed management tools for higher functioning roadways.

For TSIs requesting vertical traffic calming on collector roads, DDOT reviews 48-hr volume/speed data to verify whether there is excessive speeding beyond the speed limit, as well as vehicle classification data to determine the volume of heavy vehicles travelling on the subject road. DDOT Guidelines on Vertical Traffic Calming Implementation does not recommend installing speed tables on roadways with high heavy vehicle percentage (HV%), mainly due to noise and vibration issues and complaints routinely reported by the residents in such circumstances. In some

cases, if data shows unusually high HV% or residents complaining of high truck volume on residential streets, DDOT has installed truck restriction signage in conjunction with other safety and traffic calming interventions.

99. Please provide a list of Service Level Agreements (SLAs) for each DDOT-provided service on 311. For FY23, share what percentage of requests were closed out before or after each SLA time period.

**Response:**

For service requests CLOSED in FY23, the table below shows their SLA status. Please note that service requests closed in FY23 may have been received in previous years.

311 Service Requests Closed in FY23 (regardless of date initiated)			
SLA Status			
SR Type	Current SLA (business days)	Closed Met SLA	Closed Missed SLA
Alley Repair Investigation	270	31%	69%
Bicycle Services	60	90%	10%
Bus/Rail Issues	60	91%	9%
Dockless Vehicle Parking Complaint*	2	100%	
Parking Meter Repair	5	66%	34%
Pothole	3	87%	13%
Resident Parking Permit	60	97%	3%
Roadway Repair	270	52%	48%
Roadway Signs	130	69%	31%
Roadway Striping / Markings	270	60%	40%
Sidewalk Repair	270	62%	38%
Streetlight Repair Investigation	7	83%	17%
Traffic Safety Input*	130	84%	16%
Traffic Signal Issue	2	85%	15%
Tree Inspection	5	99%	1%
Tree Planting	500	99%	1%
Tree Pruning	180	94%	6%
Tree Removal	180	94%	6%
Utility Repair Issue	60	98%	2%

For service requests RECEIVED in FY23, the table below shows their SLA status.

311 Service Requests Received in FY23 (Could be closed in FY23 or FY24)					
SLA Status					
SR Type	Current SLA (business days)	Closed Met SLA	Closed Missed SLA	Open Overdue	Open within SLA
Alley Repair Investigation	270	25%	0%	11%	63%
Bicycle Services	60	90%	4%	7%	0%
Bus/Rail Issues	60	90%	2%	9%	0%
Dockless Vehicle Parking Complaint*	2	100%	0%	0%	0%
Parking Meter Repair	5	61%	39%	0%	0%
Pothole	3	87%	13%	0%	0%
Resident Parking Permit	60	96%	2%	3%	0%
Roadway Repair	270	50%	0%	7%	42%
Roadway Signs	130	85%	3%	4%	8%
Roadway Striping / Markings	270	60%	1%	6%	33%
Sidewalk Repair	270	57%	1%	9%	33%
Streetlight Repair Investigation	7	83%	17%	0%	0%
Traffic Safety Input*	130	97%	3%	0%	0%
Traffic Signal Issue	2	85%	15%	0%	0%
Tree Inspection	5	99%	1%	0%	0%
Tree Planting	500	87%	0%	0%	13%
Tree Pruning	180	76%	1%	1%	22%
Tree Removal	180	85%	1%	1%	13%
Utility Repair Issue	60	98%	2%	0%	0%

\*This request automatically closes out in 311 at the time of input

100. With respect to the Safer Streets Amendment Act of 2022, effective December 21, 2022 (D.C. Law 24-021; 70 DCR 10):
- a. How many intersections currently have a “no right turn on red” sign?
  - b. How many “no turn on red” signs were installed in FY23 or FY24, to date?
  - c. Has DDOT determined whether it will exempt any intersections from the general no-turn-on-red (“NTOR”) policy beginning January 1, 2025 under the law?
  - d. What efforts has DDOT undertaken in FY23 or FY24, to date, to inform drivers of the general no-turn-on-red (“NTOR”) policy beginning January 1, 2025 under the law?

**Response:**

DDOT does not maintain a list of intersections that currently have no-turn-on-red (NTOR) signs on one or more approaches. Under the Safer Streets Amendment Act of 2022, NTOR signage was not made a requirement, and dedicated funding for sign installation was not indicated in the Fiscal Impact Statement. However, as DDOT does not believe that unsigned NTOR restrictions will be successful with non-resident motorists, during FY23 and FY24, DDOT integrated NTOR sign installation into existing construction and maintenance activities. DDOT also continues to install NTOR restrictions as needed or identified in other miscellaneous traffic studies.

DDOT has not identified any intersections that would be exempt from the general NTOR policy. If DDOT identifies any intersections to be exempt in the future, DDOT will publish a list of such intersections and the rationale, as well as the date of the signage installation allowing turns on red.

While signage is the most effective way to communicate to drivers regarding NTOR, DDOT will not be able to act on a public education campaign or gateway signage to inform drivers of the law until the funding requirement, as indicated in the Fiscal Impact Statement, is allocated. However, the bill was covered extensively by the media and on social media when it was passed, and DDOT continues to issue NOIs for new NTOR signs as non-negotiable parts of its designs and analysis when part of a corridor safety or multimodal project.

101. Please provide the following information with respect to the Daytime School Parking Zone Act of 2018, effective February 22, 2019 (D.C. Law 22-226; 66 DCR 194):
- a. A list of all Advisory Neighborhood Commissions (“ANC”) that have requested a school parking zone and whether the request was approved or denied;
  - b. For any request that was denied, the reason for the denial;

- c. For any request that was approved, a description of the school parking zone;
- d. A list of all schools that have applied for a school parking zone, and the status of the application; and
- e. For any request from a school for a school parking zone that was approved, please describe the boundaries of the school parking zone and how staff will use the area.

**Response:**

- a. A list of all Advisory Neighborhood Commissions (“ANC”) that have requested a school parking zone and whether the request was approved or denied;

All applications for a school parking zone have come directly from schools. DDOT has not received any requests from ANCs for School Parking Zones.

- b. For any request that was denied, the reason for the denial;

Not applicable; DDOT received no requests from ANCs.

- c. For any request that was approved, a description of the school parking zone;

Not applicable; DDOT received no requests from ANCs.

- d. A list of all schools that have applied for a school parking zone, and the status of the application; and

The following schools have applied for a school parking zone.

School	Application Status
Brent Elementary School	Approved (Permits Issued)
Bridges PCS	Approved (Permits Issued)
Briya PCS - Ontario Road	Approved (Permits Issued)
Bruce-Monroe Elementary School @ Park View	Approved (Permits Issued)
Capitol Hill Montessori	Approved (Permits Issued)
Cleveland Elementary School	Approved (Permits Issued)
Digital Pioneers Learning Academy PCS (Upper Campus)	Approved (Permits Issued)
Global Citizens School	Approved (Permits Issued)
H.D. Cooke Elementary School	Approved (Permits Issued)
Hearst Elementary School	Approved (Permits Issued)
Jackson-Reed High School	Approved (Permits Issued)

KIPP DC - Arts and Technology Academy PCS	Approved (Permits Issued)
KIPP DC - College Preparatory PCS	Approved (Permits Issued)
KIPP DC - Discover Academy PCS	Approved (Permits Issued)
KIPP DC - Grow Academy PCS	Approved (Permits Issued)
KIPP DC - Legacy College Preparatory PCS	Approved (Permits Issued)
KIPP DC - Promise Academy PCS	Approved (Permits Issued)
LAYC Career Academy	Approved (Permits Issued)
Maury Elementary School	Approved (Permits Issued)
Roosevelt STAY Opportunity	Approved (Permits Issued)
School within School @Goding	Approved (Permits Issued)
School Without Walls @ Francis-Stevens @ Banneker	Approved (Permits Issued)
Sela PCS	Approved (Permits Issued)
Shepherd Elementary School	Approved (Permits Issued)
Stevens Early Learning Center	Approved (Permits Issued)
Stoddert Elementary School	Approved (Permits Issued)
The Family Place PCS	Approved (Permits Issued)
Thurgood Marshall Academy PCS	Approved (Permits Issued)
Truesdell Elementary	Approved (Permits Issued)
Two Rivers PCS @ 4th St	Approved (Permits Issued)
Van Ness Elementary School	Approved (Permits Issued)
KIPP DC - Honor Academy PCS	Approved (Application Processing)
KIPP DC - KEY Academy PCS	Approved (Application Processing)
Meridian PCS	Approved (Application Processing)
Alice Deal Middle School	In Progress (Pending Survey Results)
Amidon-Bowen Elementary School	In Progress (Pending Survey Results)
Anne Beers ES	In Progress (Pending Survey Results)
Bancroft Elementary School	In Progress (Pending Survey Results)
Briya PCS - Ft. Totten	In Progress (Pending Survey Results)
Briya PCS - Georgia Ave	In Progress (Pending Survey Results)
Briya PCS - Shepherd St	In Progress (Pending Survey Results)
Cardozo Education Campus	In Progress (Pending Survey Results)
Coolidge High School	In Progress (Pending Survey Results)
Dorothy I. Height ES @ Sharpe Health	In Progress (Pending Survey Results)
Duke Ellington School of the Arts High School	In Progress (Pending Survey Results)
Dunbar High School	In Progress (Pending Survey Results)
Hyde-Addison Elementary School	In Progress (Pending Survey Results)
Ida B. Wells MS	In Progress (Pending Survey Results)
Kelly Miller Middle School	In Progress (Pending Survey Results)
KIPP DC - AIM Academy PCS	In Progress (Pending Survey Results)
KIPP DC - Connect Academy PCS	In Progress (Pending Survey Results)
KIPP DC - Heights Academy PCS	In Progress (Pending Survey Results)

KIPP DC - Inspire Academy	In Progress (Pending Survey Results)
KIPP DC - Lead Academy PCS	In Progress (Pending Survey Results)
KIPP DC - LEAP Academy PCS	In Progress (Pending Survey Results)
KIPP DC - Northeast Academy PCS	In Progress (Pending Survey Results)
KIPP DC - Pride Academy	In Progress (Pending Survey Results)
KIPP DC - Quest Academy PCS	In Progress (Pending Survey Results)
KIPP DC - Spring Academy PCS	In Progress (Pending Survey Results)
KIPP DC - TLC (The Learning Center)	In Progress (Pending Survey Results)
KIPP DC - Valor Academy PCS	In Progress (Pending Survey Results)
KIPP DC - WILL Academy PCS	In Progress (Pending Survey Results)
Langley Elementary School	In Progress (Pending Survey Results)
LaSalle-Backus Elementary School	In Progress (Pending Survey Results)
Lee Montessori - East End Campus	In Progress (Pending Survey Results)
MacFarland Middle School	In Progress (Pending Survey Results)
Mann Elementary School	In Progress (Pending Survey Results)
Mary McLeod Bethune Day Academy PCS - 16th St Campus	In Progress (Pending Survey Results)
Mundo Verde Bilingual PCS	In Progress (Pending Survey Results)
Oyster-Adams Elementary School (Adams Campus)	In Progress (Pending Survey Results)
Oyster-Adams Elementary School (Oyster)	In Progress (Pending Survey Results)
Raymond ES	In Progress (Pending Survey Results)
Ross Elementary School	In Progress (Pending Survey Results)
Smothers Elementary School	In Progress (Pending Survey Results)
Stuart-Hobson Middle School	In Progress (Pending Survey Results)
Tyler ES	In Progress (Pending Survey Results)
Washington Global PCS	In Progress (Pending Survey Results)
Whittier Elementary School	In Progress (Pending Survey Results)
Capital City PCS	In Progress (Pending Application)

Additionally, DDOT approved the installation of one (1) new dedicated school parking area, installed in August 2023, for Maury Elementary. Vehicles must display a School Staff Permit issued under this program to park in our new dedicated school parking areas.

DDOT continues to work to standardize school parking zone programming and bring disparate zones into compliance with our standards while prioritizing safe access through Safe Routes to Schools.

- e. For any request from a school for a school parking zone that was approved, please describe the boundaries of the school parking zone and how staff will use the area.

The School Staff Permits allow parking at green and red Residential Permit Parking (RPP) zone signs in the ANCs within a quarter-mile of the staff member's school.

102. Please provide an update on the implementation of the Transportation Benefits Equity Amendment Act of 2020, effective June 24, 2022 (D.C. Law 23-113; 67 DCR 5069), including:
- a. Outreach efforts to inform covered employers of how to comply with the requirements of the law in FY24;
  - b. The number of covered employers who, as of February 1, 2024, have complied with D.C. Code § 32–152.01, broken down by the method of compliance (e.g., offering a clean-air transportation fringe benefit, paying a clean air compliance fee, implementing a transportation demand management plan, or claiming an exemption), and for employers who claim an exemption, the type of exemption claimed;
  - c. The number of covered employers who are not in compliance with D.C. Code § 32–152.01;
  - d. The number of covered employers whose transportation demand management plan is still under review; and
  - e. The number of covered employers who have submitted a report to the Mayor as required by D.C. Code § 32–152.01(f).

**Response:**

a. The law mandates biennial reporting for most employers. **In FY24, only certain employers need to report:**

- employers who implemented a Transportation Demand Management (TDM) Plan with an annual surveying requirement (90).
- employers whose lease expired in 2023 (2+).
- employers who needed to pay the Clean Air Compliance Fee for 2024 (21).
- employers who had not previously reported or who elected to change their compliance option (unknown number).

To reach and inform these employers, DDOT:

- Sent notification of the upcoming reporting period to Department of Licensing and Consumer Protection (DLCP)'s list of approximately 5,000 employers with >20 employees.
- Conducted outreach to employers about the parking cashout law through DDOT's goDCgo program and assisted over 200 employers in Fall 2023 with one-on-one support. DDOT also conducted 2 webinars, and held multiple open office hour sessions.
- goDCgo created customized resources for each employer group and sent customized emails about their reporting requirements.



- Improved the online compliance reporting tool (Commutifi) where covered employers may submit their compliance status and associated reports to DDOT. DDOT also created an employee commute survey integration and a new TDM Plan feature.
- Updated existing and created new parking cashout resources on goDCgo.com and DDOT’s transportation demand management (TDM) webpage.

b. As of January 11, 2024, **152 employers have submitted compliance reports to DDOT for FY24** for the Transportation Benefits Equity Amendment Act of 2020, and have chosen the following compliance options:

FY24 % of employers*	Compliance Option Reported
10%	Offering clean air transportation fringe benefit (parking cashout)
7%	Paying a clean air compliance fee
63%	Claiming an exemption
14%	Implementing a transportation demand management (TDM) plan
7%	[Report In Progress or Not Covered Employer]

\*rounded to the nearest whole percentage

DDOT determined that 115 employers were **required** to submit this year since the law only mandates biennial reporting for most employers. Employers who were not required, but missed the 2023 reporting, were also welcome to report. **The next reporting date in January 2025 will require all employers to report.**

c. 4,300 covered employers have not yet reported to DDOT at all (FY23 or FY24). Given that 65% of reporting employers are claiming an exemption, we can assume approximately 2,800 employers who have not yet reported are also exempt. Based on this, DDOT estimates that **approximately 1,500 employers are still not in compliance** with the Act (D.C. Code § 32–152.01).

d. DDOT has 21 transportation demand management plans currently under review.

e. As of January 11, 2024, 152 employers have submitted compliance reports to DDOT for FY24.

*Public Transit*

103. Please describe any changes to DDOT Bus Priority Plan made in FY23 and FY24, to date.

**Response:**

The Bus Priority Plan document remains unchanged since its release in December 2021 and is available on the Bus Priority website at <https://buspriority.ddot.dc.gov>. DDOT plans to update the document once the WMATA Better Bus Network redesign process concludes to incorporate any new service changes and metrics.

The Bus Priority project pipeline has been updated more recently. The pipeline projects the timeline for the delivery of the 51 bus priority projects. In summer 2023 (FY 23), DDOT updated the project pipeline. DDOT added a new year to the pipeline, FY 30, and also reordered several projects in an effort to streamline delivery and accomplish the following objectives:

- Expedite improvements on Vision Zero high-injury network corridors, such as Southern Avenue and Benning Road SE.
- Coordinate with other DDOT project timelines to avoid overlaps and spread out the concentration of projects in a neighborhood at a given time.
- Adjust for areas where future bus routing is uncertain given the ongoing WMATA Better Bus Network redesign.

The current and previous pipelines can be seen in **Appendix P2Q103**.

104. Please provide the following information regarding the DC Circulator for FY18–24, year to date, broken down by each route:
- a. The average weekday daily ridership;
  - b. The total annual ridership; and
  - c. The average cost-per-rider.

**Response:**

a and b:

DDOT reports Circulator ridership by route on a monthly and annual basis. The total annual ridership and annual weekday ridership is below:

<b>Annual Ridership by Route</b>	<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24 (Through Dec 2023)</b>
WP-AM	1,138,436	1,372,676	530,049	269,557	313,373	271,859	63,649
EM-LP	326,612	372,632	165,414	82,039	154,683	158,938	39,420
RS-DP	619,814	729,174	251,853	152,358	153,831	161,625	36,455

GT-US	1,559,638	1,679,128	559,992	375,036	832,546	1,014,526	239,719
CH-US	505,738	869,405	354,387	175,798	226,309	191,601	43,514
NMS	495,080	635,436	143,958	117,199	137,828	169,044	26,460
<b>Total Annual Ridership</b>	<b>4,645,318</b>	<b>5,658,451</b>	<b>2,005,653</b>	<b>1,171,986</b>	<b>1,818,570</b>	<b>1,967,593</b>	<b>449,217</b>
<b>Annual Average Weekday</b>	<b>14,430</b>	<b>16,223</b>	<b>5,947</b>	<b>3,381</b>	<b>5,473</b>	<b>5,706</b>	<b>5,213</b>

c. Cost per rider

The Circulator program used the total operating expenditures reported per fiscal year to calculate the total cost and divided by the fiscal year ridership:

<b>Expenses</b>	<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>
Operating Expenses	\$25,106,904	\$27,756,414	\$35,721,006	\$33,327,788	\$32,982,128	\$36,379,802
<b>Avg. Cost/Rider</b>	<b>\$5.40</b>	<b>\$4.91</b>	<b>\$17.81</b>	<b>\$28.44</b>	<b>\$18.14</b>	<b>\$18.49</b>

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

- a. A spending plan and schedule for obligating funds for the 8-mile system.
- b. The methods being considered by the agency to collect fares once revenue operations commence, and a timeline for the implementation of fare-capture.
- c. Any operational and financial constraints on DDOT's ability to run and maintain the Streetcar.

**Response:**

a.  
DDOT has completed the design of the Benning Road Bridges and Transportation Improvements project and is evaluating the best procurement approach given the change in funding made during the FY 2024 budget process. That change moved approximately \$57 million in local funds into the outyears of the Capital Improvement Plan (CIP) which, in effect, changed the timing for how the transit portion of the project will be delivered. The project has three main components: (1) bridge replacement and DC-295 interchange modification; (2) corridor

improvements; and (3) transit infrastructure. With the change in funding, DDOT is considering taking a phased approach to delivering the project, starting with the bridge replacement and the interchange modifications.

b.

DDOT is open to future fare collection but is not currently evaluating it.

c.

DDOT has an effective contract and funding in place to operate the H Street segment.

106. Please provide the following information regarding the DC Streetcar for FY18–24, year to date.

- a. The average weekday daily ridership;
- b. The total annual ridership; and
- c. The average cost-per-rider.

**Response:**

a. Average weekday ridership by fiscal year:

2018 - 3,515  
2019 - 3,628  
2020 - 1,486  
2021 - 908  
2022 - 808  
2023 - 1,821  
2024 - 2,282 (Through December 31, 2023)

a. Total annual ridership by fiscal year:

2018 – 1,171,527  
2019 - 1,185,571  
2020 - 504,920  
2021 - 309,084  
2022 - 267,093\*  
2023 - 623,855  
2024 - 197,617 (Through December 31, 2023)

\*Automatic Passenger Counters (APCs) was discovered to not be fully functional during the APC recertification period. This data is the information that was reported by the fully functional APCs. The issues have been resolved by the contractor and are now fully functional.

b. Average cost per rider based on reported operating expenditures within the fiscal year:

2018 - \$9.52  
2019 - \$7.56  
2020 - \$22.73  
2021 - \$34.05  
2022 - \$39.78  
2023 - \$19.73  
2024 - Data is not available until all expenditures are captured.

107. What is the status of design and refined cost estimate for creating a permanent garage for our Circulator fleet at the 1201 Claybrick Road property?

**Response:**

DGS purchased this 11.2-acre property in 2021. The new facility was proposed to house both the DC Circulator and the new CDL Testing Facility for the DMV. DGS has advised that the funding required for this project is not in their FY24 budget, and it is not currently moving forward.

108. Please provide an update on the activities of the Transit Signal Priority Program in FY23 and FY24, to date.

- a. Where does DDOT plan to implement Transit Signal Priority upgrades for the remainder of FY24 and FY25?

**Response:**

In FY 2023, the Transit Signal Priority (TSP) Program focused on the following:

- Identified solutions for failed TSP intersections,
- Monitored Central Management Server (CMS) for intersections with TSP failure.
- Performed field work for TSP hardware failure at 52 intersections.
- Supported WMATA to conduct analysis for determining TSP effectiveness along existing Wisconsin Avenue TSP intersections.
- Held weekly standing meetings between WMATA and DDOT to exchange operational data, monitor the system, identify areas for improvement, and raise awareness of potential issues for DDOT technicians to resolve.

DDOT also expanded the bus Queue Jump (QJ) signals at an additional five (5) new intersections, bringing the total number of QJ locations to 26. DDOT also designed five (5) new QJ signals to improve efficiency and reduce bus delay.

Besides the TSP system maintenance, the following are highlights of DDOT's continued efforts on the program in FY 2023:

- Constructed five (5) new Queue Jumps at:

- Alabama Ave & Good Hope Rd SE
- Minnesota Ave, 22nd St & Naylor Rd SE
- Nannie Helen Burroughs Ave & 49th St SE
- Nannie Helen Burroughs Ave & Division Ave NE, and
- H St & 8th St NE
- Designing five (5) new Queue Jumps at:
  - 23<sup>rd</sup> St & G St NW
  - Rhode Island Ave & 10<sup>th</sup> St NE
  - Wisconsin Ave & Albemarle St NW
  - Wisconsin Ave & Brandywine St NW, and
  - 17<sup>th</sup> St & I St NW

In 2024, DDOT plans to continue our collaboration with WMATA to maintain the existing TSP network and possibly expand the coverage of the TSP network by adding mid-day peak TSP through the following efforts:

- Continue working with WMATA to ensure TSP can be best utilized to meet DDOT's goal to improve public transit in the District.
- Continue maintenance in case of failure for TSP intersections.
- Collaborate with WMATA to identify possible expansion of the coverage of the existing TSP network by adding mid-day/off-peak TSP.

109. Please provide an update on the bus-only lanes DDOT, to date, including the number and location of these lanes, as well as year of installation.

- a. Will all of these lanes remain permanent? Does DDOT have plans to build any additional bus-only lanes? If yes, describe where the lanes are planned and the rationale for choosing those locations.
- b. By what percentage did these lanes improve bus travel times?
- c. Is DDOT looking to implement more bus-only lanes throughout the District? If so, where, and on what timeline?

**Response:**

DDOT has constructed the following bus priority projects. A map of completed projects can be found on DDOT's Bus Priority website at <https://buspriority.ddot.dc.gov/#bus%20priority>. Links to the websites for completed projects can be found at <https://buspriority.ddot.dc.gov/pages/completed-projects>. For a map of existing bus lanes, please see <https://buspriority.ddot.dc.gov/pages/buslanes>. A map of existing intersections with queue jumps and transit signal priority can be found at <https://buspriority.ddot.dc.gov/pages/99de8439965548fe813253663c0ca450>.

Projects with bus lanes:

- Georgia Avenue NW: DDOT constructed bus lanes in 2016 between Florida Avenue and Barry Place. Transit signal priority and queue jumps are also installed on Georgia Avenue NW.

- H and I Street NW: DDOT piloted rush-hour bus-only lanes on H and I Streets NW in downtown in FY 2019 from June 3 to September 29, 2019. The bus lanes extend from 14<sup>th</sup> to 18<sup>th</sup> Street NW on H Street and from 13<sup>th</sup> to 20<sup>th</sup> Street NW on I Street. DDOT decided to make these lanes permanent and extend the hours of operation to 7:00 AM – 7:00 PM, which went into effect on November 14, 2019. In 2021, DDOT constructed an upgraded design for the corridor to further improve bus performance and operations, including offset bus lanes and double bus lanes in certain locations. Transit signal priority is also installed on H and I Street NW.
- 14<sup>th</sup> Street NW: DDOT completed construction of the shared protected bus and bike lanes on 14<sup>th</sup> Street NW between Euclid and Irving Street NW in November 2020. Based on observations and feedback from WMATA, DDOT made refinements to the northbound Irving Street stop to improve access to the curb for buses. DDOT continues to observe the corridor and is working to make curbside adjustments to accommodate loading activities. Two dedicated TCOs are now stationed in this area to help keep the bus lanes clear. This corridor will also be included as part of an upcoming FY24 bus priority planning efforts to identify further improvements.
- MLK Jr. Avenue SE: DDOT completed construction of the bus lanes on MLK Jr. Avenue SE between W Street and St. Elizabeths East Campus in November 2020. DDOT implemented further improvements to the corridor, including extension of the southbound bus lane to Marion Barry Avenue SE, in 2023. Improvements at the Anacostia Metro Station and Howard Road SE area are currently in the design phase. Transit signal priority and a queue jump are also installed on MLK Jr. Avenue SE.
- M Street SE: DDOT completed construction of the bus lanes on M Street, SE between 10<sup>th</sup> Street and Half Street SE in December 2020. In 2023, DDOT upgraded the westbound bus lane to longer-lasting high-friction red pavement material. The eastbound bus lane was converted to a two-way protected bike lane. DDOT will continue to monitor the corridor for the possibility of future bus priority improvements. Transit signal priority is also installed on M Street SE.
- 16<sup>th</sup> Street NW: DDOT completed construction of the bus lanes on 16<sup>th</sup> Street NW between Arkansas Avenue and K Street in June 2022. Transit signal priority and queue jumps are also installed on 16<sup>th</sup> Street NW.
- H Street NW: DDOT installed the bus lanes on H Street NW between 13<sup>th</sup> Street and North Capitol in October 2022. A queue jump is also installed on H Street NW.
- Pennsylvania Avenue SE: DDOT completed the project in July 2023, including bus lanes and protected bike lanes, between 2<sup>nd</sup> and

13<sup>th</sup> Streets SE. An extension to Barney Circle will take place after the completion of the Infrastructure Project Management Administration's (IPMA) Pennsylvania and Potomac Avenue SE Project.

Projects without bus lanes:

- Minnesota Avenue SE: DDOT completed the project on Minnesota Avenue SE between East Capitol Street and Pennsylvania Avenue in March 2023, including bus bulb-outs, bus island, protected bike lanes, and pedestrian safety improvements. A southbound bus lane approaching Pennsylvania Avenue will be added upon completion of DDOT's Pennsylvania Avenue & Minnesota Avenue SE intersection project.
- 8<sup>th</sup> Street NE: DDOT completed the project in September 2023, including bus bulb-outs and traffic calming improvements, between East Capitol Street and Florida Avenue NE. Transit signal priority and a queue jump are also installed on 8<sup>th</sup> Street NE.

**a. Has DDOT decided to make these lanes permanent?**

DDOT is currently monitoring all bus lanes and making adjustments as needed to improve operations and the efficiency of the service. DDOT has no plans to remove the bus lanes.

**b. By what percentage did these lanes increase bus travel times?**

Overall, the bus lanes and bus priority projects have improved bus travel times and reliability. DDOT also performed a safety analysis of the Minnesota Avenue SE project and found that crashes and speeding were also reduced (see below for more detail). Analysis of the bus performance has been somewhat complicated by the overall impact of COVID-19 on transportation in the region, as most projects were implemented since 2020. DDOT is working with WMATA on more detailed analysis now that post-COVID travel patterns are stabilizing. Some high-level trends are shared below. Consistent enforcement of the bus lanes has also been an issue, and further benefits are anticipated with the launch of Clear Lanes camera enforcement for bus lanes. Initial data from WMATA indicates that the Clear Lanes camera enforcement of bus zones, which launched on November 15, 2023, has had a net positive impact on bus running times and data analysis is ongoing. Additionally, two dedicated TCOs have also been stationed on 14<sup>th</sup> Street NW near Columbia Heights since November 2023, helping to keep bus lanes and bus stop zones clear. Below is a summary of information available to date:

16<sup>th</sup> Street NW (Arkansas Avenue to K Street)

DDOT's project was completed in June 2022. WMATA's analysis of May 2019 versus May 2023 shows the following trends:

- Average bus travel times improved in both the AM and PM peak periods in both directions
  - AM peak travel times improved 14% in the southbound (peak) direction and 8% in the northbound direction



- PM peak travel times improved 9% in the northbound (peak) direction and 16% in in the southbound direction

#### H Street NW (13<sup>th</sup> to North Capitol Street)

DDOT's project was completed in October 2022. WMATA's analysis of October 2019 versus October 2023 shows the following trends:

- Average bus travel times improved 11% in the eastbound and 15% in the westbound direction over the AM and PM peak periods

#### 8<sup>th</sup> Street NE (Florida Avenue to East Capitol Street)

DDOT's project was completed in September 2023. WMATA's analysis of October 2019 versus October 2023 shows the following trends:

- Average bus daily travel times improved 4% in the northbound and 11% in the southbound direction

#### Minnesota Avenue SE (East Capitol Street and Pennsylvania Avenue)

DDOT's project was completed in March 2023. WMATA's analysis of October 2019 versus October 2023 shows the following trends:

- Average bus daily travel times improved 17% in the southbound (westbound) direction, but it slowed by 4% in the northbound (eastbound) direction

- Minnesota Ave SE was a challenging project for Bus Priority because there was a need to slow down speeding traffic and simultaneously reduce the travel time for buses. The project successfully brought general purpose traffic speed in line with the speed limit at all times of day and reduced travel time for buses at all times of day except for northbound in the afternoon. That is when northbound traffic is at its peak volume and coincides with school dismissal at Kimball Elementary School at the intersection of Minnesota Ave SE and Ely Pl SE. DDOT will continue to monitor bus performance to identify any additional improvements.

DDOT's analysis of safety data shows the following trends:

- Early data shows that crashes on the corridor are down 35% compared to the five-year average (Districtwide is down 9%).
- In February 2022 (before construction began), 98% of vehicles exceeded the 25-mph speed limit on Minnesota Ave SE, adjacent to Kimball Elementary School. In February 2023 (after construction was complete), average speeds declined 50% from about 40 mph to 20 mph.
- In 2022, about 100 vehicles per hour would travel over 45 mph during school arrival and dismissal, but there is now less than one vehicle on average per hour exceeded 45 mph during school arrival and dismissal.

#### H and I Street NW (Pennsylvania Avenue to 13<sup>th</sup> Street)

DDOT's pilot bus lanes were installed in June 2019. WMATA's analysis of November – December 2018 versus 2019 shows the following trends:

- Average bus travel times improved by 10%
- Delays over 2 minutes reduced by 39% overall
- Slowest bus travel times (95<sup>th</sup> percentile travel times) improved by 9%

- Instances of buses running 3 mph or slower improved by 18% (i.e., buses are moving faster than before).

14<sup>th</sup> Street NW (Newton to Euclid Street), MLK Jr. Avenue SE (Marion Barry Avenue to Redwood Street), and M Street SE (10<sup>th</sup> Street and Half Street SE)

DDOT's projects were completed in November – December 2020. WMATA's analysis of April – June 2020 versus September – October 2021 shows the following trends:

- Average bus travel times improved by:
  - 3% for 14<sup>th</sup> Street NW
  - 4% for M Street SE
  - 16% for the southern segment of MLK Jr. Avenue SE (however, the northern segment worsened by 25% likely due to construction in the bus lane and compliance issues)
- The slowest bus travel times (90<sup>th</sup> percentile travel times) improved by:
  - 12% for 14<sup>th</sup> Street NW
  - 7% for M Street SE
  - 27% for the southern segment of MLK Jr. Avenue SE (however, the northern segment worsened by 12% likely due to construction in the bus lane and compliance issues)

For 14<sup>th</sup> Street NW, MLK Jr. Avenue SE, and M Street SE, WMATA compared control corridors to the locations where bus lanes were installed, since traffic volumes returned over the course of the pandemic and general vehicle speeds slowed; the results shown above account for changes observed on the control corridors.

**c. Is DDOT looking to implement more bus-only lanes throughout the District? If so, where?**

In December 2021, DDOT released its [Bus Priority Plan](#) located on DDOT's Bus Priority website. The Bus Priority Plan outlines DDOT's vision for bus priority and the importance of transit to District residents, workers, and visitors. The Plan also provides an overview of the bus priority corridor network and project pipeline, which is DDOT's plan for delivery of up to 51 bus priority projects, steered by the public input received through the moveDC update process.

The list of active projects can be found on DDOT's Bus Priority website at <https://buspriority.ddot.dc.gov/#active> and are mapped on the main page at <https://buspriority.ddot.dc.gov/#bus%20priority>. Active and upcoming projects to kick-off in 2024 include:

- 11<sup>th</sup> Street NW: Massachusetts to Pennsylvania Avenue (project includes protected bike lanes)
- MLK Jr. Avenue SE 2.0: Improvements at the Anacostia Metro Station and Howard Road SE area
- Columbia Road NW: 16<sup>th</sup> Street to California Street
- 14<sup>th</sup> Street NW: Newton to Upshur Street
- Marion Barry Avenue / Minnesota Avenue SE: MLK to Pennsylvania Avenue

- H Street NE: 3<sup>rd</sup> Street to Benning Road
- Georgia Avenue NW: Barry Place to Eastern Avenue
- 8<sup>th</sup> Street SE: East Capitol Street to M Street
- U Street NW: 18<sup>th</sup> to 9<sup>th</sup> Street
- Minnesota Avenue NE: East Capitol to Nannie Helen Boroughs Avenue
- 11<sup>th</sup> Street SE: M Street to Good Hope Road
- Florida Avenue NW/NE: 9<sup>th</sup> Street NW to 1<sup>st</sup> Street NE
- 14<sup>th</sup> Street NW/SW: Thomas Circle to C Street SW
- 25<sup>th</sup> Street / Naylor Road SE: From Alabama Avenue to Minnesota Avenue
- MLK Jr. Avenue SE: from Redwood Street to Alabama Avenue
- Columbia Road NW: from 16<sup>th</sup> Street to Warder Street
- Irving Street NW: from 16<sup>th</sup> Street to Park Place
- Benning Road SE: East Capitol to Southern Avenue
- North Capitol (part of multimodal corridor study)
- Alabama Avenue SE: MLK to 25<sup>th</sup> Street (part of multimodal corridor study)

110. How many of the bus stops located in the District comply with the Americans with Disabilities Act (ADA)? Please include:
- a. The number of bus stops that were brought into compliance with the ADA in FY22, FY23, and FY24, to date, and the locations of those bus stops.
  - b. Additional bus stops that the agency will make compliant with the ADA in FY24, and the locations of those bus stops.
  - c. The number of bus stops that have seating and/or shelter, and total number of bus stops in the District.

**Response:**

a. DDOT is consistently working on ADA compliance at bus stops across the District and coordinates with WMATA to realign stops, where feasible, to locations that are complaint. Bus stops are made compliant during each agency Bus Priority and capital project in addition to other ongoing efforts to enhance access.

FY22 – 93 bus stops were made compliant.

FY23 – 78 bus stops were made compliant.

FY24 – 4 bus stops were made compliant thus far this fiscal year.

See **Appendix P2Q110** for a list of ADA-compliant bus stops improved in FY22, FY23, and FY24 to-date.

- b. The agency has aligned bus stop ADA compliance and improvements with the ongoing Bus Priority Program, local and federal sidewalk

improvement plans, and all capital projects for better synergy in completing this effort.

- c. There are over 3,000 bus stops in the District. The Bus Shelter Franchise Agreement allows for 788 shelters at compliant bus stops. This number is fluid due to construction activities, stop changes and consolidations, and development projects. The 2023 bus shelter inventory indicated 760 bus shelters at stops across the District.

*Micromobility*

- 111. Please provide a list AND a map identifying the location and length of all sharrows, cycle tracks, and bicycle lanes in the District. Please also identify how much of the District’s bicycle infrastructure is contiguous.
  - a. Please provide a list AND a map, identifying the location and length of all bicycle infrastructure the agency installed in FY23, and all bicycle infrastructure work currently underway or scheduled for installation in FY23, FY24, FY25, and FY26, with projected timeline for completion of each part.

**Response:**

DDOT’s total bike lane mileage is now 114.1 miles (not including sharrows or trails). There are 63 miles of off-street trails in the District, for a total of 177 miles of bikeways.

Facility Type	Length (Miles)
Advisory Bike Lane	2.5
Climbing Lane	5.6
Contraflow Bike Lane	7.3
Existing Bike Lane	62.7
	<b>78.0</b>
Cycle Track	18.6
Protected Bike Lane	17.4
	<b>36.0</b>
Total Miles (unprotected & protected)	<b>114.1</b>
Shared Lane	19.9

Rather than defining contiguous infrastructure, DDOT installs infrastructure that contributes to the creation of bike networks at both the neighborhood and city level. These installations provide localized safety benefits that would not be captured by focusing on a contiguous measure.

Please see **Appendix P2Q111** for maps of DDOT’s protected bike lane network, highlighting those that will be added in FY25, FY25, and FY26. The 2023 Bike Map on [godcgo.com](http://godcgo.com) also illustrates existing bike infrastructure as of April 2023.

A list of bicycle infrastructure installed in FY23 is included here:

<b>Installed - All Bikeways</b> (As of 12/26/23)					
Roadway	From	To	Ward	Mileage	Facility Type
4th St SW	M St	P St	6	0.31	Protected Bike Lane
8th St NE	Edgewood St	Monroe St	5	0.47	Two-way Protected Bike Lane
9th St NW	Pennsylvania Ave	T St	2, 6	1.50	Two-way Protected Bike Lane
12th St NE	Varnum St	Allison St	5	0.23	Bike Lanes
19th St NE	C St	Benning Rd	6	0.39	Protected Bike Lane
44th St NW	Macomb St	New Mexico Ave	3	0.04	Protected Contraflow Bike Lane
C St NE	14th Pl	21st St, 22nd St	6	0.51	Protected Bike Lanes
East Basin Dr SW	Maine Ave (N)	14th St Bridge Path	6	0.36	Two-way Protected Bike Lane
I St SW	4th St	7th St	6	0.24	Protected Bike Lane
I St SE	New Jersey Ave	3rd St	6	0.16	Protected Bike Lane
K St NE	6th St	8th	6	0.19	Bike Lanes
Kalorama Rd NW	18th St	Columbia Rd	1	0.15	Contraflow Bike Lane
M St SE	1st St	11th St	8	0.77	Two-way Protected Bike Lane
New Mexico Ave NW	42nd St, Tunlaw Rd	Nebraska Ave	3	0.76	Two-way Protected Bike Lane
North Carolina Ave NE	13th St	C St	6	0.42	Protected Bike Lanes
Ohio Dr SW	East Potomac Golf Links	Buckeye Dr (W)	6	2.71	In-road Buffered Bike/Ped Path
Pennsylvania Ave SE	2nd St, Independence Ave	13th St, G St (W)	6	0.92	Protected Bike Lanes
Tunlaw Rd NW	Calvert St	42nd St, New Mexico Ave	3	0.48	Two-way Protected Bike Lane
Wyoming Ave NW	18th St	19th St	1	0.16	Contraflow Bike Lane
				<b>Total: 10.77</b>	

DDOT tracks all “Sharrow” locations citywide and has locations and lengths of each route but do not count them toward our metrics of “Protected Bikeways.” These routes are reviewed internally for potential upgrades, as the sharrow is no longer a recommended facility type under our design guidelines.

112. Please provide an update on DDOT efforts to minimize bike lane obstruction. Is DDOT obtaining and using data on bike lane obstruction to guide planning for increased bike lane protection?

**Response:**

DDOT has focused on minimizing obstruction to bike lanes with a focus on building protected bike lanes. DDOT has added flex posts to existing bike lanes and upgraded rubber wheel stops to concrete where possible to reduce the ability of vehicles to get into bike lanes.

DDOT has been working with the Office of Unified Communications (OUC) and Department of Public Works (DPW) to make updates to the Bicycle Services interface of 311. DDOT's updated Bicycle Services service request better guides the resident to the correct service type so that DDOT staff can respond more rapidly to the reported issue. Residents can submit a Parking Enforcement service request type if they come across a vehicle obstructing the bike lane.

DDOT does not actively track the frequency of bike lane blocking. Tracking this is a challenging task since it happens citywide and can be quite brief, but no less disruptive to people using bike lanes. This makes it challenging to quantify if enforcement and design interventions are having an effect; however, qualitatively, the public seems to agree that protected bike lanes are better at staying clear than traditional bike lanes, and we now consider these the minimum viable type of facility for the kind of streets that most frequently have obstructions.

113. What is the current balance of the Vision Zero Pedestrian and Bicycle Safety Fund?
- a. Please provide a detailed summary of deposits into the fund in FY23 and FY24, to date.
  - b. Please provide a detailed summary of expenditures from the fund in FY23 and FY24, to date.

**Response:**

See **Appendix P2Q113**.

In FY2023, the Bicycle Sharing Fund's total revenue collected was \$7,860,332.60 as of 10/10/23. A total of \$5,195,163.60 was swept leaving a balance of \$2,665,169. The FY2023 total Fund Balance is \$6,995,719, confirming this fund is not over-expended.

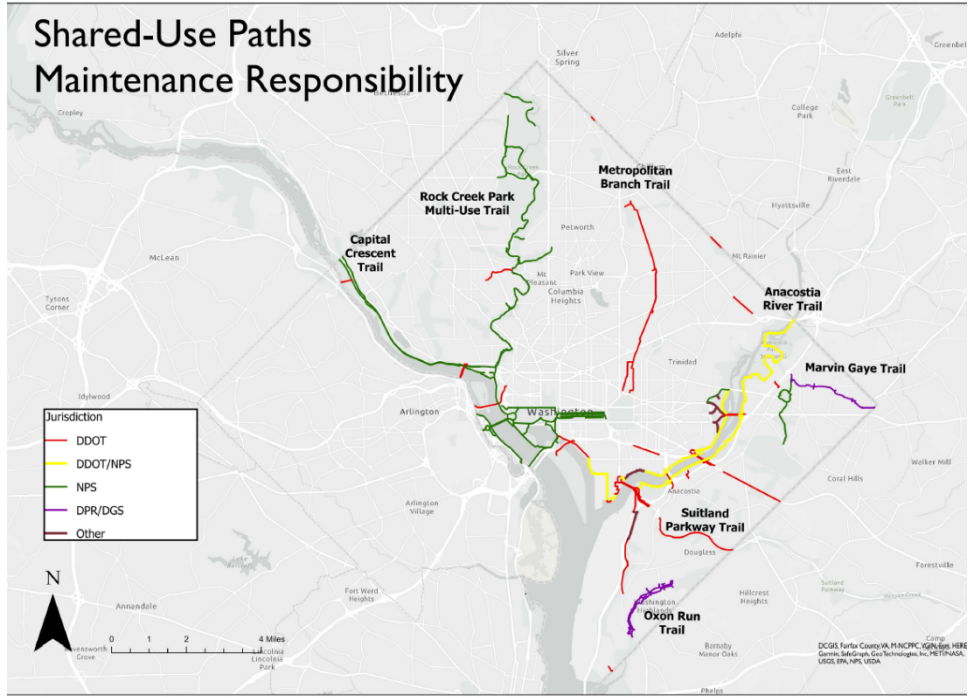
114. Please provide a list or map identifying the location and length of all trails in the District. Please also identify how much of the District's trail infrastructure is contiguous.

- b. Please provide a list, identifying the location and length, of all trail infrastructure the agency installed in FY23, and all trail construction work currently underway or scheduled in FY24 and FY25.

**Response:**

The following is a list and map of all the trails in the District. There is not a currently accepted industry standard for measuring contiguous nature of trail networks.

Trail Name	Primary Responsibility	Mileage
Anacostia River Trail East Bank	DDOT/NPS	7.27
Anacostia River Trail West Bank	DDOT/NPS	4.26
Anacostia Riverwalk Trail	DDOT/DGS	1.1
Bolling AFB Waterfront Trail	DOD	1.11
C&O Canal Towpath	NPS	4.92
Capital Crescent Trail	NPS	3.64
Ft Circle Parks Trail	NPS	4.09
Georgetown Waterfront Park Trail	NPS	0.47
Kingman Island Trail	DOEE	0.6
Klinge Valley Trail	DDOT	0.66
“Malcolm X” Trail	DDOT	1.20
Marvin Gaye Trail	DGS/DPR	2.39
Metropolitan Branch Trail	DDOT	4.49
Mount Vernon Trail	NPS	1.65
National Capitol Grounds	AOC	0.64
National Mall Trails	NPS	10.4
Oxon Hill Farm Connector	DGS	0.15
Oxon Run Trail	DGS/DPR	3.52
Pennsylvania Ave SE Trail	DDOT	0.97
Rock Creek Trail	NPS	5.57
Rose Park Trail	NPS	0.45
South Dakota Ave Trail	DDOT	0.52
South Capitol St Trail	DDOT	0.35
Suitland Parkway Trail	DDOT	1.97
	<b>Total Trail Mileage</b>	<b>62.39</b>



The below is a list, identifying the location and length, of all trail infrastructure DDOT installed in FY 2023, and all trail construction work currently underway or scheduled in FY 2024 and FY 2025. DDOT completed 0 miles of trail construction in FY 2023. DDOT expects to complete 3.5 miles of trail construction in FY 2024.

Project	Phase	Ward	Construction Timeline (Start/End)	Project Status	Mileage
<b>Rock Creek Park Trail and Pedestrian Bridge</b>	Construction	1,2,3,4	2021-2024	Completing punch-list construction items	3.7*
<b>Frederick Douglass Memorial Bridge Project</b>	Construction	6,8	2021-2024	Completing punch-list construction items	2.7*
<b>Met Branch Trail: Fort Totten to Takoma</b>	Construction	4	2023-2024	Construction underway	1.9
<b>South Capitol Street Trail</b>	Final Design	8	2024-2026	advertise for construction in FY 2024	3.8
<b>Aspen St NW Trail</b>	Final Design	4	2024-2025	Obligate and Advertise for Construction in FY 2024	0.4



<b>Arboretum Bridge and Trail</b>	Final Design	5,7	2024-2025	Complete Final Design in FY 2024	0.5
<b>Anacostia River Trail – Kenilworth South</b>	Preliminary Design	7	2025 - 2026	Complete Final Design in FY 2024	0.6
<b>Met Branch Trail: Blair Rd to Piney Branch Rd</b>	Final Design	4	2025 - 2026	Complete Final Design in FY 2024	0.5
<b>Galloway St Trail (FLAP Project delivered by Eastern Federal Lands)</b>	Final Design	5	2024 - 2025	Complete Final Design in FY 2024 and advertise for construction	0.1
<b>Total miles of trail construction expected to be completed in FY 24</b>					<b>1.9</b>
<b>Total miles of trail construction expected to be completed in FY 25</b>					<b>2.9</b>

\*Mileage includes portions of the project that may have been completed in prior fiscal years.

115. Please provide an update on the Metropolitan Branch Trail project. Did the timeline, budget, or scope of the project change in FY23 or FY24, to date?

**Response:**

Metropolitan Branch Trail, Brookland to Fort Totten:

DDOT completed construction of the MBT from Brookland to Fort Totten in FY 2022.

Metropolitan Branch Trail, Fort Totten to Takoma:

DDOT completed 100% design drawings for this section of the MBT in FY 2022. The project was advertised for construction in Fall of 2022, and a low-bidder was selected in 2023. Construction began in summer of 2023. Construction is expected to take 18 months. Project completion is expected in late 2024.

Metropolitan Branch Trail, Blair Rd to Piney Branch:

The preliminary design for this section of trail, the final section of the Met Branch Trail in the District, was completed in 2022. This section of the project follows the Western Alignment through Takoma from the Metropolitan Branch Trail Environmental Assessment. The project will require acquisition of properties from WMATA along the Red Line between Chestnut Street NW and Piney Branch Road NW. The project team held two public meetings in 2023 and completed the 65% design. DDOT expects to complete 100% design in FY 2024 and advertise the project for construction in FY 2024.

116. Please provide an update on bicycle racks in the District.
- a. How many existing bicycle racks were damaged, destroyed, or lost in FY23?
  - b. How many new or replacement bicycle racks did DDOT install in FY23 or FY24, to date?
  - c. Please provide an update on DDOT's efforts to install additional bicycle racks, pursuant to the Shared Fleet Devices Amendment Act of 2020 in FY23 and FY24, to date.
    1. Has DDOT identified a vendor for these racks, or selected locations for the new racks?
    2. Please share the locations of all racks installed, or planned to be installed, in FY23 and FY24, to date, to meet the requirements of the Shared Fleet Devices Amendment Act of 2020.
    3. Please describe how DDOT uses feedback from permitted micromobility providers to identify locations to install additional bicycle racks, for the purpose of reducing micromobility devices that block sidewalks.

**Response:**

- a. How many existing bicycle racks were damaged, destroyed, or lost in FY23?

47 bicycle racks were damaged or destroyed by drivers in FY23.

- b. How many new or replacement bicycle racks did DDOT install in FY23 or FY24, to date?

1,052 bicycle racks were installed in the District in FY23:

- 726 by DDOT
- 15 by Business Improvement Districts (BIDs) on behalf of DDOT
- 311 by developments in cooperation with DDOT

188 bicycle racks have been installed to date, as of 1/30/2024, in the District in FY24:

- 130 by DDOT
- 4 by BIDs on behalf of DDOT

- 54 by private developments in cooperation with DDOT

c. Please provide an update on DDOT's efforts to install additional bicycle racks, pursuant to the Shared Fleet Devices Amendment Act of 2020 in FY23 and FY24, to date.

1. Has DDOT identified a vendor for these racks, or selected locations for the new racks?

Yes, DDOT has procured 900 new bike racks from a vendor for installation in FY24 and does not anticipate any issues with meeting the requirements of the Shared Fleet Devices Amendment Act of 2020 to install 1,000 new bike racks by the end of the fiscal year.

2. Please share the locations of all racks installed, or planned to be installed, in FY23 and FY24, to date, to meet the requirements of the Shared Fleet Devices Amendment Act of 2020.

The list of all racks installed in FY23 and FY24 to date and planned to be installed in the remainder of FY24 can be found in **Appendix P2Q116**.

3. Please describe how DDOT uses feedback from permitted micromobility providers to identify locations to install additional bicycle racks, for the purpose of reducing micromobility devices that block sidewalks.

DDOT plans corral locations to reduce sidewalk blockage based on user trip data from the dockless operators showing heavy device usage, requests from residents through 311, and observed demand in the field where bicycle and scooter demand outstrips parking supply.

117. What is the status of the Capital Bikeshare Program? Please include:
- a. The number and location of stations that currently exist.
  - b. The number and location of stations that DDOT added and removed in FY23 and FY24, to date.
  - c. The number and location of stations that DDOT has added or plans to add in the remainder of FY24.
  - d. The number of traditional and electric bikes currently available in the Capital Bikeshare program and the projected number of each by the end of FY 24.
  - e. The number and location of requests for new bike stations.
  - f. Plans for introducing bikes for the disabled.

- g. The number of active annual members and active monthly members in FY21, FY22, FY23 and FY24, to date.
- h. Any plans DDOT has to keep Capital Bikeshare viable and competitive despite losing users to other means, such as dockless bikes or scooters.
- i. Describe how DDOT tracks the number of bikes at each station and rebalances bikes when needed. What is needed to allow for more efficient redeployment of bikes?
- j. When planning to install new stations, how does DDOT consider equitable access to Capital Bikeshare?

**Response:**

- a. The number and location of stations that currently exist.

There are 762 stations in the system, 380 of which are located in the District.

- b. The number and location of stations that DDOT added and removed in FY23 and FY24, to date.

DDOT added 24 new Capital Bikeshare stations in FY23. No stations were removed. Stations were added at the following locations:

- 1<sup>st</sup> & L St NW
- 3<sup>rd</sup> & N St NE
- 4<sup>th</sup> & O St SW
- 9<sup>th</sup> & G St NW
- 9<sup>th</sup> St & Pennsylvania Ave NW
- 10<sup>th</sup> & Quincy St NE / Turkey Thicket Rec
- 10<sup>th</sup> St & Spring Rd NW
- 12<sup>th</sup> & Varnum St NE
- 12<sup>th</sup> St & New York Ave NW
- 13<sup>th</sup> & O St NW / Logan Circle
- 16<sup>th</sup> & Bangor St SE
- 17<sup>th</sup> St & New York Ave NW
- 17<sup>th</sup> St & Rhode Island Ave NW
- 24<sup>th</sup> St & Rhode Island Ave NE
- 33<sup>rd</sup> St & South Dakota Ave NE / Dakota Park
- 41<sup>st</sup> St & Alabama Ave SE / Fort Davis Rec
- Fort Lincoln Dr & 33<sup>rd</sup> Pl NE
- Georgia Ave & Dahlia St NW
- Loughboro Rd & Dalecarlia Pkwy NW / Sibley Hospital
- Ridge Rd & Southern Ave SE

- South Capitol St & Southern Ave SE
- South Dakota Ave & Bladensburg Rd NE
- Whitehaven Pkwy & Foxhall Rd NW / GWU Mt. Vernon
- Woody Ward Rec Center

DDOT replaced 38 stations with brand new equipment as part of its state of good repair efforts in FY23:

- 1<sup>st</sup> & M St NE
- 3<sup>rd</sup> & H St NW
- 4<sup>th</sup> & D St NW / Judiciary Square
- 4<sup>th</sup> & East Capitol St NE
- 4<sup>th</sup> & M St SW
- 5<sup>th</sup> & F St NW
- 7<sup>th</sup> & F St NW / National Portrait Gallery
- 8<sup>th</sup> & Eye St SE / Barracks Row
- 10<sup>th</sup> St & Constitution Ave NW
- 14<sup>th</sup> & D St NW / John A. Wilson Building
- 14<sup>th</sup> & R St NW
- 14<sup>th</sup> & Upshur St NW
- 14<sup>th</sup> St & Rhode Island Ave NW
- 17<sup>th</sup> & Corcoran St NW
- 17<sup>th</sup> & G St NW
- 18<sup>th</sup> & L St NW
- 18<sup>th</sup> & M St NW
- 19<sup>th</sup> & K St NW
- 19<sup>th</sup> St & Pennsylvania Ave NW
- 25<sup>th</sup> St & Pennsylvania Ave NW
- 37<sup>th</sup> & O St NW / Georgetown University
- Anacostia Library
- Benning Rd & East Capitol St NE / Benning Rd Metro
- Branch & Pennsylvania Ave SE
- Congress Heights Metro
- Dept of State / Virginia Ave & 21<sup>st</sup> St NW
- Eastern Market Metro / Pennsylvania Ave & 8<sup>th</sup> St SE
- Eckington Pl & Q St NE
- Gallaudet / 8<sup>th</sup> St & Florida Ave NE
- Georgetown Harbor / 30<sup>th</sup> St NW
- Georgia & New Hampshire Ave NW
- Kennedy Center
- M St & Delaware Ave NE
- M St & New Jersey Ave SE
- Maine Ave & 7<sup>th</sup> St SW
- New York Ave & 15<sup>th</sup> St NW
- Pennsylvania & Minnesota Ave SE

- Randle Circle & Minnesota Ave SE

DDOT expanded 11 stations in FY23:

- 1<sup>st</sup> & M St SE (19 -> 39 docks)
- 4<sup>th</sup> & M St SW (23 -> 27 docks)
- 7<sup>th</sup> & F St NW / National Portrait Gallery (27 -> 35 docks)
- 10<sup>th</sup> St & Constitution Ave NW (31 -> 47 docks)
- 14<sup>th</sup> St & Rhode Island Ave NW (19 -> 31 docks)
- 17<sup>th</sup> & G St NW (31 -> 35 docks)
- Branch & Pennsylvania Ave SE (11 -> 15 docks)
- Eastern Market Metro / Pennsylvania Ave & 8<sup>th</sup> St SE (19 -> 31 docks)
- Maine Ave & 7<sup>th</sup> St SW (19 -> 21 docks)
- Maryland Ave & E St NE (19 -> 27 docks)
- New York Ave & 15<sup>th</sup> St NW (19 -> 23 docks)

c. The number and location of stations that DDOT has added or plans to add in the remainder of FY24.

DDOT has added 5 stations to date, as of 1/30/2024, in FY24:

- 39<sup>th</sup> St & Tunlaw Rd NW
- 44<sup>th</sup> St & New Mexico Ave NW
- Massachusetts & Idaho Ave NW
- New Mexico & Cathedral Ave NW
- Wisconsin Ave & Upton St NW

DDOT plans to add the following stations in the remainder of FY24:

- 9<sup>th</sup> & N St NW
- 16<sup>th</sup> & K St NW / BLM Plaza
- 16<sup>th</sup> St & North Carolina Ave NE
- 18<sup>th</sup> St & Bunker Hill Rd NE
- 18<sup>th</sup> St & Ingleside Terr NW
- 25<sup>th</sup> & S St SE
- 33<sup>rd</sup> St & Wisconsin Ave NW
- 44<sup>th</sup> Pl & H St SE / Bard HS
- 49<sup>th</sup> & Brooks St NE / Kelly Miller Pool
- 55<sup>th</sup> & East Capitol St NE
- Connecticut Ave & Ordway St NW / Cleveland Park Metro
- Half & I St SW / Randall Rec
- Kansas Ave & Tuckerman St NW / Lamond Rec
- Michigan Ave & Allison St NE
- Minnesota Ave & D St NE
- Rock Creek Pkwy & Pkwy Dr NW
- Rose Park

- South Dakota Ave & Decatur St NE
- South Dakota Ave & Perry St NE
- Western Ave & Pinehurst Cir NW

DDOT has expanded the following stations to date, as of 1/30/2024, in FY24:

- 3<sup>rd</sup> & D St SE (11 -> 15 docks)
- 10<sup>th</sup> & U St NW (15 -> 19 docks)
- 17<sup>th</sup> & K St NW / Farragut Square (35 -> 39 docks)
- Convention Center / 7<sup>th</sup> & M St NW (23 -> 27 docks)

DDOT replaced the following stations with brand new equipment as part of its state of good repair efforts to date, as of 1/30/2024, in FY24:

- 3<sup>rd</sup> & D St SE
- 10<sup>th</sup> & U St NW
- 13<sup>th</sup> & E St SE
- 17<sup>th</sup> & K St NW / Farragut Square
- 17<sup>th</sup> & K St NW
- Convention Center / 7<sup>th</sup> & M St NW
- Minnesota Ave Metro / DOES
- North Capitol & F St NW

d. The number of traditional and electric bikes currently available in the Capital Bikeshare program and the projected number of each by the end of FY 24.

There are approximately 3,000 traditional bicycles and 2,250 ebikes in the District's fleet. DDOT projects it will have at least 3,500 traditional bicycles and at least 2,750 ebikes by the end of FY24

e. The number and location of requests for new bike stations.

DDOT has received 1,058 requests throughout all eight Wards for new bike stations. DDOT evaluates station requests from the public based on the recommendations from the 2020 Capital Bikeshare Development Plan, DDOT's moveDC goals for a Capital Bikeshare station within a quarter mile of 90% of District residents, real world conditions of the proposed site, and station expansion plans.

f. Plans for introducing bikes for the disabled.

DDOT has subcontracted a non-profit called Achillies International to provide adaptive bike clinics at no cost to District Residents. Residents will be able to reserve a variety of adaptive bike models, including hand powered bikes, trikes, and recumbent bikes, through the Capital Bikeshare website. Clinics will be held twice weekly at transit accessible locations downtown that are suitable for fitting, training, and then group rides on the

adaptive bikes. This follows the model for adaptive bike access that Citibike uses in New York City. This program would start in March 2024 and run through the end of FY24. Renewing the program for future fiscal years will depend on participation rates.

g. The number of active annual members and active monthly members in FY21, FY22, FY23 and FY24, to date.

In FY21, systemwide, there were approximately 23,345 annual members and 269 monthly members. In FY22, there were approximately 24,868 annual and 729 monthly [members](#). In FY23, there were approximately 26,454 annual and 701 [average](#) monthly [users](#). In FY24, to date, as of 1/30/2024, there are approximately 27,316 annual and 231 monthly users.

h. Any plans DDOT has to keep Capital Bikeshare viable and competitive despite losing users to other means, such as dockless bikes or scooters.

Capital Bikeshare remains competitive with dockless bikes and scooters by offering a stable micromobility option at a significantly lower price point than the dockless providers. FY23 was Capital Bikeshare's best year ever. Each month the system broke previous ridership records and broke the calendar-year ridership record in October, two months before the end of the year. This suggests that Capital Bikeshare has recovered from the pandemic ridership declines and is growing again. Capital Bikeshare deployed 1,700 of a new model of ebike with a bigger battery and longer range in 2023, bringing the total CaBi ebike fleet to about 2,250. DDOT remains on track to get the CaBi ebike fleet to 2,500 by the end of FY24. DDOT is also considering a pilot of docked scooters that would be fully integrated with the CaBi fleet. The devices would dock at CaBi docking stations and be rentable by CaBi users on the CaBi app.

i. Describe how DDOT tracks the number of bikes at each station and rebalances bikes when needed. What is needed to allow for more efficient redeployment of bikes?

Rebalancing of bikes at stations is handled by DDOT's contracted operator, Motivate. The number of bikes and rebalancing is tracked on internal dashboards and through monthly reporting by Motivate. Motivate is required to maintain a ratio of one bike for every two docks to ensure adequate bike and dock availability 93% of the time. The contractor is able to meet this level of service, but some areas of high bikeshare demand would benefit from a higher level of service. DDOT recently negotiated and executed modifications to its contract with Capital Bikeshare's operator to provide higher levels of rebalancing service (96% availability) in select high demand



areas and plans to introduce this higher service level in Spring 2024. DDOT is confident this higher service level will lead to more reliable bike and dock availability.

j. When planning to install new stations, how does DDOT consider equitable access to Capital Bikeshare?

In 2016 and 2020 DDOT published long range Capital Bikeshare Development Plans which are available on the DDOT and Capital Bikeshare websites. DDOT targets new stations in areas determined in the 2020 plan. These areas were determined by analyzing propensity for ridership, revenue, and public need. Public need was informed by analysis of low-income populations and by concentrations of people underrepresented in Bikeshare ridership, especially people of color. When selecting new station locations DDOT planners balance: the need to provide more bikes and stations in high demand areas; the need to ensure that program revenues keep up with costs; and the need to expand the reach of bikeshare to underserved areas and areas of greatest public need as identified by our Development Plan. Roughly speaking DDOT weighs revenue, ridership, and public need stations in equal proportion as we continue to grow the network of stations. Note that DDOT's goal for Capital Bikeshare is to have 90% of District residents within a ¼ mile of a Capital Bikeshare station to ensure that we are equitably serving all eight Wards.

118. What is the status of the shared dockless bikeshare program? Please include:
- a. A list of companies participating in the program.
  - b. The number and type (e.g., non-electric or electric) of bikes each company has deployed.
  - c. The number of complaints DDOT has received about dockless bikes for each month over the last 12 months. Please identify how many dockless bike operators there were for each month.

**Response:**

The dockless bikeshare permits are part of the Shared Fleet Device program which also includes electric mobility devices, also known as electric scooters. DDOT has successfully completed one year of 2023-2024 Shared Fleet Device permits after several years of extending the previous permits. As of January 1, 2023, Lime, Spin, and Veo have permits to operate shared fleet electric bikes in the District. Please note, all bike fleets are electric. The District saw a doubling of shared fleet e-bike trips in 2023 (1,854,831) compared to 2022, as the number of permitted bike operators increased from 1 to 3. Supporting the expansion of a dockless e-bike fleet

allows the shared fleet device program to increase the variety of shared micromobility modes to an expanded range of users.

Please see the following fleet *caps* by month, in the below chart. All permitted bicycle fleets consist of either class 1 (Lime and Spin) or class 2 (Veo) electric bicycles. Note, fleet caps do not represent actual deployment. The mean available vehicles is also listed, which better represents the number of vehicles in public space throughout all 12 months:

**Dockless bicycle fleet cap size 2023**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Mean
Lime	2500	2500	2500	2500	2500	2750	3000	2900	3025	3025	3275	3275	2116
Spin	720	720	720	720	720	720	720	720	720	720	720	720	256
Vevo	720	720	720	720	720	870	1170	1170	1770	1770	2170	2170	1197

**Dockless bicycle 311 complaints 2023**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	total
Lime					106	101	86	78	35	34	33	12	485
Spin					30	16	9	10	19	9	9	7	109
Vevo					20	20	20	18	14	21	11	3	127

119. What is the status of the shared dockless scooter program? Please include:
- a. A list of companies participating in the program.
  - b. The number of scooters each company has deployed.
  - c. The number of complaints DDOT has received about dockless scooters for each month over the last 12 months, by issue type and vendor. Please identify how many dockless scooters operators there were for each month.

**Response:**

Dockless scooters registered 4,921,674 trips in 2023, a slight decrease from the 2022 total of 5,053,989. This was likely a result of an overall decrease in the total number of permits from five to four and maximum available devices from 11,920 to 10,470. DDOT currently permits four scooter permits for Lime, Lyft, Spin, and Veo.

Please see the following fleet *caps* by month. Note, fleet caps do not represent actual deployment. The mean available vehicles is also listed, which better represents the number of vehicles in public space throughout all 12 months:

**Dockless Fleet Caps 2023**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Mean available
Lime	2500	2500	2550	2600	2800	2950	3200	3400	3600	3950	4250	4250	3,053
Lyft	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	1,717
Spin	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2800	3000	2,296
Veo	0	720	720	720	720	720	720	720	720	720	720	720	650.5

DDOT received the following types of 311 scooter complaints in 2023; Scooters may be reported for the following parking infractions:

- o Blocking Building Entrance
- o Blocking Bus Stop
- o Blocking Sidewalk or Path (less than 3 feet of space available to pass)
- o Parked on a ramp or between two ramps
- o Vehicle is not locked to infrastructure
- o Vehicle is locked to private property

**311 Dockless Scooter Complaints 2023**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Lime	77	47	66	121	104	100	104	90	67	66	24	16	882
Lyft	33	15	29	39	52	56	45	46	41	24	17	4	401
Spin	24	33	44	51	72	70	47	85	28	32	24	22	532
Veo					29	34	57	58	24	28	18	7	255

120. Please describe how DDOT made determinations to approve or deny permits for dockless scooters and bikes in FY23 and FY24, to date.

**Response:**

DDOT has not approved or denied any permits for dockless scooters or bikes in the past calendar year because we are still in the middle of the current two-year permit cycle. The duration of the current permit is 1/1/23 to 12/31/24. DDOT will issue a call for permit applications in the fall of 2024. All current permit holders will have to reapply along with any potential new entrants to the District. New permits will be issued in late fall 2024 for the next permit period beginning 1/1/25. DDOT establishes the duration of shared fleet device permits in the DCMR.

121. Please provide an update on DDOT’s implementation of the Electric Bicycle Rebate Program Amendment Act of 2023, effective November 28, 2023 (D.C. Law 25-66; 70 DCR 15601).

**Response:**

DDOT is actively implementing the Electric Bicycle Rebate Program Amendment Act of 2023. In November 2023, DDOT published a public-facing website to keep residents up to date (available at [ddot.dc.gov/ebike](http://ddot.dc.gov/ebike)) and met with all District bike shops multiple times to answer questions and distribute information on how to apply to become eligible for receiving rebate funds for approved purchases. On December 18<sup>th</sup>, DDOT published a Request for Applications to formally invite retailers to apply with a deadline of **January 12<sup>th</sup>**. DDOT is now in the process of reviewing those applications. DDOT secured a firm to do outreach and marketing to ensure there is robust public awareness of the program. Already, over 500 interested residents have reached out to DDOT about applying for a rebate. DDOT is currently developing the resident application process. In February, a list of approved ebike retail partners will be made public based on the applications to the RFA. In April, the first application window will open for preferred applicants. Outreach will start in March and continue until all vouchers are redeemed. DDOT is in the process of coordinating classes for ebike voucher recipients with our bike education partner.

### *Sustainability*

122. Please provide an update on the District's NEVI Program.

#### **Response:**

FHWA approved the current version of the District's National Electric Vehicle Infrastructure (NEVI) Deployment Plan on September 29, 2023. The plan addresses connectivity and the deployment of EV charging stations along federally designated Alternative Fuel Corridors (AFCs) in the National Highway System and equitable station placement across the District. Following the hiring of a NEVI Program Coordinator on October 10, 2023, DDOT released a NEVI Notice of Funding Availability (NOFA) on December 15, 2023, on its [NEVI program webpage](#). DDOT hosted a virtual public meeting on January 25, 2024 to provide information on the District's grants agreement process and upcoming Request for Funding Availability (RFA) release to interested electric vehicle supply equipment vendors and other potential applicants. Details of the public meeting are posted on the program webpage. The RFA will be posted on the webpage on March 29, 2024.

123. Please provide an update on the District's Curbside Electric Vehicle (EV) Charging Permit Program.

- a. How many Curbside EV Charging Permit were requested in FY23 and FY24, to date?
- b. How many were granted?
- c. Of the requests that were denied, please provide a breakdown of the reasons the request was denied.

**Response:**

- a. How many Curbside EV Charging Permit were requested in FY23 and FY24, to date?

None. While some companies have expressed interest, none have submitted an application available on TOPS.

- b. How many were granted?

No applications were submitted.

- c. Of the requests that were denied, please provide a breakdown of the reasons the request was denied.

No applications were submitted.

124. What other actions, projects or studies has DDOT undertaken in FY23 and FY 24, to date, to advance the adoption of electric vehicles among D.C. residents, workers and visitors?

**Response:**

DDOT is working to expand the District's EV charging infrastructure in multiple ways: (1) through federal funding from the National Electric Vehicle Infrastructure (NEVI) Program; (2) through the establishment of the curbside EV charging permit, and; (3) through our work with the Mayor's Transportation Electrification Working Group.

**NEVI Program**

With the passage of the Bipartisan Infrastructure Law, a new federal formula program was created, the National Electric Vehicle Infrastructure Program (NEVI). Over the next five years, the District will receive over \$16.6 million to install Direct Current Fast Chargers (DCFCs or Fast Chargers). DDOT, with the collaboration of other District agencies, has developed the District National Electric Vehicle Infrastructure Deployment Plan, which helps shape the District's EV infrastructure framework and interconnect with a nationwide EV charging network along Interstate corridors and other parts of the National Highway System (NHS). Last year, DDOT hired our first NEVI Program Manager to help implement the plan. A Notice of Funding Availability (NOFA) was released this past December to announce the upcoming funding opportunity this spring to install fast chargers along our designated Alternative Fuel Corridors (AFCs). A public meeting is scheduled on January 25th to provide information on the upcoming Request For Applications (RFA). DDOT expects installations to begin late summer 2024.

### **Curbside EV Charging Permit Program**

The final EV Public Charging Station rulemaking created an annual public space permit (EV charging station permit) for which charging station vendors may apply to install EV charging stations along eligible curbside spaces in the District. Eligible curbside spaces are those currently unregulated, metered, or with RPP restrictions. Ineligible curbside spaces are those with rush-hour parking and snow emergency restrictions. Applications for installation will be reviewed on a case-by-case basis to ensure that a proposed EV charger, including those proposed at an eligible location, conforms with moveDC and DDOT's capital improvement plan along the proposed corridor.

Under this framework, the charging station vendor owns and maintains their stations and establishes the pricing structure for charging electric vehicles. Across the industry, vendors provide different pricing structures to their customer base. Some charge a monthly or annual membership fee which includes free, unlimited charging opportunities; some set a different rate to charge for members and non-members, and others simply charge per kilowatt hour. Standardizing the cost per kilowatt hour is difficult considering these different pricing frameworks; however, the terms and conditions of the EV Charging Station permit require that the cost to charge be comparable to those in surrounding jurisdictions.

The curbside EV charging station permit was made available beginning in April of 2022, and to date a permit has not been issued.

### **Transportation Electrification Working Group (TEWG)**

Last year, through City Administrator order 2023-1, the Transportation Electrification Working Group was established naming DDOT as a charter member. The charge of this working group is to support the transition to electric vehicles for residents and District fleet.

While the Working Group became most active during the later portion of FY23, it is currently focused on the full transition of the District fleet to EVs as a model for residents to follow. Led by the Office of the Deputy Mayor for Operations and Infrastructure, DDOT serves as a contributing member of the working group.

125. What actions did DDOT take in FY23 and FY24, to date, to increase the sustainability of the Circulator fleet?
- a. How many circulator buses will reach end-of-life in FY23 and FY24?
  - b. Will these buses be replaced in FY23 and FY24, and if so, which fuel type will the replacement buses use?
  - c. When making changes to Circulator routes, please explain how DDOT considers increasing equitable access to public transit.

### **Response:**

In FY23 and FY24 (to date), DDOT took the following actions to increase the sustainability of the Circulator fleet:

- DDOT accepted and placed into revenue service Circulator’s 15<sup>th</sup> battery-electric bus, a Proterra ZX5+.
  - DDOT engaged in regular coordination with the Circulator’s operations and maintenance contractor as well as its bus charger manufacturer to ensure battery-electric bus charging capacity is operating at the highest level possible.
  - DDOT advanced steps toward solicitation of a vendor to pilot B100, a 100 percent biodiesel blend, on (preliminarily) at least two Circulator buses. An interim step on the path to full fleet electrification, DDOT anticipates that integration of B100 on diesel buses will result in sizeable emissions reductions and air quality benefits. If the pilot is successful, DDOT will consider steps to implement B100 on the remaining Circulator diesel fleet.
  - DDOT advanced steps toward a sole source solicitation of high-powered battery-powered chargers at its South Capitol Street Circulator facility. This intervention will require no infrastructure work while allowing buses to charge faster and more reliably.
- a. There are currently 14 Van Hool buses that have reached end-of-life and are scheduled to be replaced as part of a future electric bus procurement.
  - b. The 14 Van Hool buses are scheduled to be replaced with a deployment of up to 17 battery-electric buses.
  - c. The Circulator service complements the WMATA transit system and will incorporate any changes that arise from the Better Bus Network. Changes to routes are made based on available coverage, route performance, and community input. To increase equitable access, DDOT reviews areas with little or no coverage to determine potential connections to activity centers in the community.

126. What is the status of the electrification of the District’s fleet of passenger vehicles?

**Response:**

DDOT continues to expand the use of EVs throughout the DDOT Fleet. DDOT has installed charging units at four DDOT sites, where over 85% of the DDOT Fleet is located:

Location	Charging Type	Number of Units
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250 M Street SE	Level 2	165
414 Farragut Street Yard	Level 2	35
1735 15th Street Warehouse	Level 2	30
1403 W Street Yard	Level 2	2

In addition to the work DDOT has done to prepare for the arrival of new EVs that the Agency started to order in FY18, DDOT is budgeting for when more EVs are available to purchase. This budgeting is a challenge, because demand is extremely high, and EVs coming to market are bogged down by supply chain issues

These are EVs that DDOT can purchase and receive, since they are in production:

<b>Vehicles Type</b>	<b>Existing in DDOT Fleet</b>	<b>Ordered and waiting for delivery</b>	<b>DDOT use or need</b>
Small Pick-Up Truck	27	42	Urban Forestry, Public Space Inspectors (snow) and Asset Management (snow)
Small Sedans	82	40	TCOs, Safety Techs and DDOT HQ
Forklift	1	1 under review	Warehouse
Medium Duty Truck	2	3 under review	Asset Management
Medium Duty Sweeper	1	1 under review	Warehouse/Asset Management
Medium Duty Work Vans	1	8 under review	Bike team, Field Operations crews
<b>Total</b>	<b>114</b>	<b>95</b>	

127. What is the status of the electrification of the District’s government fleet?

**Response:**

While DDOT works closely with DPW, the lead agency on fleet procurement, DDOT is not responsible for the electrification of the larger D.C. government fleet. Please see the response to Question 126 for the electrification of the DDOT fleet.



128. What environmental or green initiatives did the agency pursue in FY23 and FY24, to date?

- a. How much impervious surface has been changed to pervious surface?
- b. How many green alleys have installed rain gardens, bioswales, or the like?

**Response:**

DDOT pursues various green initiatives by incorporating green infrastructure in streetscape projects, installing tree planters by creating bump outs on roadways where there are no tree furnishing zones, retrofitting standard streetscapes with green infrastructure facilities, converting impervious pavements to pervious on parking lanes, etc.

The following projects are some examples of green initiatives DDOT has either implemented or is currently working on:

- Implementation of green infrastructure in various streetscape projects throughout the city; (Ongoing)
- Urban Forestry Division installation of citywide tree canopy in all eight wards; (Ongoing)
- Green infrastructure retrofit projects that replace standard streetscape with green infrastructure facilities;
- Green Alleys to date: 50,445 SF; (multi-year)
- Hickey Run, Nash Run, Pope Branch, Fort Dupont Watershed project; (Design completed)
- Broad Branch and Spring Valley Watershed design; (under design)
  - Citywide LID; (under construction)
  - Multipurpose Green Infrastructure – multi phase; (design completed)
  - Benning East Capital, Fort Chaplin, Stickfoot and Oxon Run Watershed designs (grant awarded).

Note that most of the aforementioned projects are multi-year. Several retrofit design projects are on-going and connected to multi-year Clean Water Construction (CWC) grant funds from the EPA. CWC grant funds are administered by DOEE and, in the past, DOEE has also provided a local match for CWC grant funds to supplement local funds provided by DDOT.

Green infrastructure retrofit projects include permeable pavement, bioretention, impervious surface removal, and tree plantings. Green alley projects are generally paved with a permeable surface replacing the existing impervious surface. One exception is the Q Street Alley, which converted a portion of the alley into a pedestrian walkway with bioretention and permeable pavement. Retrofit projects are selected in coordination with DOEE. DDOT prioritizes retrofitting the upland

areas of priority watersheds where DOEE stream restoration projects are planned or completed.

The Stormwater Management GI program also provides support for all DDOT projects with green infrastructure elements.

Total acres managed by stormwater facilities installed between July 2022 and June 2023 is 16 acres (See [2023 Municipal Separate Storm Sewer System \(MS4\) Report](#)).

129. Please provide an update on the activities of the Urban Forestry Division and other tree preservation efforts in FY23 and FY24, to date, including:
- a. The number of trees planted;
  - b. The number of Special Tree or Heritage Tree removal permits requested;
  - c. The number of Special Tree or Heritage Tree removal permits granted;
  - d. The number of Special Trees or Heritage Trees removed pursuant to a permit;
  - e. The number of Special Trees or Heritage Trees removed without a permit;
  - f. The total number of enforcement actions initiated for violations of the Urban Forest Preservation Act of 2002, effective June 12, 2003 (D.C. Law 14-309; 50 DCR 888).
  - g. The cumulative value of fines and fees imposed through enforcement actions;
  - h. The total number of stop work orders issued for violations of the Urban Forest Preservation Act of 2002; and
  - i. The number of times DDOT provided notice to Advisory Neighborhood Commissions of a proposed removal of a tree from public space;

**Response:**

- a. The number of trees planted
  - FY23: 6,815
  - FY24: 3,878 (as of 1/11/24)
- b. The number of Special Tree or Heritage Tree removal permits requested;
  - FY23: 1,931
  - FY24: 441 (as of 1/11/24)
- c. The number of Special Tree or Heritage Tree removal permits granted;
  - FY23: 1,497
  - FY24: 274 (as of 1/11/24)
- d. The number of Special Trees or Heritage Trees removed pursuant to a permit;
  - FY23: 2,694
  - FY24: 623 (as of 1/11/24)

Please note that each permit issued can have more than one tree associated with it. This is why the total number of permits issued is smaller than the total number of trees removed with a permit.

- e. The number of Special Trees or Heritage Trees removed without a permit;
  - FY23: 58

- FY24: 9 (as of 1/11/24)
- f. The total number of enforcement actions initiated for violations of the Urban Forest Preservation Act of 2002, effective June 12, 2003 (D.C. Law 14-309; 50 DCR 888).
- FY23: 15
  - FY24: 0 (as of 1/11/24)
- g. The cumulative value of fines and fees imposed through enforcement actions;
- FY23: \$906,643.45
  - FY24: \$467,078.20 (as of 1/11/24)
- h. The total number of stop work orders issued for violations of the Urban Forest Preservation Act of 2002; and
- FY23: 18
  - FY24: 3 (as of 1/11/24)
- i. The number of times DDOT provided notice to Advisory Neighborhood Commissions of a proposed removal of a tree from public space;

DDOT Urban Forestry Division (UFD) provides ongoing notice to Advisory Neighborhood Commissioners, Council Members, and most importantly members of the public through a coordinated and multipronged approach. Notification of all [routinely scheduled services](#) (including tree removal from public space), and for all permits issued for [Special and/or Heritage Tree removal, preservation and/or relocation](#) are made easily accessible on our website <https://trees.dc.gov/>. Additionally and where possible, individualized notifications are left at residences and businesses abutting scheduled urban forestry services at the time of planning. All of these activities are aimed at ensuring the public we serve is made fully aware of the management decisions being made on the public's shared forest resource.

130. What is the current balance of the Tree Fund?
- a. Please provide a detailed summary of deposits into the fund in FY23 and FY24, to date.
  - b. Please provide a detailed summary of expenditures from the fund in FY23 and FY24, to date.

**Response:**

- a. Please provide a detailed summary of deposits into the fund in FY23 and FY24, to date.

- i. FY23: \$2,053,985.45
  - ii. FY24: \$330,902.95 (as of 1/10/2024)
- b. Please provide a detailed summary of expenditures from the fund in FY23 and FY24, to date.
- i. FY23:

Payee	Amount	Purpose
DOEE/Casey Trees	\$800,000	Funds tree planting subsidies including Riversmart Homes Tree Planting, Casey Trees Planting programs, etc. (Intra-District Transfer)
Casey Trees	\$355,000	DC State Nursery Grant (tree procurement)
DDOT Urban Forestry Division	\$1,024,000	Public Land Tree Planting
<b>Total</b>	<b>\$2,179,000</b>	<b>FY23 Tree Fund Expenditures</b>

- ii. FY24: (as of 1/10/2024)

Payee	Amount	Purpose
DOEE/Casey Trees	\$800,000	Funds tree planting subsidies including Riversmart Homes Tree Planting, Casey Trees Planting programs, etc (Intra-District Transfer)
<b>Total YTD</b>	<b>\$800,000</b>	<b>FY24 YTD Tree Fund Expenditures (as of 1/10/24)</b>