

Government of the District of Columbia  
Department of Transportation



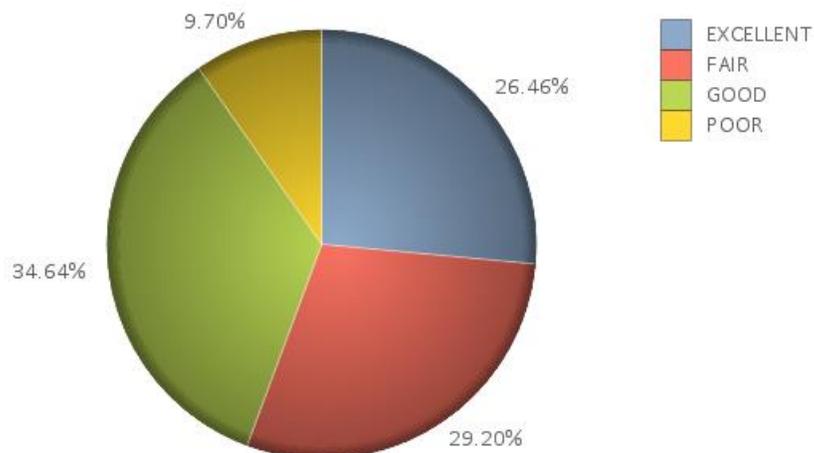
Performance Oversight Questions  
Part 2

D. PROGRAM-SPECIFIC QUESTIONS

I. Infrastructure and Maintenance

28. What is the state of federal roads in the District? Please provide:
- The number of miles of federal roads in the District.
  - The percentage of federal roads assessed as Excellent, Good, Fair, and Poor.
  - The agency’s goals for federal roads assessed as Excellent or Good.
  - How frequently are federal roads assessed?
  - Is the condition of federal roads improving or worsening? Please describe.
  - Local and federal dollars spent resurfacing/improving federal roads in FY 2014.
  - Miles of federal roads resurfaced/improved in FY 2014.

**Response:** The District has 486 centerline miles (approximately 1,742 lane miles) of federally funded streets. The following chart provides the breakdown of pavement condition for the federal streets in the District. This data is based on the last complete pavement condition survey—end of CY 2013. CY2014 data collection has been completed and the data is being analyzed; the final CY2014 data will be available by Summer 2015.



For streets in Excellent or Good condition DDOT's goal is to maximize the Remaining Service Life (RSL) of the pavement on these segments by adopting pavement preservation techniques such as Slurry Seal and Crack Sealing. Typically investments of a dollar to maintain streets in good or excellent condition saves approximately \$6 in future repairs if it is left untouched.

The federally funded streets are surveyed annually to assess pavement condition.

The condition of federal roads should be improving based on the amount of miles paved over the past years. The 2014 pavement survey data will be available in the 3<sup>rd</sup> quarter of 2015 and is expected to show the improvements.

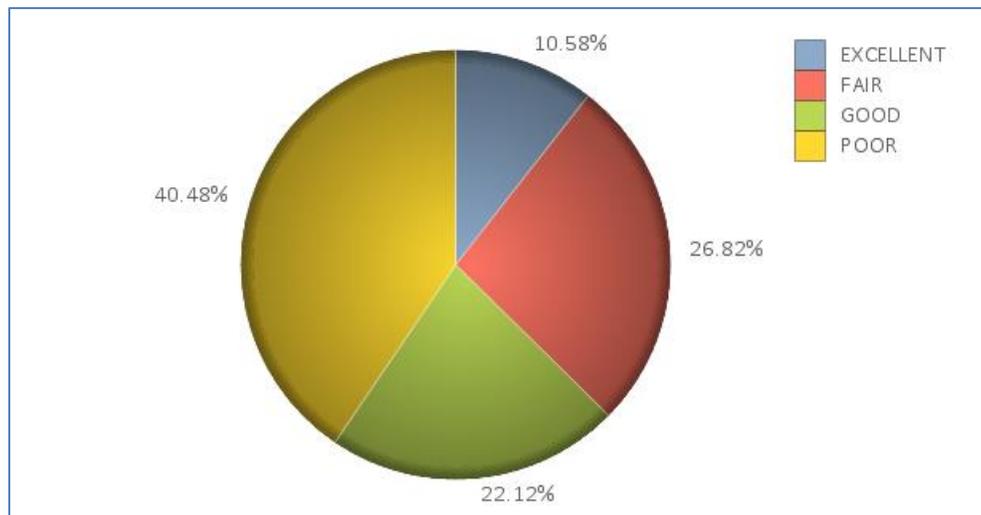
DDOT's budget for federally funded streets in 2014 included \$13,177,206 of federal funds and \$130,033 of local funds

In FY14 DDOT completed approximately 74 lane miles of resurfacing and paving on federally funded streets. A complete listing of all work completed in FY14 is provided on the DDOT website (list and map) at <http://ddotfiles.com/db/WPFY14Completed/>.

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

- **The number of miles of local streets in the District.**
- **The percentage of local streets assessed as Excellent, Good, Fair, and Poor.**
- **The agency's goals for local streets assessed as Excellent or Good.**
- **How frequently are local streets assessed?**
- **Is the condition of local streets improving or worsening? Please describe.**
- **Local and federal dollars spent resurfacing/improving local streets in FY 2014.**
- **Miles of local streets resurfaced/improved in FY 2014.**

**Response:** The District has 685 centerline miles (approximately 1,714 lane miles) of local streets. Based on the last complete pavement condition survey (end of CY 2013), the following chart provides the breakdown of pavement condition for the local streets in the District.



For streets in Excellent or Good condition DDOT's goal is to maximize the Remaining Service Life (RSL) of the pavement on these segments by adopting pavement preservation techniques such as Slurry Seal and Crack Sealing. Typically investments of a dollar to maintain streets in good or excellent condition saves approximately \$6 in future repairs if left untouched. Local streets are surveyed once every two years to assess pavement condition. The last condition assessment for local streets was done in 2013.

The condition of the local streets network is not expected to change much and preventive maintenance work is being incorporated in the plan in order to keep the good roads in good condition. Funding is an issue. We need approximately \$25 million annually (\$250 million total) for the next 10yrs to bring all the local roads to excellent/good conditions.

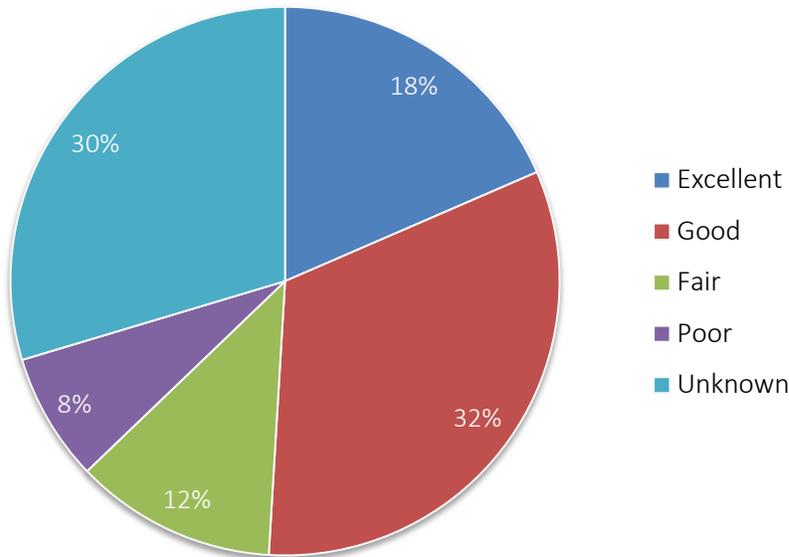
DDOT's budget for local streets totaled around \$3,421,277 in 2014.

In FY14, DDOT completed approximately 13 lane miles of resurfacing and paving on local streets, an additional 30 lane miles of pavement preservation such as Slurry Seal, and about 80 lane miles of crack sealing. A complete listing of all work completed in FY14 is provided on the DDOT website (list and map) at <http://ddotfiles.com/db/WPFY14Completed/>.

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

- **The number of miles of alleys in the District.**
- **The percentage of alleys assessed as Excellent, Good, Fair, and Poor.**
- **The agency's goals for alleys assessed as Excellent or Good.**
- **The method with which DDOT prioritizes alleys for repair.**
- **What is the status of the alley assessment that began in FY 2013?**
- **Is the condition of alleys improving or worsening? Please describe.**
- **Local and federal dollars spent resurfacing/improving alleys in FY 2014.**
- **Miles of alleys resurfaced/improved in FY 2014.**

**Response:** There are approximately 409 miles of alleys in the District. DDOT is currently working with a vendor to complete a visual inspection of all alleys in the District. At this time, the project is 70% complete and is anticipated to be fully complete by the end of Spring 2015. The following chart provides the breakdown of alley conditions (in segments rather than miles) in the District (data includes inspection data received until February 12, 2015).



Rating	Excellent	Good	Fair	Poor	Unknown	Total
# Alley Segments	1640	2878	1053	669	2628	8868
%	18%	32%	12%	8%	30%	100%

DDOT’s goal is to rehabilitate alleys that are in poor condition and accordingly prioritizes alley repair based on the condition of the alley. In the absence of the alley condition rating DDOT prioritizes the repairs based on the inspections conducted when responding to alley repair requests submitted via the Mayor’s 311 Call Center (311). In FY14 DDOT completed alley repairs at 185 locations in the District.

These include spot/partial alley repairs and complete alley segment repairs. The condition of the alleys citywide should be improving as more alleys are rebuilt and improved. The FY2014 local budget for alley improvements was \$6,296,288.

A complete listing of all work completed in FY14 is provided on the DDOT website (list and map) at <http://ddotfiles.com/db/WPFY14Completed/>

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

- **The number of miles of sidewalks in the District.**
- **The percentage of sidewalks assessed as Excellent, Good, Fair, and Poor.**
- **The agency’s goals for sidewalks assessed as Excellent or Good.**
- **Last year, the agency said that the sidewalk assessment slated to begin in FY 2013 would begin in FY 2014. What is the status of this assessment?**
- **Is the condition of sidewalks improving or worsening? Please describe.**
- **Local and federal dollars spent resurfacing/improving sidewalks in FY 2014.**
- **Miles of sidewalks resurfaced/improved in FY 2014.**
- **What is the status of the sidewalk gap closure project that began in FY 2014?**

**Response:** The District has approximately 1,415 miles of sidewalk. The condition of the sidewalks in the District is as follows:

Sidewalk Rating	Excellent	Good	Fair	Poor	Total
Sidewalk Miles	104	553.2	688.5	69.2	1415
%	7%	39%	49%	5%	100%

The sidewalk assessment started in FY14 and the project is 82% complete. The condition of the sidewalks is improving continuously as sidewalk repairs and replacements are performed regularly. In addition the ADA improvements project focused on the removal of accessibility barriers in public space contribute to the improvement of the overall sidewalk network, citywide.

The FY2014 local budget for sidewalk improvements was \$4,634,236. About \$4 million dollars have been spent by DDOT in FY14 for sidewalk repair and replacement addressing approximately 221 locations.

A complete listing of all work completed in FY14 is provided on the DDOT website (list and map) at <http://ddotfiles.com/db/WPFY14Completed/>.

DDOT is currently in the procurement process for the construction portion of the sidewalk gap project. The identification and prioritization of the sidewalk gaps will be done in Spring/Summer of 2015 after the completion of the citywide sidewalk inventory.

32. What is the state of bridges and tunnels in the District? Please provide:
- **The number, name, and location of each structurally deficient bridge and tunnel.**
  - **The timeline for repairing or replacing each structurally deficient bridge and tunnel, including the date when construction is expected to begin.**
  - **How frequently are bridges and tunnels assessed?**
  - **Are any of these bridges and tunnels expected to reach a hazardous state, necessitating its closure or reduction in use, before construction is completed?**
  - **Is the condition of bridges and tunnels improving or worsening? Please describe.**
  - **Local and federal dollars spent resurfacing/improving bridges and tunnels in FY 2014.**
  - **Miles of bridges and tunnels resurfaced/improved in FY 2014.**

**Response:** There are 11 structurally deficient bridges in the District. The table below shows the name, location and status/timeframe for repairs to each of these bridges.

Structure Number	Facility Carried	Facility Intersected	Location	Bridge Deck Area	Status
0003	31st Street, N.W.	C&O CANAL	Georgetown & C&O Canal	2,160	Under design; Construction Start May 2016

Structure Number	Facility Carried	Facility Intersected	Location	Bridge Deck Area	Status
0017	27th Street, N.W.	Broad Branch	27th ST. @ Broad Branch	398	Design Completed; Bids are in; Ready to award construction contract. Anticipated Start Date: Spring 2015
0053	South Capitol Street	Anacostia River	South Capitol Street	156,250	Design Build. Anticipated Start Date: Summer 2016
0104-1	Ramp	Ramp from Benning Road to Kenilworth Avenue	Benning Road at Kenilworth Avenue	2,664	2015 Design 2019 Construction
0209	16th Street, N.W.	Military Road	16th Street @ Military road	6,240	Under Construction.
0233	East Capitol Street	Anacostia River	East Capitol Street over Anacostia River	16,811	Under Design; Construction projected to start in 2017
1001	Anacostia Freeway	Nicholson Street	Anacostia Freeway, S.E.	6,356	Design will start May 2015; Construction will start May 2016
1001(Ramp 6)	Ramp 6 over Nicholson Street	Nicholson Street	Anacostia Freeway Ramp to Penn. Ave.	2,343	Design will start May 2015; Construction will start May 2016

Structure Number	Facility Carried	Facility Intersected	Location	Bridge Deck Area	Status
1009	Anacostia Freeway	Suitland Parkway	Anacostia Freeway over Suitland Parkway	19,440	Beams temporarily supported at pier. Will be replaced under Phase II of South Capitol Street Project. Projected for 2020
1303	I-66 Ramp	Potomac Parkway and Rock Creek	I-66 Ramp to Whitehurst Freeway	19,525	Repairs Substantially completed under Preventive maintenance Contract.

All bridges and tunnels in the District are assessed every 24 months except for bridges with identified concerns. These bridges are monitored more frequently as specified by the engineer's recommendations issued during the inspection/assessment. None of the bridges or tunnels in the District are expected to reach a hazardous state requiring closure or reduction in use prior to scheduled maintenance and repairs.

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

DDOT's budget for bridge and tunnel maintenance in 2014 included \$4,335,160 of federal funds and \$432,888 of local funds.

In FY2014 DDOT's bridge preservation and preventive maintenance program improved approximately 42 bridges and 16 tunnels. The total length of all bridges with some repair work is approximately 6 miles and total length of the tunnels with some repair work in 2014 is approximately 2 miles.

33. What is the status of the Streetscape projects currently underway and expected to begin construction in FY 2015 and FY 2016. For each project, please include:

- **The project's name and location.**
- **The project's budget.**

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

**Response:**

See Appendix 31.

34. Please provide the agency's street, alley, and sidewalk improvement schedule for FY 2014 through FY 2018.

- **Which streets, alleys, and sidewalks were scheduled to be improved in FY 2014?**
- **Of these, which were not completed? Why?**

**Response:** DDOT creates an annual workplan to address infrastructure related repairs (Sidewalk, Streets and Alleys). The annual workplans are published on DDOT's website [<http://ddotfiles.com/db/WPFY14Completed/>] and shows detailed workplans from FY12 – FY14. The draft FY15 workplan is currently being developed and will be available on DDOT's website by April 2015.

Appendix 32 lists the items that were not completed. All the locations programmed in FY 2014 were not completed due to utility conflicts, delays in availability of federal funds (waiting for August redistribution monies/obligation), partial suspension of work as per contract requirements, and differing site conditions.

35. What is the status of the completion of the 11th Street Bridge and South Capitol Street Bridge Projects? Did the timeline, budget, or scope of either project change in FY 2014?

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

11<sup>th</sup> Street Bridge

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

**Timeline:** The initial phase was completed on-time in September 2013. The second phase of the project has a targeted completion date of September 2015 with the exception of 12<sup>th</sup> Street, SE and the Net Benefit Agreement as discussed below.

**Scope:** The scope of the second phase modified slightly. Originally, work associated within the vicinity of Barney Circle was eliminated; however, this work was added back into the scope of the project. In addition, the 12th Street extension from M St, SE to the Southeast Blvd (decommissioned portion of Southeast/Southwest Freeway between 11th Street, SE and Pennsylvania Ave, SE) was deferred due to the potential construction conflicts with the CSX

Virginia Avenue Tunnel. Construction of the 12th Street extension cannot be completed until the construction of the tunnel is completed.

In addition, many safety improvements were added to the scope of the second phase of the project. These improvements include the installation of LED lighting along the project, the installation of mile marker signs throughout the limits of the project, and several ITS enhancements throughout the project.

Overall, one outstanding issue related to the completion of the project is the Net Benefit Agreement with NPS. During FY2014, DDOT has repeatedly tried to meet with representatives of NPS to resolve the outstanding issues. The resolution of this item has the potential to increase the overall project costs.

**Funding:** The project remains on time and on budget; however, resolution of the Net Benefit Agreement as previously discussed has the potential of increasing the budget.

### South Capitol Street Bridge Project

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

- Phase 1 includes a new Frederick Douglass Memorial Bridge (FDMB) over the Anacostia River, and includes the approaches on each side of the river plus reconstructing the I-295 and Suitland Parkway Interchange;
- Phase 2 includes a new interchange on Suitland Parkway at MLK, Jr. Avenue, plus reconstruction and streetscape improvements on South Capitol Street north of the Nationals Ball Park and New Jersey Avenue north of M Street, SE. Phase 2 of the project will not start until approximately 2020. This phase is currently unfunded. Its costs and timeline have not materially changed.

Phase 1 of the SCS Corridor Project will be procured using design-build (DB) delivery and is in the procurement stage. Four DB teams were shortlisted in January 2014 to proceed to developing technical and financial proposals. A draft Request for Proposals (RFP) was issued to the four shortlisted teams for comment in March 2014.

**Current Status:** The Project team has prepared the final RFP for Phase 1. Release of the final RFP is anticipated in early summer 2015, which would enable contract award in spring 2016 with final completion of the project in spring 2020. In addition, the Project team has significantly advanced environmental approvals for the Project with a Federal Highway Administration (FHWA) Record of Decision expected in April 2015 allowing permitting activities to commence, and subsequently construction to begin in early 2016.

**Timeline Changes:** The project timeline changed significantly in FY 2014, resulting in a 12 month schedule delay due to several factors:

- Project Labor Agreement (PLA) – The previous mayoral administration elected to incorporate a PLA into Phase 1 of the SCS Corridor Project procurement during FY 2014. FHWA must approve the negotiated PLA before it is signed. The draft PLA is currently under DDOT and the Mayor’s Office.

- Approval of the Final RFP by FHWA – FHWA must review the final RFP before release to the short-listed design build teams. FHWA will not accept the final RFP for review until the PLA discussions are complete and the PLA is approved.
- Certification of Advance Construction Funding – DDOT must certify the availability of Advanced Construction funding before release of the final RFP to the short-listed design build teams. The Certification of Advance Construction Funding is a requirement for FHWA approval of the financial plan.

**Funding Changes:** The February 2015 update to the SCS Corridor Financial Plan identified total aggregate funding reductions when compared to the May 2013 baseline. The dominant factors contributing to these reductions included:

- A softening in the GARVEE bond market (requiring shorter amortization periods and increased interest rates) reducing available funding by \$119m.
- A reduction of \$69m in District funding for the project.

In addition to the above cuts in project budget, the cost savings resulting from the selection of a fixed bridge replacement have been largely offset due to increased project scope to address existing conditions within the Phase 1 project area, and escalation costs resulting from the continued delay in issuing the final RFP due to the PLA.

**Potential Scope Changes:** Due to the funding reductions noted above, DDOT elected to change the Phase 1 procurement strategy from a conventional Design-Build implementation, where the Owner (DDOT) establishes a fixed scope, to a Design-Build Fixed Price/Best Design.

- With a Design-Build Fixed Price/Best Design, the Owner (DDOT) establishes the maximum available budget and requests the short-listed teams to provide proposals to construct as much scope as possible with the funds available.
- Proposals are evaluated based on the most functional project scope provided, in keeping with the Owner's (DDOT's) pre-established priorities and goals. However, the exact project scope may be different than that established by the project preliminary plans.

36. Please explain the status of the green alley program. Please include the location of any projects completed in FY 2014 or planned for FY 2015 or FY 2016 and a cost breakdown as compared with green infrastructure.

**Response:** DDOT constructed five green alleys in FY14 as part of the RiverSmart Washington project at the following locations, using the permeable pavement materials listed:

- RiverSmart Washington (Ward 4):
  - Alley between 33<sup>rd</sup> St, Rittenhouse St, 34<sup>th</sup> Pl, Broad Branch Rd, & Quesada St NW – pervious concrete
  - Alley between 33<sup>rd</sup> St, Quesada St, Broad Branch Rd, & Lafayette Rec Center NW – porous asphalt
  - Alley between 33<sup>rd</sup> St, Quesada St, 32<sup>nd</sup> St, & Rittenhouse St NW – permeable pavers
  - Alley between 33<sup>rd</sup> St, Quesada St, 32<sup>nd</sup> St, & Patterson St NW – porous asphalt
  - Alley between Iowa Ave, Webster St, Georgia Ave, & Allison St NW – permeable pavers

One green alley will be constructed in FY15 at the following location:

- Q St Green Alley (Ward 3) - between Q St, 45<sup>th</sup> St, Q Pl, and Indian Rock Terrace NW – permeable pavers and bioretention

DDOT has started the design phase for the next set of Green Alley projects, which will focus on sites that are the most cost-beneficial. The project budget is \$3.4 million for design, construction, and project management in FY14-16 through funding from FHWA, EPA, and the Stormwater Permit Enterprise Fund. DDOT is analyzing about 60 candidate sites to determine the best sites to design and construct. DDOT’s new Green Infrastructure Standards will be used in the green alley projects and these standards will help streamline the design process.

DDOT will be designing several neighborhood Green Infrastructure (GI) Retrofit projects in FY15 and FY16 which will include green alley sites. Green alley locations within these projects have not yet been determined. Neighborhood GI retrofit projects are planned at the following locations:

- LeDroit Park Flooding mitigation (Ward 1) – design in progress, construction planned for FY16
- Klinge Watershed (Ward 3) - Design start Spring 2015, construction planned for FY16
- Alger Park (Ward 7) – Design start late FY15, construction FY16
- Oregon Ave Watershed (Ward 4) – Design start FY16, construction FY17

The cost of green alleys can be compared in several ways to other green infrastructure techniques. Compared to typical paved alleys, green alleys cost about 1 ½ to 3 times as much as a conventionally paved alley and the cost per square foot is show below. Cost variability includes the depth of excavation and drainage infrastructure that may be needed for water storage and to prevent saturation. The cost information provided is for a range of projects and includes the RiverSmart Washington (RSW) project which was constructed in 2014. RSW includes permeable pavement in green alleys and parking lanes. Cost includes design, construction, and project management, but not maintenance.

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

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

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

## II. Transportation Operations Administration Programs

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

- The agency's current crossing guard deployment plan.  
**Response:** See Appendix 33.
- The current number of crossing guard positions.  
**Response:** There are 201 Safety Technician, CS-019-02, Safety Technician (Trainee) CS-019-03, and Lead Safety Technician CS-019-04 positions.
- The current number of vacancies.  
**Response:** 28 vacancies as of 2/18/15.
- The barriers to recruiting and hiring crossing guards.  
**Response:** Recruitment of the Safety Technicians can be difficult due to the following reasons:
  - Applicants' commitment;
  - Availability (if applicant has been in the applicant pool for some time and has accepted employment from another agency/organization);
  - Ability to pass criminal background clearance (based on individual backgrounds, process can take months to clear);
  - Ability to pass drug and alcohol screening.
- The agency's efforts to recruit and fill these vacancies.  
**Response:** The agency is currently recruiting from the following sources to access a more diverse and skilled candidate pool:
  - DCHR- Currently recruiting, will begin interviewing March 1<sup>st</sup> ;
  - Grants Associates (job placement agency contracted through DOES) – monthly recruitment presentations/currently receiving applications/resumes;
  - DC Office on Aging – Currently receiving applications/resumes;
  - Carlos Rosario (Public Charter School) Job Placement Program;
  - Office of Latino Affairs (OLA).
- Does the agency have enough crossing guard positions to meet the needs of District schools?

**Response:** DDOT does not have enough School Crossing Guards to satisfy the growing need or number of requests. At least twenty new Guards would be needed to keep up with the demand.

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

- The agency's current TCO deployment plan.

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

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

**Response:** Typically, TCO's spend five hours per shift managing intersections. The periods are between 7:00am to 9:30am and 4:00pm to 6:30pm.

- The current number of TCO positions.

**Response:** There are 98 TCO positions. (10% are unavailable due to other assignments or Worker's Compensation issues.)

- The current number of vacancies.

**Response:** There are 9 vacancies

- Would creating additional TCO positions improve traffic safety?

**Response:** Yes, having additional Traffic Control Officers would allow us to consistently cover all traffic posts/intersections and allow us to assist with the following:

- Emergency traffic signal outages
  - MPD requests for assistance
  - Traffic at locations where there is high commuter/business traffic, bicycle traffic, pedestrian activities
  - Large Funerals
  - Special events support (DC Convention Center, Verizon Center, Nationals Baseball and Stadium events, City-wide events)
- Statistics of tickets written by TCOs in FY 2013 and FY 2014.

**Response:** FY 2013: 314,447/\$12,119,335

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

Total number of special events 2014: 414

39. In FY 2014, DDOT and DPW began holding monthly meetings to address conflicting street signs. What is the status of this coordinated effort?

- A list of meeting dates, times, locations, and attendees for FY 2014 and FY 2015, to date.

**Response:** DDOT and DPW have had 3 meetings to discuss the conflicting signs. The results of those meetings have generated a matrix of conflicting signs that DDOT has reviewed and addressed. These meetings are as follows:

**DPW & DDOT Meetings**

5/20/14 at 1:00 pm – Attendees from DPW: Frank Pacifico and Cynthia Jones  
Attendees from DDOT: Evian Patterson, Jerry Lyle, Tracy Coles and Gary Palmer  
Location: DPW

9/30/14 at 10:30 am – Attendees from DPW: Frank Pacifico, Cynthia Jones, Tameka Cain, Michelle Byrd, Elsie McCray, and Martin Parker  
Attendees from DDOT: Evian Patterson, Jerry Lyle, Tracy Coles and Gary Palmer  
Location: DPW

12/9/14 at 10:30 am – Attendees from DPW: Frank Pacifico, Michelle Byrd, Kathy Cruz, Preston Moore, Jervis McNeil and Mark Smith  
Attendees from DDOT: Evian Patterson, Jerry Lyle, Tracy Coles and Gary Palmer  
Location: DDOT

DDOT has also undertaken additional actions listed below to streamline the process for reporting conflicting signs:

- Exchanged Point of Contact lists and responsibilities in order to ensure appropriate responses to issues
  - Received DPW's comprehensive list of conflicting, missing, faded, replacement, obstructed and damaged signs that were entered through the CSR system and committing to completing all conflicting sign requests
  - Created a "Signs Conflicting" problem code in the 311 (Customer Service Request System) and encouraged DPW Enforcement Officers to use.
  - Provided direct access into the CityWorks work order system to maintain a link between the agencies and to better track service requests to completion
- The number of sign locations discussed by DDOT and DPW.

**Response:**

DPW and DDOT discussed the 269 sign issues DPW submitted at our meetings.

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

**Response:**

103 have been closed and completed.

- The average length of time, in days, between DDOT receiving notice of an issue with a sign and remedying that issue.

**Response:**

45 Days.

- Steps taken by DDOT in FY 2014 and FY 2015, to date, to inform the public on how to report conflicting signs.

**Response:**

DDOT encourages the public to report conflicting signs via 311.

III. Services, Safety, and Planning

40. Please provide the number of service requests received by category of request for FY 2014.

- Please provide appropriate statistics on responsiveness to these requests.
- Has the response time for service requests decreased or increased?
- What is DDOT doing to improve its response to requestors?

**Response:**

In FY14, DDOT received 158,626 service requests (SRs); 92.09% or 146,083 of received SRs have been closed / completed. Refer to Appendix 34 for the breakdown by category of service requests received and increase/ decrease in response times for each service request category.

DDOT monitors all service requests received and tracks response times for services delivered. DDOT continues to foster a continuous improvement culture and works to improve the timeliness, responsiveness and quality of the services delivered. In FY14 DDOT invested in three major pillars of continuous improvement namely process, people and technology and worked to enable a mobile, technology-savvy workforce to reduce cycle times for inspections (specifically sidewalk repair request inspections).

41. Please list the number of public space permits, by type, issued in FY 2013 and FY 2014.

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

**Response:** The table below contains a list of public space permits by type issued in FY13 and FY14.

<b><u>Public Space Permit</u></b>	<b><u>FY13</u></b>	<b><u>FY14</u></b>	<b><u>% Year over Year</u></b>
Residential Occupancy	17880	20044	112%
Construction	10891	13662	125%
Occupancy During Construction	14098	16390	116%
Commercial Vehicles	4731	5721	121%
Special Events	1296	954	74%
Total	48896	56771	116%

Public Space Permit application submission and issuance continues to rise as the District of Columbia continues to grow. Public space permits are a barometer of current and near-term economic activity, ranging from persons moving into the District, the expansion and upgrading of utility infrastructure, the development and redevelopment of neighborhoods, and the increase in nightlife and hospitality venues and offerings. DDOT's Public Space Regulation Administration has effectively managed this increase in workload through several critical initiatives including leveraging technology and enhancing its online permitting system, internal and external trainings and certifications, stakeholder engagement, and the use of metrics and data to ensure resources are being used as efficiently as possible. DDOT senior management is working with PSRA to provide all necessary resources to keep pace with and be ahead of the curve as this workload continues to increase.

42. Please describe the action that the agency has taken in FY 2014 and FY 2015, to date, to improve pedestrian and bicycle safety.

- How was the Pedestrian and Bicycle Safety Enhancement Fund used in FY 2014? How is it being used in FY 2015?

**Response:** DDOT advances safety efforts in three areas: engineering (infrastructure), enforcement, and education. DDOT has taken steps in all three areas in FY14 and FY15.

In education, DDOT partnered with regional agencies around the annual Street Smart campaign run through COG as well as working with MPD on the “Bike Rules/Road Rules” campaign. DDOT also educated over 3000 adults and children on the topic of bicycle and pedestrian safety.

DDOT also promulgated new regulations based on the new Safe Accommodations law to improve access and safety for pedestrian and bicyclist through and around construction work zones.

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

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

In engineering, DDOT completed the following project with improve pedestrian and bicycle safety:

- Washington Circle, which includes new signals and crosswalk to better serve pedestrians: six signalized crosswalks versus two in the old design.
- New Hampshire Ave. NW reconstruction nearby including curb extensions and bike lanes.
- Maryland Ave./7<sup>th</sup>/D St, where DDOT installed temporary traffic calming.
- New school crossing signal in design for Maryland Ave. and 10<sup>th</sup> St.
- Added additional Leading Pedestrian Interval signal timing for a total of 120 intersections citywide
- Two new HAWK pedestrian signals in design for construction in spring 2015 (will boost citywide total to 8 HAWK signals).
- Twin mini-traffic circles began construction on 42<sup>nd</sup> St.
- Completed construction of Sheriff Rd. NE traffic calming/pedestrian safety project, featuring curb extensions and crossing islands.
- K Street ADA Project, including improvements at signalized intersections and bus stops along K Street NW from the 12th Street intersection to the 21st Street intersection.
- Road Safety Audits on high crash locations within the District.

DDOT partnered US DOT to host a Designing for Pedestrian Safety, attended by 35 DDOT engineering and traffic operations personnel.

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

In FY15, DDOT is looking to enhance each of these activities, and to this end, Mayor Bowser just announced the District's Vision Zero campaign and efforts to work with USDOT on their "Mayors' Challenge for Safer People and Safer Streets." DDOT is launching the Vision Zero effort in February 2015 with an interagency working group meeting, and the goal is to have an action plan by September 2015.

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

- The design and installation of 9 miles of bike lanes
- The purchase and installation of barriers along L Street and the Pennsylvania Avenue bike lanes to prevent illegal U-turns, parking, and loading
- The resurfacing of the 15<sup>th</sup> Street NW bike lane
- The purchase and installation of planters and flexposts for the curb extensions and safety improvements at 6<sup>th</sup> and Neal NE.

In 2015, we plan use the fund to:

- Add 6 more miles of bike lanes
- Improve 10 intersections for bicycle safety (including green paint and pocket lanes)
- Improve 10 intersections for pedestrian safety including HAWK signals and Rapid Flashing Beacons
- Add bike signals for bike protected lanes on Pennsylvania Avenue and 15<sup>th</sup> Street NW.

43. Please list the number of accidents involving pedestrians and bicycles in the past 3 years.

**Response:**

YEAR	TOTAL COLLISIONS	PEDESTRIAN COLLISIONS	BICYCLE COLLISIONS	NUM PEDS INVOLVED	NUM BICYCLISTS INVOLVED
2012	18,423	862	639	921	603
2013	19,454	990	638	1,037	618
2014	21,526	1,171	842	1,259	850

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

- Please provide an update on the top 14 pedestrian crash locations identified last year.

**Response:** Updates to the top 14 pedestrian crash locations are listed below.

➤ 9th St and U St, NW (New improvements were completed as part of the U St. Construction Project)
➤ Wisconsin Ave and M St, NW (New improvements and Left-turn lane were installed and will be updated as part of the Citywide Optimization Project)
➤ Minnesota Ave and Benning Rd, NW (Improvement have been included in the plans associated with the Minnesota Ave. Construction Project)
➤ 14th St and Irving St, NW (Undergoing Highway Safety Improvement Program (HSIP) evaluation and assessment)
➤ H St and North Capitol St, NW (Under review associated with new Walmart Construction)
➤ 14th St and Columbia Rd, NW (Undergoing HSIP evaluation and assessment)
➤ 7th St and H St, NW (Barnes Dance location completed)
➤ 16th St and L St, NW (Under review as part of the 16th Transit Study)
➤ 19th St and M St, NW (Undergoing HSIP evaluation and assessment)
➤ Georgia Ave and New Hampshire Ave, NW (Completed as part of the Georgia

Ave. Great Street Project)
➤ Martin Luther King and Howard Rd, SE (New Traffic Signal Timing Completed)
➤ Benning Rd and E Capitol St, BN (New Traffic Signal Timing Completed)
➤ 18th St and Adams Mill Rd, NW ( Completed as part of the Adams Mills Project
➤ 14th St and I St, NW (Undergoing HSIP evaluation and assessment)

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

➤ MINNESOTA AVE AND BENNING RD ( Improvement have been included in the plans associated with the Minnesota Ave. Construction Project)
➤ WISCONSIN AVE AND M ST (New improvements and Left-turn lane were installed and will be updated as part of the Citywide Optimization Project)
➤ 14TH ST AND U ST (New improvements were completed as part of the U St. Construction Project)
➤ 7TH ST AND FLORIDA AVE (New improvements to be completed as part of the Bus lane Project on Georgia Ave.)
➤ STANTON RD AND SUITLAND PKWY (Undergoing HSIP evaluation and assessment)
➤ NEW YORK AVE AND BLADENSBURG RD (Improvements have been completed as per HSIP Program)
➤ FIRTH STERLING AVE AND SUITLAND PKWY (Undergoing HSIP evaluation and assessment)
➤ H ST AND NORTH CAPITOL ST (Under review associated with new Walmart Construction)
➤ 1ST ST AND UNION STATION PLAZA (Plans have been completed and developed, under review)
➤ 14TH ST AND IRVING ST (Undergoing HSIP evaluation and assessment)

45. Two years ago, the agency provided an update on the 57 dangerous intersections that were to be improved as part of the agency’s dangerous intersection improvement program by July and August 2012.

- Have these 57 dangerous intersections been improved? If not, what is the status and timeline for completion of this project?

**Response:**

Below is the status update on the prior 57 High Hazard Locations that have been completed as per the FHWA HSIP Program.

52 of the total 57 locations have been completed

- Safety Improvements at 5 of the remaining 57 locations were completed by the IPMA Construction Projects

Below is the status update on the next 52 High Hazard Locations:

- 10 locations are under construction. These locations are under construction and expected completion by 7/2015.
- 20 locations are in design, and are expected to be under Construction during March-April of 2015. Expected completion by 10/2015.
- 2 locations have been de-scoped because work has either been completed or scheduled to be performed on another Contract.
- The last 20 locations are currently under design but are not entirely funded. These locations will be funded and constructed under the next construction contract to be awarded in April, 2016.
  - 15 locations are expected to be under Construction in Contract Option Year #4, starting in 8/2015.
  - 5 locations are on hold pending the Consultant Recommendation review.

- Has DDOT identified any other dangerous intersections that are in need of improvement? If so, what are the agency's plans for addressing these safety issues?

**Response:**

See Appendix 35 for the new list of 63 High Hazard Locations for the HSIP Program. The Consultant teams would perform Safety Reviews at all the 63 study locations to identify transportation safety issues and develop appropriate recommendations.

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

- How a District resident may request crash data.

**Response:**

DC residents can request crash data at specific location via submitting the Freedom of Information Act (FOIA) request. Below is the link to submit FOIA requests:

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

- The response time for a request for crash data.

**Response:**

According to DDOT's Office of General Counsel, the typical response time for FOIA crash data request is 15 business days. DDOT staff can also ask an extension for up to 10 business days, if for due to some reasons FOIA request was not processed within the 15 business day time duration.

- Steps being taken by DDOT to increase the availability of such data and improve the response time for the requests.

**Response:**

According to DDOT’s Office of General Counsel, DC residents can now submit crash data request through FOIA Express. DDOT and the Howard University Data Center are working to provide the data by accessing the DDOT website. This is estimated to be operational by Summer 2015.

47. What is the status of the Performance Parking Fund?

- How much is currently in the fund?
- Please provide a list of fund expenditures in FY 2013, FY 2014, and FY 2015, to date, with an explanation of what those expenditures provided.

**Response:**

In the FY 2014 Budget Support Act (BSA) there was a provision for revenues being deposited in the performance parking fund (fund 6902), to be rescinded and that a capital performance parking fund be created. The newly established capital fund (KA0 – PP690C) was then deemed ineligible for capital funds during the FY 2014 budget cycle by the Office of the Chief Financial Officer (OCFO). In FY 2015, there is currently no capital or operating budget authority for the performance parking program in fund PP690C. There is \$544,450 remaining in another capital fund (KA0 - NPP01C).

<b>Fiscal Year</b>	<b>Description of Expenditures</b>	<b>Expenditures</b>
FY 2013*	Ward 6 Public Transit Display Dashboard	\$86,440
	Capitol Hill Animal Art	\$17,450
	Columbia Heights Canopies	\$24,000
FY 2014**	\$0	
FY 2015***	\$0	
*SPR Fund (6902) **Capital Fund (PP690C) deemed capital ineligible ***Capital Fund Ineligible & No Budget Authority In SPR		

In FY14, DDOT issued a request for projects from ANCs, BIDs, and Main Streets organizations within the 3 active performance parking zones (H Street NE, Ballpark, and Columbia Heights). This request was issued before funds were deemed to be capital ineligible. The three zones generated \$1,404,500 in requests. DDOT has been working to try and resolve the funding situation prior to ideally be able to fulfill all requests. If this is not possible, DDOT will work with the affected areas to identify priority requests with the available funds.

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

**Response:**

The VPP program is designed to allow guests of District residents to park for more than two hours on Residential Permit Parking blocks. The following information provides an update of the current program.

- How many requests were made for passes through the online system in FY 2014 and FY 2015, to date?

**Response:**

For FY 2014: 9,981 (109,688 blanket-mailed as directed by Council)  
For FY 2015: 37,987

- What is the average length of time in providing a resident with a requested pass?

**Response:**

8 business days

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

**Response:**

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

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

**Response:**

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

Some detailed status of recommendations from Livability Studies completed in or prior to FY13:

**ROCK CREEK WEST 2 Livability Study**

COMPLETED: Short-term Improvements

- Enhanced striping (hi-visibility crosswalks, bike sharrows)
- Improved Signage (safety and time of day regulations)
- Tree/Shrub Maintenance (safety and visibility)
- Improvements to Pedestrian Signal timing (pedestrian safety, LPIs)

COMPLETED: Mid-term Improvements

- HAWK Pedestrian Signal installed at Northampton St NW, Completed April 2013.
- 42nd Street mini-traffic circles.
- Bike Boulevards- Installation. This is for 2 corridors of Bike Boulevards (Jenifer St and 41st St) and the project incorporated several rounds of stakeholder engagement.

#### CONSTRUCTABILITY REVIEW:

- Detailed review led 5 recommendations for curb extensions to be determined not feasible for construction due to relocation of utility poles, storm drains or insufficient turning radius for vehicles.

#### ADDITIONAL STUDY/ANALYSIS:

2 of the top study recommendations—as prioritized by stakeholders—were Chevy Chase Circle and Ward Circle.

- NPS made a determination in August 2013 that the proposed signal design would impact mature trees within the Circle on NPS property, and thus they would not support the project as currently designed. As such, this study recommendation is not moving forward at this time.
- Ward Circle – DDOT’s Transportation Operations Administration has been leading a review of data and analysis of Ward Circle, along with more detailed development and analysis of options. DDOT is beginning stakeholder and community outreach.

#### **Far SE Livability Study**

##### COMPLETED

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

##### PENDING

- Southern Avenue and 36th Place - design and implementation by IPMA.

#### **Far NE Livability Study**

##### COMPLETED: Short-term improvements

- Benning Rd./Benning Branch Library – full signal and crosswalks installed
- Sheriff Road – bicycle facilities installed
- Minnesota Ave./Blaine St. – full signal installed
- 49th St. Corridor traffic calming and streetscape enhancements design complete
- Sherriff Road traffic calming and streetscape enhancements 90% complete

##### UNDER CONSTRUCTION

- 49th St. Corridor traffic calming and streetscape enhancements

##### UNDER DDOT REVIEW

- Benning Rd./E. Capitol St./Central Ave: Awaiting coordination with Benning Road Streetcar extension Environmental Assessment

- Eastern Ave./Minnesota Ave. Intersection improvements
- Eastern Ave./Sheriff Rd./Division Ave: Intersection improvements
- Eastern Ave./61st St./Eads St. Intersection improvements
- Other mid- and long-term neighborhood traffic calming and intersection improvements

### **Mid City East**

DDOT completed the Mid-City East Livability Study in Spring 14 and is now contracting with a firm that will complete the necessary design for the short and mid-term recommendations.

### **Brookland/Edgewood Study**

DDOT has contracted with a firm and will kick off a Livability Study for the Brookland/Edgewood neighborhoods this spring.

## IV. Alternative Transportation

50. What actions did DDOT take to improve the quality and efficiency of bus service in FY 2014?

### **Response:**

DDOT undertook the following actions to improve bus service in the District in FY2014:

- Developed a detailed implementation plan for the new Circulator National Mall route which included determining bus stop locations, designing bus stop improvements, evaluating bus storage facilities and preparing a marketing plan.
- Completed the 2014 update to the Circulator Transit Development Plan which provides recommendations on improving the efficiency of the Circulator operation as well as detailing a projected service expansion plan.
- Completed traffic hotspot analysis associated with the coming Georgia Ave. bus lane around Howard University.
- Advanced design of curb realignment on New York and Florida avenues, NW to allow 90s buses to operate more directly and efficiently.
- Funded bus stop improvements at 8 locations on 16<sup>th</sup> Street and on Georgia Avenue, NW.
- Funded bus stop relocations at 9 locations to accommodate the introduction of traffic signal prioritization.
- Prepared of a waiver request to the FHWA to allow DDOT to use pavement pigmentation in the Georgia Ave. bus lane.
- Purchased 13 New Flyer diesel electric hybrid buses to initiate service on the new National Mall route.
- Worked with WMATA on service studies for the V and U routes in northeast DC that resulted in proposed service revisions for implementation in FY2015.
- In conjunction with WMATA, completed a bus stop consolidation program on the 30s routes across DC to speed up bus service in the Wisconsin Avenue, NW and Pennsylvania Avenue, SE corridors.

51. What actions did DDOT take to alleviate the overcrowding of the 16th Street Metrobus line in FY 2014?

**Response:**

WMATA has the primary responsibility for adding bus service to respond to growing ridership on a route. In FY2014 they took the following actions:

December 29, 2013 – Increased Saturday service to reduce crowding

Between 3 p.m. and 6 p.m. S2 and S4 headway improved from 15 minutes to 12 minutes on each route (combined 7.5 minutes to 6 minutes)

Between 7 p.m. and 1 a.m. S2 and S4 headway improved from 30-40 minutes to 24 minutes on each route (combined 15-20 minutes to 12 minutes)

August 25, 2014 – Increased the number of articulated buses on weekdays to reduce crowding

The number of peak period S1, S2, and S4 trips operating with 60-seat articulated buses increased from 68 to 99, providing 600 additional seats and additional standing room.

16<sup>th</sup> Street Signal Retiming and Transit Signal Priority

- In September, 2014 DDOT implemented optimal timing plans for 44 traffic signals along 16<sup>th</sup> Street corridor between N. Portal Drive and P St, NW. New timing plans were developed to increase green time in the predominant rush hour direction. This has resulted in better travel times for buses and automobiles in this corridor.
- In addition, DDOT will implement network-wide traffic signal optimization for the upper north-west/north-east corridor (north of downtown) by the end of 2015. The optimization effort, which also includes entire 16<sup>th</sup> Street, will develop optimal timing plans for all modes of traffic in the greater network.
- Lastly, Bus Signal Priority will be installed at 19 intersections along 16<sup>th</sup> Street by 2016, fall as part of the regional TIGER grant. TSP will result in reduced delays and improved schedule adherence for buses along 16<sup>th</sup> Street.

Further improvements to bus service on 16<sup>th</sup> Street and the neighboring corridors of 14<sup>th</sup> Street and Georgia Avenue are hampered by the antiquated Northern bus garage. The facility is unable to accommodate an adequate number of articulated buses to serve the growing ridership on these corridors. In addition the garage is functionally obsolete and results in less efficient maintenance and repair of buses serving primarily DC residents. A new bus garage in northern DC would allow WMATA to introduce additional articulated buses on the route providing additional capacity with little or no increase in operating costs.

52. What is the status and timeline of the H / I Street bus priority corridor project? Why has it not yet been completed? What action did DDOT take in FY 2014 to complete it?

**Response:**

WMATA and DDOT studied potential bus lane options on H & I Streets in 2012-2013. H & I Streets carry approximately 62,300 riders in 3,000 daily bus trips. These represent 14% and 21%

of total bus ridership and trips, respectively. The study analyzed 3 alternatives, including concurrent flow bus lanes, contraflow bus lanes, and a contraflow bus lane on H Street only. The H Street alternative was the most effective in meeting the study goals.

At the conclusion of the study, DDOT was concerned that the bus improvements had operational and safety challenges, and the study was going on at the same time as, but had not integrated with, the Union Station to Georgetown Alternatives Analysis. DDOT is assessing whether bus improvements to H & I Streets could be among the construction mitigation strategies during future construction of transit improvements on K Street.

DDOT has maintained the potential for transit lanes in the region's Constrained Long Range Plan and the moveDC Plan, which was completed in 2014.

53. What is the status of the installation of new bus technologies, such as real-time bus arrival information signage and bus signal prioritization?

**Response:**

**Real-Time Passenger Information Signage (RTPI)**

Under this project, the District Department of Transportation (DDOT) partnered with WMATA to provide real-time bus arrival information at bus shelter locations in the District. DDOT installed new bus shelters, through Clear Channel Outdoor, and coordinated with PEPCO to electrify each of the shelters to accommodate the RTPI signs. WMATA is responsible for installing the RTPI signage and providing the data to display real-time bus arrival information for WMATA and DC Circulator buses.

In early December 2014, WMATA's contractor started field work to begin the installation of signs at selected bus shelters. DDOT in coordination with WMATA, WMATA's contractor (Luminator), Pepco and Clear Channel are working toward the installation of the 120 electronic real-time passenger information signs along five bus corridors in the District. As of February 12, 2015, eighty five (85) signs have been installed, and by the end of February, we anticipate to have 120 signs installed in the District. Signs are activated as they are installed and screen installation began in January. DDOT continues to work with Pepco to address some location with power issues and WMATA to coordinate installation of these signs and expects to have all 120 signs installed and functioning by Fall 2015. DDOT is also working with WMATA to optimize the content and frequency of the information displayed to maximize the effectiveness of the information presented.

**Transit Signal Priority (TSP)**

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

The project includes two major components the first being the technology that will be mounted on the bus to request priority at a particular intersection and second the technology to process the TSP request and grant priority through the traffic signal system. DDOT has completed the design of the TSP system including a design solution that will be compatible with the District's traffic signal system and is currently in the final stages of procurement to award the construction of this solution.

DDOT expects the overall implementation of TSP in the District to be completed within the time-frame allotted by the Tiger Grant (September 2016). When implemented, this will be the largest TSP implementation in the Washington DC-Baltimore region.

The implementation is scheduled to be completed within the designated time-frame for the Tiger Grant (September 2016).

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

**Response:**

Our ADA Asset inventory collection is still underway and we have an estimated completion time for 2017. Assets being collected such as bus stops, sidewalks, curb ramps and other object are been assessed per ADA compliance. A rough estimated (based on locations assessed previously and completed locations) of non-compliant bus stops would be around 900 to 1000 locations. A list developed on 2010 called for 1677 locations were non-compliant (Appendix 36). DDOT is continuing the effort on upgrading ADA compliance Bus Stops locations.

Please include:

- The number of bus stops that were brought into compliance with the ADA in FY 2014, and the locations of those bus stops.

**Response:**

During the FY14 period we completed a total of 213 locations (Appendix 37).

- The bus stops that the agency will make compliant with the ADA in FY 2015, and the locations of those bus stops.

**Response:**

The FY15 list for ADA compliance includes 71 Bus Stops Locations. More locations are being scoped for incorporating to the list. Appendix 38 includes the list of known locations.

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

**Response:**

The development of the DC Streetcar system has happened over the past several decades. The Anacostia Line initially broke ground in 2004, while construction of a streetcar line on H Street and Benning Road was announced as far back as 2006.

In the 2010 DC Transit Future system plan, DDOT laid out a vision for a 37-mile streetcar system. This plan was the culmination of planning that evolved over 10 years, and was eventually adopted by the DC Council. The primary goals of the streetcar system are to:

- Improve Access and Mobility;
- Encourage Community and Economic Development;
- Enhance Transit System Performance; and
- Promote Environmental Quality.<sup>1</sup>

In 2011, DDOT identified a 22-mile system with a goal of delivering streetcar service in 10 years. There are three basic components of the 22-mile system, including an East-West line from Georgetown to Benning Road, a North-South line from Takoma to Buzzard Point, and an Anacostia – Southwest Waterfront line connecting Joint Base Anacostia Bolling with the growing Wharf area.

Since the 22-mile system was identified, DDOT has been investing in planning and environmental work on each of the three lines. As of this response, DDOT and the EOM are currently reevaluating the direction of the streetcar program to determine the best service delivery for the residents and visitors to the District of Columbia. We anticipate having a more detailed plan and approach by the end of March.

- The status of safety operations being conducted with the State Safety Oversight Office for the H Street/Benning Road line.

**Response:**

DDOT has submitted all forms and documentation to the State Safety Oversight Office, as required.

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

**Response:**

The environmental assessment for the Union Station to Georgetown segment has already begun and should be completed in FY 2016.

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

**Response:**

The environmental assessment for the Benning Road Extension segment has already begun and should be finalized in FY 2015.

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

---

<sup>1</sup> DC Transit Future Plan, 2010.

**Response:**

DDOT will implement a phased approach to a fare collection system. When the H St./ Benning Road segment launches it will be fare free for an initial startup period. The system will then transition to an off-board ticket vending machines (TVMs) – similar to the Parkmobile machines. DDOT is also exploring a mobile ticket solution as has been implemented in several other transit properties recently. It is then anticipated that the WMATA–led New Electronic Payments Program (NEPP) readers will be launched in 2017 and incorporated into the streetcar program.

56. D.C. Official Code § 9-1208.01, enacted in the Fiscal Year 2011 Budget Support Act, requires the Mayor to submit a Comprehensive Plan for streetcar financing, operations, and capital facilities to the Council for approval. The Streetcar Financing and Governance Task Force ended on December 31, 2013. What is the status of the Comprehensive Plan?

**Response:**

The Mayor’s Streetcar Financing Task Force (“Task Force”) was established through Mayor's Order 2012-177 on October 18, 2012 by Mayor Vincent C. Gray. The purpose of the Task Force was to advise the Mayor on issues related to the financing and governance of the streetcar system. A draft Task Force Report was completed under the previous Administration, however; it was never released. It should be noted that the intent of the report was not to serve as a comprehensive plan but a resource to provide the Mayor with possible financing and governance options available to provide guidance on the future project delivery.

57. Please provide a list of the bicycle infrastructure the agency installed in FY 2014 and plans to install in FY 2015.

**Response:**

DDOT installed the following lanes in 2014.

Street	From	To	Length (mi)
1st St NE	M Street	K Street	0.22
4th St	School St SW	Pennsylvania Ave NW	0.56
6th St, NE	Florida Ave	Penn St	0.27
13th St, NW	Massachusetts Ave	Logan Circle	0.29
40th St, NW	Albemarle St	Brandywine St	0.12
41st St, NW	Brandywine St	Chesapeake St	0.07
41st St, NW	Chesapeake St	Davenport St	0.10
F St NE	Columbus Cir	2nd St	0.07
F St NE	2nd St	8th St	0.46
G St NE	2nd St	Maryland Ave	0.92
I St NE	2nd St	Florida Ave	0.90
Jenifer St, NW	Western Ave	Wisconsin Ave	0.16
M St, NW	Pennsylvania Ave	Massachusetts Ave	1.39
M St NE	1st St	Delaware Ave	0.15
Martin Luther King Jr Ave SE	4th St	South Capitol St	0.66
New Hampshire Ave, NW	Washington Cir (N)	Dupont Cir (S)	0.53
Piney Branch Rd/13th St NW	Missouri Ave	Georgia Ave	0.46
Rock Creek Church Rd, NW	5th St	Upshur St	0.46
Washington Ave, SW	1st St, C St (S)	Independence Ave	0.14

<b>Galveston St SW</b>	Martin Luther King Jr Ave	South Capitol St	0.32
<b>Harewood Rd, NE</b>	Michigan Ave	Taylor St	0.72
<b>Malcolm X Ave</b>	South Capitol St	Martin Luther King Jr Ave	0.59
			<b>9.56</b>

The following is list of bike lanes DDOT may install in 2015, pending outreach to communities and further design:

Street	From	To	Length (mi)
<b>1st St NE</b>	G St	Columbus Cir	0.14
<b>2nd St NE</b>	T St	Rhode Island Ave	0.22
<b>2nd St SE</b>	East Capitol St	Independence Ave	0.15
<b>3rd St NE</b>	T St	Rhode Island Ave	0.25
<b>3rd St</b>	Pennsylvania Ave, SE	D St, NE	0.53
<b>4th St, NE</b>	C St (S), Maryland Ave	C St, Massachusetts Ave	0.07
<b>4th St, NE</b>	M St	Florida Ave	0.11
<b>5th St, SE</b>	Virginia Ave (S)	K St	0.07
<b>6th St, SE</b>	G St	Virginia Ave (S)	0.14
<b>6th St, NE</b>	C St (S), Massachusetts Ave	C St (N), Maryland Ave	0.07
<b>11th Street, NW</b>	Monroe St	Spring Rd	0.19
<b>12th Street, NW</b>	Pennsylvania Ave	L St	0.60
<b>19th St</b>	Potomac Ave SE	Bening Rd NE	1.05
<b>49th St, NE</b>	East Capitol	Quarles St	1.33
<b>E St, NE</b>	North Capitol St	Columbus Cir	0.08
<b>Erie St, SE</b>	17th St, Morris RD (East)	Fort Pl	0.19
<b>Forrester St, SW</b>	Galveston Pl	South Capitol St	0.06
<b>Galveston Pl, SW</b>	Forrester St	Martin Luther King Jr Ave	0.27
<b>I St SE</b>	New Jersey Ave	2nd St	0.08
<b>M St NE</b>	Delaware Ave	4th St	0.13
<b>M St NE</b>	4th St	Florida Ave	0.19
<b>Ontario Rd, NW</b>	Columbia Rd	Euclid St	0.08
<b>Stanton Rd, SE</b>	Suitland Parkway	Bruce Pl	0.22
<b>Suitland Rd, SE</b>	36th St, Alabama Ave	Southern Ave	0.39
<b>Van Ness St, NW</b>	Wisconsin Ave	Nebraska Ave	0.24
			<b>6.85</b>

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

58. How many existing bicycle racks were damaged, destroyed, or lost in FY 2014? How many new or replacement bicycle racks did DDOT install in FY 2014? Did this result in a net increase or decrease in the amount of bicycle parking in public space in the District?

**Response:**

DDOT learned of 4 damaged racks in 2014 while installing roughly 300 racks, for a net increase of 296 racks. This is in addition to several hundred racks installed by some of the Business Improvement Districts.

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

- The number of stations that currently exist.

**Response:**

There are 202 in DC, and 348 in the region.

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

**Response:**

There will be up to 40, depending on the availability of equipment.

- The number of members by type.

**Response:**

Annual members 28,000

Casual (daily, 3-day) members: 165,000

The Capital Bikeshare continues to be one of the most successful programs in the country. It is the largest in terms of stations, and celebrated its fourth “birthday” in 2014. Like most bikeshare programs in this country, there continue to be some issues with availability of equipment due to changes in the marketplace for equipment compatible with our existing capital stock. All of the member jurisdictions are working to resolve these issues as soon as we can.

V. Trees and Trails

60. How many trees are in the District’s public space? Did this number increase or decrease in FY 2014?

**Response:**

Currently there are about 134,130 street trees. This is an increase of about 4% from the 129,219 trees in FY13.

61. What was the survival rate of newly planted trees in FY13 and FY14?

**Response:**

In FY13 it was 2.03% and in FY 2014 it was 2.79%.

62. What is the status of the Trail Ranger program?

**Response:**

The Trail Ranger Program was very successful in providing a presence for users needing directions and other assistance. It was also very valuable to UFA for receiving specific issue related needs on the trail such as trash, damage or site changes that was highly reliable. The program should be continued so that we can continue to build on the progress we have made. The trail ranger program has established an identifiable group that will continue to build up a program that will allow users to have a resource while on the trail. The effort has increased the trails appearance and focused our work crews on the most needed repairs. The trail user has benefited from the oversight and follow up that this partnership has provided thus far.

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

**Response:**

DDOT recently completed and Environmental Assessment for the reconstruction of the Rock Creek Trail, along with 30% of the design, and is currently procuring a consultant for the completeion of the design. Final design is expected by the end of 2015 with construction in 2016 or 2017.

DDOT has identified funds for the resurfacing of the Capital Crescent Trail as is currently awaiting some basic design information from the National Park Service in order to obligate the federal funding.

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

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

**Response:**

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

**Timeline:** The timeline of the project remains uncertain at this point. Since the selected conceptual design reuses the existing river piers, a feasibility study must be conducted to ensure the structural integrity of the piers. DDOT is currently conducting the feasibility study with a target date of Q4 2015 to complete the initial study. Once the study is completed, a timeline can be established for the project.

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

**Funding:** Currently, the project remains underfunded. Based upon the current concept design, DDOT estimates the bridge park to cost \$45 million. This estimate assumes the structural

integrity of the existing piers. If new river piers are required, the estimate has the potential of increasing and additional \$10-\$15 million due to contaminated soil mitigation. (The existing Anacostia Riverbed contains petroleum contaminants that require special handling/mitigation.) Currently, DC Government attributed \$12 million towards the cost of the project has been allocated with the hopes of receiving private funding to offset the cost.

65. What is the status and timeline of the proposed gateway-expansion of the Anacostia Riverwalk Trail?

**Response:**

The Gateway Segment of the Anacostia Riverwalk Trail, which would connect the Fort Lincoln neighborhood to the Kenilworth Segment near New York Avenue, is not funded for Planning, Design, or Construction at this time. DDOT will explore this segment by conducting a feasibility study. Construction of the Kenilworth Segment of the trail is currently on track to be completed in the spring of 2016.