

# Performance Oversight Questions 2019

## District Department of Transportation

### A. Organization and Operations

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

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

DDOT's current organizational chart, explanation of the responsibilities for each division and subdivision, and list of employees are attached as Appendices Q1a, Q1b, and Q1c.

The organizational changes include the creation of the External Affairs Administration. This Administration consists of the following divisions: (1) Community Engagement Division - responsible for community engagement and outreach; (2) Public Information Division - responsible for the managing media relations, crisis communications, public affairs, and publications; (3) Policy and Legislative Affairs Division - responsible for developing and analyzing transportation policy and the legislative and governmental affairs strategy of the agency; and (4) Vision Zero Division - responsible for coordinating the agency's Vision Zero strategy by analyzing data, evaluating policies, and recommending improvements to ensure multi-modal safety in the District.

2. Please list each new program implemented by the agency during FY 2018. For each initiative please provide:

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

### PAVE DC

DDOT introduced PaveDC to better provide the residents of the District of Columbia a clear transparent interface to the paving plan. The PaveDC dashboard ([www.ddot.dc.gov/pavedc](http://www.ddot.dc.gov/pavedc)) provides a real time status of the work locations in the paving plan. The residents can use the PaveDC dashboard to determine what streets, alleys, and roadway markings will be rehabilitated during the construction season. This new tool greatly reduces the number of calls, emails, and requests asking about the status of specific locations. The initiative also puts forth the paving plan prior to the start of construction season so progress can be measured over that time. DDOT's goal is to reform an ineffective process and create a sustainable and transparent one that can be replicated year after year. In FY 2019 DDOT will continue to expand the PaveDC dashboard to add other activities such as sidewalk repairs and other road surface improvements.

### Reserved Residential Parking for Individuals with Mobility Impairments

A District resident with a mobility impairment is eligible to apply for a reserved, residential parking space if certain conditions are met. In 2018, DDOT participated in the Mayor's "Formapalooza" program to revise the application form. The form is now simpler and clearer to the public. Additionally, DDOT's internal performance management team has used the regular "TranStat" meetings to improve internal and external communication and resolve bottlenecks in the process. This new approach and improved transparency has led to a more successful program and complaints have decreased significantly.

### **Pick-up and Drop-off (PUDO) Zone Pilot**

DDOT's pick-up and drop-off zone (PUDO) pilot is an example of the kind of innovative solution that helps resolve issues today while actively preparing for and anticipating future transportation needs of the District. Removing parking to create spaces for these PUDO zones is a reflection of DDOT thinking more creatively about the best to use the curbside. Since the launch of the Connecticut Avenue pilot in 2018, DDOT has received numerous requests from the BIDs to expand the pilot. After receiving preliminary pick up/drop off volume data from TNCs through SharedStreets, and in coordination with the BIDs, DDOT identified 6 additional locations to expand the pilot:

- 14th Street NW and U Street NW (completed December 2018)
  - West curbside of the 1900 block 14<sup>th</sup> Street NW
  - East curbside of the 2000 block 14<sup>th</sup> Street NW
- Smithsonian National Zoo (in progress)
  - East curbside of the 2900 block of Connecticut Avenue NW
- Maine Avenue SW adjacent to The Wharf (in progress)
  - South curbside of the 800 block of Maine SW
- Georgetown (in progress)
  - East curbside of the 1200 block of Wisconsin Avenue NW
- NoMa/Union Market (in progress)
  - West curbside of the 1200 6<sup>th</sup> Street NE

Additionally, DDOT is currently reviewing for-hire vehicle data provided by Shared Streets in order to identify a more comprehensive approach and expansion plan for 2019.

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

- **Title of position.**
- **Name of employee or statement that the position is vacant, unfunded, or proposed.**
- **Date employee began in position.**
- **Salary and fringe benefits, including the specific grade, series, and step of position.**
- **Job status (continuing/term/temporary/contract)**

See Appendix Q3.

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

DDOT completes performance evaluations of its employees on a mid-year and annual basis. The mid-year review is initiated by the employee's immediate supervisor, or (in the absence of the immediate supervisor) the reviewer. This review serves as a mechanism for providing feedback to an employee and, if necessary, identifying areas that need improvement. Annual evaluations are completed by each employee's immediate supervisor with review by the next level of managerial supervision. DDOT's Human Resources Division utilizes a query created by DCHR to review current status of employee plans and evaluations; status updates are sent to the employee's Supervisor and Managers encouraging them to conduct performance reviews and planning sessions with each employee. When an employee does not meet individual job requirements, the supervisor meets with the employee to discuss deficiencies; if job requirements are not met after discussions, the supervisor places the employee on a PIP – Performance Improvement Plan.

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

Employee Name	Reason for Detail	Date of Detail	Date of Projected Return
Leslie Grant	Reassignment from FEMS	2/5/2018	Term employee
Wanda Smith-Battle	Reassignment from DPW	7/23/2017	Term employee
Patricia Lancaster	Reassignment from DCRA	6/20/2018	Term employee

6. Please provide the Committee with:

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

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

A list of employee bonuses or special award pay granted in FY 2017 and FY 2018, to date.

A list of travel expenses, arranged by employee.

A list of the total overtime and workers' compensation payments paid in FY 2017 and FY 2018, to date.

- A list of all employees who receive cell phones, personal digital assistants, or similar communications devices at agency expense.  
See Appendix Q6a
- A list of all vehicles owned, leased, or otherwise used by the agency and to whom the vehicle is assigned.  
See Appendix Q6b
- A list of employee bonuses or special award pay granted in FY 2018 and FY 2019, to date.  
See Appendix Q6c
- A list of travel expenses, arranged by employee.  
See Appendix Q6d
- A list of the total overtime and workers' compensation payments paid in FY 2018 and FY 2019, to date.  
See Appendix Q6e

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

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

See Appendix Q7 and also the [DC Enterprise Data Inventory](#)

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

DDOT implemented a number of changes this past year to improve transparency and community engagement. DDOT is building on existing processes and procedures to ensure the agency is providing timely, relevant, and beneficial information about operations, services, outreach activities, and key personnel. The agency is using innovative and user-friendly technologies, as well as face-to-face meetings to reach the public and convey the array of resources and services that are available. The following resources and applications were implemented or improved to enhance transparency for the public:

**Public Meetings** - In FY 2018, DDOT continued semi-annual open houses to better collaborate with Advisory Neighborhood Commissioners (ANC). The events brought together key leaders and subject matter experts from DDOT and ANCs from across the District. The open houses provided a unique forum to discuss transportation-related issues and solutions, as well as an opportunity to educate commissioners on how to effectively work with the agency. Also in FY 2018, DDOT participated in over 250 public meetings and public engagement events, averaging about 19 meetings per month. The meetings provided an opportunity to listen to residents, garner input as well as share information regarding projects, studies, and services provided by the agency. Participants included DDOT's Director as well as senior and mid-level managers and project specialists. Community engagement and program staff attended ANC meetings, civic association meetings, Mayoral community walks, and other community meetings in an effort to better connect with residents and other impacted stakeholders. The public can see the schedule of meetings as they are listed on the agency's website at [www.ddot.dc.gov/events](http://www.ddot.dc.gov/events).

**DDOT's Website** - The main repository for all content, plans, services, and programs pertaining to DDOT is the public facing website that can be found at [www.ddot.dc.gov](http://www.ddot.dc.gov). The site increases the agency's transparency efforts as it houses comprehensive information and timelines for projects and studies, calendar of events, press releases, traffic advisories, weekly construction updates, testimonies, statements, and more. The website is updated regularly. DDOT also continues to support the online community meeting request calendar to better plan for public meetings. The online intake form requests residents give the agency three weeks advance notice to allow for proper coordination and staffing in preparation for the meetings. Meetings are now routinely accepted on a first-come, first-serve basis, with staff providing specific updates as requested. The form can be found at: <https://ddot.dc.gov/webform/meeting-request-form-advisory-neighborhood-commissions-or-other-community-groups>.

**Social Media and Digital Engagement** – DDOT incorporates social media into its overall communications strategies to deliver timely information to the public. DDOT's twitter feed (@DDOTDC) has more than 37,000 followers and actively engages the community via daily posts, responses, campaigns, and high-engagement levels. DDOT's twitter handle continues to be a useful tool to share instant and up-to-date transportation-related changes to the community at large. DDOT's @DCVisionZero twitter feed performs a similar function, with an emphasis on safety information.

**DDOT Blog** - As a significant part of the social media engagement, at the end of FY 2018, DDOT's data-centric blog "DDOT Delivers" is published monthly through the Public Information Division, and is promoted across the agency's social media platforms. The blog is aimed at District residents, but is also expected to generate both local and national media interest because of the level of data being shared by the agency.

**Traditional Media** - On a monthly basis, DDOT's Public Information Division issues more than a dozen press releases, traffic advisories, public meeting notices, and weekly construction updates to keep residents informed about services, meetings, and projects. Each month, DDOT receives media inquiries from a variety of daily, weekly, and monthly bloggers as well as print and electronic media seeking responses for a variety of stories such as South Capitol Bridge project and the launch of the PaveDC program. The earned media generates hundreds of stories that paint an overall picture of the agency. DDOT's Public Information Division ensures that the picture is an accurate one.

**Work Plans** - In FY 2018, DDOT launched the award winning PaveDC, a current-year paving work plan, on the agency's website, providing the public with instant access to information and maps on specific roadways, alleys, and roadway markings. The public may view the current paving projects at [PaveDC](#). In FY 2018, DDOT continued to publish a weekly construction update of road paving projects, pavement restoration projects, alley improvements, and more. This targets District residents and other stakeholders via email distribution and social media and was placed on the DDOT website. DDOT has continued this practice in FY 2019.

**DDOT Compendium** - To continue supporting transparency with the District's constituency, DDOT maintains a public repository of policies and procedures when managing public space and the transportation network. All DDOT policies are publicly searchable and can be found at <https://comp.ddot.dc.gov/SitePages/Home.aspx>.

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

In FY 2018, DDOT upgraded TOPS to include an enhanced Emergency No Parking/Reserved Parking Sign (ENP/RP) program. The enhanced signs provide information in a clearer format to help residents understand exactly when parking is restricted. The enhanced signs also provide updated instructions for posting and verifying signs to ensure correct placement. These new enhancements should eliminate some of the confusion people encounter when requesting no parking signs, and parking in areas where the signs are posted.

**Open Data** - OCTO provides hundreds of data feeds on District government information via the open data website. DDOT has submitted many data sets that are publicly accessible including street light data, residential parking permit data, alley maintenance inventory, pavement marking data, and parking meter data. DDOT and OCTO published more than 17 million mapped records related to traffic enforcement and crashes. All of DDOT's open transportation data can be found at <http://opendata.dc.gov/datasets?q=transportation>.

**DDOT Call Center and Clearinghouse** - DDOT manages an internal call center that answers and assists with incoming constituent queries pertaining to DDOT's feature services. This past fiscal year, the call center answered 68,788 calls, an eight percent increase from the previous fiscal year. DDOT's customer service clearinghouse received and responded to 2,170 written communications from the "Ask the Director" link on DDOT's webpage, as well as formal letters to the Director and/or the Mayor via the Intranet Quorum (IQ) System.

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

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

DDOT is very interested in public feedback, and offers the community opportunities, as well as opportunities to provide input on changes to the District's transportation infrastructure and agency initiatives. DDOT uses a variety of methods to solicit feedback from customers including:

**Social Media** - The comments received through this medium vary, but they are typically related to projects, programs, and services provided by the agency. Residents also use the tool to raise issues and seek corrective actions. As a result of the feedback, comments, questions, and complaints are forwarded to the appropriate divisions for review and/or necessary action. DDOT responds to residents in the medium in which they approached the agency.

**Public Meetings** – DDOT regularly attends public meetings to gather input and public opinion as well as share information with the public regarding projects and services provided by the agency. During FY 2018, DDOT participated in hundreds of public meetings hosted by DDOT or others. These range from ANC Open Houses, DC Circulator meetings, Vision Zero, information sessions, construction projects, planning studies, alley and roadway improvements, and disadvantaged business enterprise (DBE) program forums. DDOT presented at dozens of Advisory Neighborhood Commission (ANC) and community meetings to solicit feedback from customers. DDOT continues to expand public engagement efforts on specific projects through innovative means intended to increase participant feedback. Even after public meetings have concluded, DDOT gives the public extended opportunities to weigh in on projects or proposed changes through online surveys. As a result of the feedback received, DDOT has improved proposed plans to address the concerns and needs of the District’s varied constituencies.

**Dedicated Community Engagement Team** - Community engagement is a core component of DDOT’s efforts at soliciting feedback about the agency and how it is perceived in the community. In FY 2018 DDOT increased its community engagement by increasing the number of staff, who initiated more contact with the public about DDOT’s various projects and programs. The team engaged in efforts not only to respond to residential requests, but to seek solutions to outstanding issues. Some of the community engagement activities included Mayoral community walks, ANC open houses, civic association presentations, online surveys, project-specific community meetings, and more. Each activity allowed DDOT staff and executives the opportunity to have personal one-on-one conversations with constituents and stakeholders. These ongoing efforts have led to DDOT’s ability to further build trust and engage the public by garnering its input on specific infrastructure changes affecting the community. In FY 2018, the agency hired a new Director of Community Engagement, who, along with his team, will continue to elevate its lead role as the agency’s public outreach coordinator.

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

**Public Space Meetings** - The Public Space Committee meets monthly to review and render decisions on a number of permit applications for the use and occupancy of the public right of way. These permits include sidewalk cafes, over-height retaining walls, over-height fences, and security bollards. The public is encouraged to participate and provide feedback as it is considered. A complete list of the meeting dates can be found here <http://ddot.dc.gov/page/public-space-committee-meetings>

**Press Releases and Media Relations** – The public is informed of projects or initiatives that affect the community through press releases that are distributed to the media, the ANCs, other government leadership, stakeholders, and the community. All releases have at least two contacts should residents or the media need further clarification about the information in the release or advisory.

**311 Survey** - As part of the citywide 311 system, DDOT receives approximately one survey response a day. The results are reviewed in weekly Transtat meetings (all programs service delivery meeting) where each program addresses both the negative and positive feedback in front of the executive team. Overall, feedback thus far has been mainly positive.

**Specific Project Emails** - DDOT creates new emails tied to various projects so staff can accept comments from the public. Residents can submit feedback, which is considered and included in project briefing packets and updates.

**Ask the Director on the DDOT Website** - DDOT’s website features an Ask the Director tab, where residents can send in questions, complaints, and comments that are addressed in a timely fashion.

**Public Involvement Plan** - DDOT is in the process of developing a Public Involvement Plan that will guide the development of project-specific public outreach and standardize processes across different functional units in the department.

**10. How had the agency tried to reduce agency energy use in FY 2018?**

DDOT is located in a LEED Certified building (Gold). DDOT continues to operate sixteen hybrid diesel-electric Circulator buses, which are more fuel efficient than standard diesel buses, and brought the first fourteen 100% battery electric buses online in FY 2018. DDOT participates in the District Fleet Share with DPW and ZipCar for shared services, which includes hybrid and compressed natural gas vehicles. DDOT employees are also eligible for free Capital Bikeshare memberships and many staff ride bicycles, segways, or walk during their tour of duty to perform work in the public space.

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

**Number of Employees Hired in FY 2018**

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	186	136 (73.11%)
Term	4	3
Temporary	0	0
Contract	0	0



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**Number of Employees Hired in FY 2019 to date**

<i>Position Type</i>	<i>Total Number</i>	<i>Number who are District Residents</i>
Continuing	68	50 (73.54%)
Term	1	0 (0%)
Temporary	1	1 (100%)
Contract	0	0

\*Note that all numbers are based on employees who are still active employees as of February 1, 2019.

\*\*This includes new hires, agency transfers, and promoted employees.

**12. Please provide the agency's FY 2018 Performance Accountability Report.**

Link to the [FY18 PAR](#)

**B. Budget and Finance**

**13. Please provide a chart showing your agency's approved budget and actual spending, by division, for FY 2018 and FY 2019, to date. In addition, please describe any variance between fiscal year appropriations and actual expenditures.**

See Appendix Q13.

**14. Please list any reprogrammings, in, out, or within, related to FY 2018 or FY 2019 funds. For each reprogramming, please list the total amount of the reprogramming, the original purposes for which the funds were dedicated, and the reprogrammed use of funds.**

See Appendix Q14.

**15. Please provide a complete accounting for all intra-District transfers received by or transferred from the agency during FY 2018 and FY 2019, to date.**

See Appendix Q15.

**16. Please identify any special purpose revenue accounts maintained by, used by, or available for use by your agency during FY 2018 and FY 2019, to date. For each account, please list the following:**

- **The revenue source name and code.**
- **The source of funding.**
- **A description of the program that generates the funds.**



- The amount of funds generated by each source or program in FY 2018 and FY 2019, to date.
- Expenditures of funds, including the purpose of each expenditure, for FY 2018 and FY 2019, to date.

See Appendix Q16.

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

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

See Appendix Q17.

**18. Please provide a complete accounting of all federal grants received for FY 2018 and FY 2019, to date.**

See Appendix Q18.

**19. Please list each contract, procurement, lease, and grant ("contract") awarded, entered into, extended and option years exercised, by your agency during FY 2018 and FY 2019, to date. For each contract, please provide the following information, where applicable:**

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

See Appendix Q19. Note that DDOT is not able to provide expenditure information by contract number. Expenditures can only be verified by purchase order and there are multiple purchase orders for each contract.

**20. Please provide the details of any surplus in the agency's budget for FY 2018, including:**

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

See Appendix Q20.

### **C. Laws, Audits, and Studies**

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

There are no current legislative requirements that DDOT lacks sufficient resources to implement.

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

There are no statutory or regulatory impediments to DDOT's operations at this time.

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

<i>DCMR Title &amp; Chapter</i>	<i>Description</i>	<i>Most Recent Revision</i>
18-12	Bicycles, Motorized Bicycles, and Miscellaneous Vehicles	November 28, 2014
18-14	Commercial Transportation Safety	November 19, 2010
18-15	DC Circulator	December 10, 2010
18-16	DC Streetcar	November 28, 2014
18-17	Student Transportation	September 20, 2013
18-20	Traffic Regulations: Applicability and Enforcement	March 6, 1998
18-21	Traffic Signs, Signals, Symbols, and Devices	May 2, 2008
18-22	Moving Violations	January 4, 2019
18-23	Pedestrians	August 14, 1987
18-24	Stopping, Standing, Parking, and Other Non-Moving Violations	August 18, 2018
18-25	Size, Weight, Construction, and Loading of Vehicles	November 1, 1991
18-26	Civil Fines for Moving and Non-Moving Infractions	January 4, 2019
18-27	Special Parking Privileges for Persons With Disabilities	August 21, 2009

18-40	Traffic Signs and Restrictions At Specific Locations	February 1, 2013
18-99	Definitions	January 4, 2019
24-1	Occupation and Use of Public Space	January 27, 2017
24-2	Rental of Public Space	February 4, 2011
24-3	Administrative Procedures for Sidewalk Cafes	August 26, 1983
24-5	Vendors and Solicitors (Just Newspaper Stands)	July 30, 1993
24-6	Parking Facilities and Valet Parking	September 4, 2009
24-7	Parades and Public Events	September 24, 2010
24-8	Presidential Inaugurations	May 21, 1982
24-10	Deposits On Public Space	June 30, 1989
24-11	Downtown Streetscape	September 1, 2000
24-12	Sidewalks	December 13, 2013
24-13	Civil Fines Under D.C. Law 6-100	September 3, 2010
24-14	Street and Alley Closing	July 21, 1989
24-16	Valet Parking	September 3, 2010
24-20	Prevention of Hazardous Conditions	January 11, 1991
24-26	Transportation of Ultra-Hazardous Materials	December 9, 2005
24-33	Public Right-of-Way Occupancy Permits	December 21, 2018
24-34	Public Space Management of Excavation Work	September 24, 2010

24-35	Intercity Buses	June 24, 2011
24-37	Special Trees	January 21, 2005
24-41	Publisher Boxes	November 18, 2016

**24. Please explain the impact on your agency of any federal legislation or regulations adopted during FY 2018 that significantly affect agency operations.**

There is no new federal legislation or regulation that was adopted in FY 2018 that significantly affects agency operations. There has been direction in the Federal government to streamline the National Environmental Policy Act (NEPA) reviews and permitting. This would have minimal effects on DDOT projects. However, no regulations have been promulgated at this time.

**25. Please provide a list of all MOUs in place during FY 2018.**

Please see Appendix 25.

**26. Please provide a list of all studies, research papers, and analyses (“studies”) the agency requested, prepared, or contracted for during FY 2018. Please state the status and purpose of each study.**

Study	Purpose	Status
Analysis of Bicycle and Pedestrian Crash Causes and Interventions	DDOT has several years’ worth of crash data and reports on pedestrian and bicyclist involved crashes. These crashes are analyzed yearly on some summary attributes, but little is known about the true causes of these crashes, and changes to the built environment that would have the greatest crash reduction impact. The goal of this study is to analyze a representative sample of bike and pedestrian crash data from around the District, create a typology of the most common crash types that have a relationship to street design, and provide a recommendation on the potential projects to focus on in order to best address bicycle and pedestrian crashes.	Study started July 2017. Study and report in final stages of completion.
Analysis of Per-Ride Fare Data for Capital Bikeshare	Pricing models for bikesharing systems worldwide typically share a similar structure, consisting of a fixed membership fee that provides access to the system, and a variable usage fee for rides over a certain length of time. Capital Bikeshare stakeholder organizations would like to understand how ridership, membership, and revenue change with conversion to a pricing structure that charges riders per-ride, without a fixed membership charge. In conjunction with the SafeTrack Metrorail service	Study started March 2017, study completed and report in final stages of completion.

	<p>disruptions, Capital Bikeshare is offering \$2 per-ride memberships to the general public. The goal of this study is to analyze the impacts to the Capital Bikeshare system that come from offering this new membership option rather than the current model of membership time periods offering unlimited short trips.</p>	
<p>Automated Enforcement of Bus Lanes and Bus Zones</p>	<p>DDOT is interested in automated enforcement of bus only lanes or bus only parking areas. Though automated enforcement systems already exist in the District for red light violations, deployment of such enforcement systems for bus lanes or bus zones could have several obstacles relating to specific technologies or systems. This research project will look into best practices, regional or national models, and broad background research on enforcement paradigms and technologies for automated bus lane/bus zone enforcement. In the United States, several cities have already installed cameras on transit vehicles or along transit corridors to assist enforcement of bus only lanes or bus zones. This project will look to identify both the ability of the District to implement differing enforcement systems as well as the costs and benefits of a similar implementation.</p>	<p>Study contracted in August 2017, completed in October 2018.</p>
<p>Connected Vehicles Initiative</p>	<p>DDOT undertook a research project to develop and pilot on-board units for Roadway Operations Patrol (ROP) vehicles that will provide real-time vehicle and roadway information (notably roadway temperature and pothole detection) and provide a platform to test infrastructure-to-vehicle messaging. Five vehicles were equipped with this technology and the final report was released in early 2018.</p>	<p>Study started September 2016, completed November 2017, report released in early 2018.</p>
<p>DC Autonomous Vehicles Study</p>	<p>DC Council directed DDOT to allocate \$250,000 to DC Sustainable Transportation (DCST) to commission a study on the impacts of autonomous vehicles (AVs) in the District. DCST put out a Request for Proposals in October 2018, and the selected firm started work in December 2018.</p>	<p>DCST anticipates a Final Report in June 2019.</p>
<p>Freight Trip Generation</p>	<p>DDOT has undertaken a research project to understand freight activity at buildings in the District in order to inform on-site loading requirements and curbside management policies.</p>	<p>Contracting started in May 2016 and study started October 2016. Study and report in final stages of completion.</p>
<p>Long Bridge</p>	<p>DDOT, FRA, VRE, and DRPT begun an Environmental Impact Statement (EIS) on August, 28, 2016. A preferred alternative was identified to advance rail and multimodal improvements in the corridor.</p>	<p>DDOT expects to complete the EIS process in FY 2020.</p>

<p>Off-Hours Delivery Pilot Project</p>	<p>The District’s increasing population and development make the metropolitan area one of the most congested in the country. Approximately five to seven percent of total vehicle traffic in the District is attributed to truck traffic. In 2014, DDOT received a grant from FHWA for a pilot off-hours delivery program within the District.</p>	<p>The pilot is ongoing.</p>
<p>Park DC: Chinatown/Penn Quarter</p>	<p>DDOT has selected the Chinatown/Penn Quarter Area to test various technologies to make parking easier and reduce congestion. The goal is to make traveling and parking easier by increasing parking availability and providing drivers with tools to find available parking spaces. Based on the lessons learned during the pilot, DDOT will extend these strategies to other parts of the District to better manage parking supply and demand.</p>	<p>Study began in September 2014 and had its final evaluation completed in 2018. Full report was published January 2019.</p>
<p>Southeast Boulevard Environmental Assessment (EA)</p>	<p>DDOT completed a feasibility analysis which evaluated potential travel demand, land ownership, and construction costs in the corridor and initiated an Environmental Assessment (EA) process in FY17.</p>	<p>Environmental Assessment is expected to be completed in FY 2019.</p>
<p>State Rail Plan</p>	<p>DDOT completed a State Rail Plan consistent with the Federal Railroad Administration (FRA) standards under the Passenger Rail Investment and Improvement Act of 2008 and the newly passed FAST Act. The plan is a requirement for receiving Federal Railroad Administration grants.</p>	<p>DDOT completed the plan in 2017 and FRA accepted the plan as final on July 27th 2018.</p>
<p>Transportation Research Board Papers</p>	<p>Presented at the 2019 TRB Annual Meeting: “Estimating the Impacts of Capital Bikeshare on Metrorail Ridership in the Washington Metropolitan Area,” “Demystifying Urban Curbside Freight Management: A Strategic Incremental Approach from Washington, DC,” “Comparative Analysis of User Behavior of Dock-Based and Dockless Bikeshare and Scootershare in Washington, D.C., Metropolitan Area,” “Yellow Brick Road-Map to Demand-Based Parking Pricing: Findings from Washington, D.C.,” “Creating Community Engagement and Public Access: Digitizing DOT Historical Collections,” “A Transportation Asset Inventory and Transition Planning Tool for Americans with Disabilities Act Compliance in Washington, DC,” “Portraying and Differentiating Profiles and Preferences of Casual Users and Registered Members of Capital Bikeshare,” “Integrating Equity into Performance-based Planning and Programming through Target Setting,” “Towards a More Accessible Curbside: Opportunities and Challenges with Accessible Metered Parking in Washington, D.C.”</p>	<p>Presented January 2019.</p>

Union Station to Georgetown Transportation Improvements EA	DDOT is conducting an Environmental Assessment to implement streetcar from Union Station to Georgetown (see more information below under question 74).	Ongoing (see more information below under question 74).
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**27. Please list and describe any ongoing investigations, audits, or reports on your agency or any employee of your agency, or any investigations, studies, audits, or reports on your agency or any employee of your agency that were completed during FY 2018 and FY 2019, to date.**

See Appendix Q27 and Q28.

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

See Appendix Q27 and Q28.

#### **D. ADDITIONAL ORGANIZATION AND OPERATIONS QUESTIONS**

**29. Please list all pending lawsuits that name the agency as a party, and provide the case name, court where claim was filed, case docket number, and a brief description of the case.**

See Appendix Q29

**30. Please list all settlements entered into by the agency or by the District on behalf of the agency in FY18 or FY19, to date, including any covered by D.C. Code § 2-402(a)(3), and provide the parties' names, the amount of the settlement, and if related to litigation, the case name and a brief description of the case. If unrelated to litigation, please describe the underlying issue or reason for the settlement (e.g. administrative complaint, etc.).**

See Appendix Q30a and Q30b.

**31. Please list any administrative complaints or grievances that the agency received in FY18 and FY19, to date, broken down by source. Please describe the process utilized to respond to any complaints and grievances received and any changes to agency policies or procedures that have resulted from complaints or grievances received. For any complaints or grievances that were resolved in FY18 or FY19, to date, describe the resolution.**

##### Office of Employee Appeals

Employees may appeal certain types of discipline, or termination, to OEA. They allege that DDOT did not follow the proper procedures to enact discipline or terminate. DDOT responds to the claims by filing an Answer with supporting documentation, and litigating the claims by either submitting briefs or conducting hearings.

Two employees were terminated for having a positive drug test result while holding safety sensitive positions. A third was terminated for refusing to take a drug test while holding a safety sensitive position. DDOT prevailed in all three claims.

One employee was terminated for making threats and using profanity toward his supervisor, and another employee was terminated for not possessing the requisite Commercial Driver's License when required to do so by his position description. DDOT also prevailed in both of these claims.

An additional claim is currently pending in which an employee has appealed his termination for being absent without leave and for unauthorized absences.

#### Office of Human Rights

Employees may file a claim here if they believe they have been discriminated against due to membership in a protected class.

Two claims were filed by terminated employees. One employee alleged he was discriminated against in violation of the Fair Criminal Records Screening Act; he voluntarily withdrew his claim following mediation. The second employee alleges he was discriminated against on the basis of national origin and retaliation. That claim is currently pending.

One claim was filed by a current employee who alleged discrimination and retaliation based on sex (female). This claim is currently pending.

#### Office of Administrative Hearings

DDOT serves Notices of Violation for public space violations, and Notices of Infraction for Urban Forestry violations, and the citations are adjudicated before OAH.

In contrast to usual procedures, DDOT received a claim before this tribunal from a resident, as opposed to initiating the claim by issuing a citation. The resident believes DDOT did not properly address a publicly-owned street tree that he requested be removed from an alley adjacent to his property. DDOT has filed a motion to dismiss the claim as OAH does not possess any jurisdiction to adjudicate this type of citizen complaint.

#### U.S. Equal Employment Opportunity Commission

Employees may file a claim here if they believe they have been discriminated against due to membership in a protected class.

DDOT received a claim in which a current employee alleges she has not been promoted due to discrimination on the basis of sex and religion. DDOT has filed a motion to dismiss the claim as it was not timely filed.

#### Grievances under the Collective Bargaining Agreements

The collective bargaining agreements applicable to union members working in DDOT and management each provide an effective and orderly adjustment of grievances. While they have different steps and are slightly different, they are similar to the process described in sections 1628 through 1633 of title 6-B of the DC Municipal Regulations. This involves an initial investigation and determination by the employee's supervisor and then, if the employee is unsatisfied with first step review, additional reviews by officials higher in the employees chain of command are conducted. The final investigation and determination is conducted by the Director.

There were three grievances filed by union employees. All three were denied by DDOT officials and not challenged further.



Public Employee Relations Board

The Public Employee Relations Board responds to and adjudicates unfair labor practice complaints that are filed in accordance with PERB Rules.

DDOT adjudicated one unfair labor practice complaint through PERB for refusing to grant an employee FMLA and denying the employee his use of sick leave. It was dismissed for lack of jurisdiction and untimely filing.

**32. Please list any allegation of wrongdoing or workplace misbehavior reported to the agency in FY 2018 and FY 2019, broken down by source. Please also describe the process utilized to respond to these allegations.**

DDOT understands that this question is concerning allegations of ethics violations or fraud. DDOT has not received any allegations of ethics violations or fraud in Fiscal Year 2018 or Fiscal Year 2019.

The process to respond to an allegation of an ethical violation is to forward that claim to the Board of Ethics and Government Accountability (BEGA) to take action. If BEGA issues a notice of violation against a DDOT employee, DDOT would take appropriate disciplinary action against the employee. The process to respond to an allegation of fraud is to forward the allegation to the Office of the Inspector General (OIG) to investigate. DDOT officials will work with OIG inspectors to determine if fraud has occurred. If there is criminal misconduct, OIG will assume the entire investigation. If OIG reports to DDOT that fraud has occurred, DDOT would take appropriate disciplinary action against the employee.

**33. Please describe the agency’s procedures for investigating allegations of sexual harassment or misconduct committed by or against its employees. List and describe any allegations received by the agency in FY18 and FY19, to date, and whether or not those allegations were resolved.**

DDOT has designated a Sexual Harassment Officer (SHO) in accordance with the Mayor’s Order 2017-313, Sexual Harassment Policy, Guidance and Procedures issued on December 18, 2017. The SHO is responsible for ensuring that both the individual filing the complaint and the accused individual are aware of the seriousness of the sexual harassment complaint. The SHO is responsible for adhering to the following procedural actions: explaining the sexual harassment policy and investigation procedures to the complainant and the respondent; arranging for an investigation of the alleged harassment; preparation of a written report of the findings; submission of a written report summarizing the results of the investigation and recommendations, submission of the final report to internal counsel for review and forwarding to the MOLC; and notification to the complainant and the respondent of the corrective actions to be taken, if any, and administering those actions.

Sexual Harassment Allegations

FY18 – 0

FY19 – 0

**34. Please provide the position name, organization unit to which it is assigned, and hourly rate of any contract workers in your agency, and the company from which they are contracted.**

Name	Agency	Unit	Contractor Name	Hourly Rate	Active?
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Pamela Drew	DDOT	Call Center	New Beginnings, LLC	23.47	Yes
Desire Morton	DDOT	Call Center	New Beginnings, LLC	23.47	Yes
Julius Tate	DDOT	Customer Services	New Beginnings, LLC	23.47	Yes

**35. Did the agency’s energy use increase or decrease in FY 2018? Please identify how much energy use increased or decreased in terms of kWh and therms, and what percentage increase/decrease that is compared to FY 2017.**

DDOT leases the headquarters and permit spaces and operates field operations in facilities under the oversight of the Department of General Services (DGS). At this time DDOT does not track this data; however, DGS would be the most appropriate agency related to buildings and energy usage. DDOT, of course, does what it can do to reduce energy waste and use where the agency has control of the output.

**36. How many contracts did the agency enter into in FY 2018? Are all available to the public online? If not, how many are available online?**

DDOT entered into 59 contracts in FY 2018 (please note this number does not include Task Orders and Option Exercises). According to the Office of Contracting and Procurement, five of these contracts are currently available online.

**37. What funds have been reprogrammed from the agency in FY 2019?**

- **The Mayor is currently planning a reprogramming of FY 2019 funds. What funds will be reprogrammed from DDOT?**

Please see response to Q14 for past reprogrammings. Please refer to REPROG 23-4, which is currently pending at Council and accessible via LIMS at : <http://lims.dccouncil.us/Legislation/REPROG23-0004?FromSearchResults=true>.

**38. How much of the agency’s FY 2018 and FY 2019 budgets, in dollar amount and percentage, is federal funding?**

In FY 2018, DDOT’s operating and capital budgets included \$184.6 million in federal funding which represented 32 percent of the total amounts budgeted for the department. For FY 2019, DDOT’s operating and capital budget includes \$184.5 million in federal funding which represents 24 percent of total amounts budgeted for the department.

- **How much of this funding is for roads?**

In FY 2018, DDOT committed \$20.6 million in federal funds (federal budget authority and local Highway Trust Fund match) for pavement restoration work on federally-eligible roadways in the District. DDOT’s FY 2019 federal obligations plan allocates \$19.5 million in budget authority for this work.

- **Has the amount of funding been affected by money levied from gas taxes?**

The amount of total federal highway funding is driven by the availability of federal resources under the multi-year transportation authorization law and annual appropriations laws passed by Congress and signed by the President. The District has consistently been able to provide the required local match through the Motor Vehicle tax and Rights-of-Way fees.

## **E. Program-Specific Questions**

### *I. Infrastructure and Maintenance*

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

- **The number of miles of federal roads in the District.**  
472.25, of which 446.96 miles are DDOT maintained.
- **The percentage of federal roads assessed as Excellent, Good, Fair, and Poor.**

<b>Excellent</b>	24.46%
<b>Good</b>	31.55%
<b>Fair</b>	25.64%
<b>Poor</b>	18.35%

- **The agency’s goals for federal roads assessed as Excellent, Good, Fair, and Poor in FY 2019.**

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2019 paving plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset’s condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

- **The amount of funding spent (broken out by local, federal, and special purpose dollars) on resurfacing/improving federal roads in FY 2018.**

In FY 2018, DDOT spent \$22.5M on federal (\$9.5M) and National Highway System roads (\$12.9M).

- **Miles of federal roads resurfaced/improved in FY 2018.**

19.79 miles

- **An assessment of whether the amount of funding dedicated to federal roads in FY 2018 was sufficient to meet agency goals.**

The amount of funding allocated to the paving program in FY 2018 allowed DDOT to accomplish the proposed federal paving plan. However, there were a small number of locations that were delayed due to weather and other priority projects. In FY 2018, the District experienced nearly twice the amount of average annual rainfall; however, DDOT was still able to meet the goals of the federal paving program.

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

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

698.46, of which 592.26 miles are DDOT maintained.

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

<b>Excellent</b>	17.11%
<b>Good</b>	22.90%
<b>Fair</b>	27.69%
<b>Poor</b>	32.30%

- **The agency’s goals for local streets assessed as Excellent, Good, Fair, and Poor in FY 2019.**

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2019 paving plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset’s condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

- **The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving local streets in FY 2018.**

DDOT spent \$24.6M on local street resurfacing and roadway improvements in FY 2018. This includes both roadway rehabilitation and pothole repair.

- **Miles of local streets resurfaced/improved in FY 2018.**

19.37

- **An assessment of whether the amount of funding dedicated to local streets in FY 2018 was sufficient to meet agency goals.**

The amount of funding allocated to the paving program in FY 2018 allowed DDOT to accomplish the proposed paving plan. However, there were a small number of locations that were delayed due to weather and other priority projects. In FY 2018, the District experienced nearly twice the amount of average annual rainfall; however, DDOT was still able to meet the goals of the local paving program. In FY 2019, DDOT will award the following paving contracts: Citywide, Non-Citywide, Utility Paving Contracts. These contracts will enable the District to increase its paving capacity and improve local street asset condition.

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

- **The number of miles of alleys in the District.**  
362.61, of which 350.04 miles are DDOT maintained.
- **The percentage of alleys assessed as Excellent, Good, Fair, and Poor.**

<b>Excellent</b>	53.43%
<b>Good</b>	13.70%
<b>Fair</b>	11.23%
<b>Poor</b>	21.64%

- **The agency's goals for alleys assessed as Excellent, Good, Fair, and Poor in FY 2019.**  
DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2019 alley paving plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset's condition rating, outstanding 311 service request counts, age of service requests and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

- **The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving alleys in FY 2018.**

DDOT spent \$17.2M of local capital funds in FY 2018 on alleys.

- **Miles of alleys resurfaced/improved in FY 2018.**

10.03

- **An assessment of whether the amount of funding dedicated to alley maintenance and repair in FY 2018 was sufficient to meet agency goals.**

The amount of funding allocated to the alley program in FY 2018 allowed DDOT to accomplish the proposed paving plan. However, there were a small number of locations that were delayed due to weather and other priority projects. In FY 2018, the District experienced nearly twice the amount of average annual rainfall; however, DDOT was still able to meet the goals of the Alley paving program. The agency was able to start and complete AlleyPaloozas 6 & 7, complete 10.03 miles of alleys, and close 1,023 service requests.

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

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

1,495.08, of which 1,406.76 miles are DDOT maintained

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

<b>Excellent</b>	56%
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<b>Good</b>	32%
<b>Fair</b>	11%
<b>Poor</b>	1%

- **The agency’s goals for sidewalks assessed as Excellent, Good, Fair, and Poor in FY 2019.**

DDOT is expanding on the work process that was created in early FY 2018 to develop the FY 2019 sidewalk plan. DDOT will create a list of locations following a data informed decision model and process. DDOT will use data from the asset’s condition rating, outstanding 311 service requests, age of service requests, and other pertinent data to prioritize locations throughout the District in addition to conducting a final engineering assessment. The results of the process aid in the selection of locations that will generate the PaveDC dashboard.

- **The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving sidewalks in FY 2018.**

DDOT spent \$15.1M of local capital funds in FY 2018 on sidewalks.

- **Miles of sidewalks resurfaced/improved in FY 2018.**

18.75

- **An assessment of whether the amount of funding dedicated to sidewalks in FY 2018 was sufficient to meet agency goals.**

The amount of funding allocated for the sidewalk program in FY 2018 allowed DDOT to accomplish the proposed capital plan. However, there were a small number of locations that were delayed due to weather and other priority projects. In FY 2018, the District experienced nearly twice the amount of average annual rainfall; however, DDOT was still able to meet the goals of the Sidewalk program. The agency was able to resurface/improve 18.75 miles of sidewalks and closed 9,514 service requests.

**43. 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.**

There are six (6) structurally deficient bridges in the District. The table below shows the name and location of each structurally deficient bridge.

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

The table below shows the status/timeframe for repairing/replacing each bridge.

Structure Number	Features Intersected	Facility Carried	Location	Bridge Deck Area (SF)	Status	Structural Deficiencies	Approximate Project Cost
0003	C&O CANAL	31st Street, N.W.	Georgetown & C&O Canal	2,160	Design Completed. Construction to begin February 2019. Estimated completion by end of 2020	Deteriorated beams, cracked 1867 iron pier	5,000,000.00
0504-1	Kendleworth Avenue	Ramp from Benning Road to Kendleworth Avenue	Benning Road at Kendleworth Avenue	2,664	Bridge will be evaluated as part of the Benning Road Bridge/Streetcar Improvement Project.	Deteriorated deck and beams	4,000,000.00
1001	Nicholson Street	SB Ramp to Anacostia Freeway	Pennsylvania Ave. Ramp to SB Anacostia Freeway	6,356	Construction NTP issued 12/12/2017. Estimated completion date October 2019. Contractor protest, stop order issued.	Deteriorated beams, concrete deck	4,000,000.00
1005(Ramp 6)	Nicholson Street	NB Ramp Exit over Nicholson Street	NB Anacostia Freeway Ramp to Penn. Ave.	2,343		Deteriorated beams, concrete deck	4,000,000.00
1009	Suffield Parkway	Anacostia Freeway	Anacostia Freeway over Suffield Parkway	18,480	Bridge to be replaced under Phase I of South Capital Street Project. Replacement bridge to be completed by December 2021.	Excessive rotation of bearings at pier, failed pier system and section loss in beams, broken and missing shoulder bolts, deteriorated substructure concrete. Beams temporarily supported at pier.	20,000,000.00
1200 (Main)	Potomac River and Rock Creek & Potomac Parkway	I-66 (Theodore Roosevelt Memorial Bridge)	Theodore Roosevelt Memorial Bridge over Potomac River	172,500	Bridge Design to begin in 2019 Construction in 2021.	Cracks in bridge deck with efflorescence and spalls with exposed and corroded reinforcing steel in deck soffit.	50,000,000.00

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

None of these bridges is in a critical state. However, the 31st Street Bridge over the C&O Canal has been posted for 15 tons and the lane widths have been restricted. Heavy trucks have ignored these warnings and may weaken the structure prior to the start of construction.

- **The amount of funding (broken out by local, federal, and special purpose dollars) spent resurfacing/improving bridges and tunnels in FY 2018.**

For estimated project costs, please see table above. The typical share for bridge projects between local and federal funding is 20 percent local and 80 percent federal.

- **Miles of bridges and tunnels resurfaced/improved in FY 2018.**

In FY 2018 DDOT's bridge preservation and preventive maintenance program improved approximately 50 bridges (approximately 4.0 miles) and 15 tunnels (approximately 2.0 miles).

**44. What is the status of the Streetscape projects currently underway? For each project, please include:**

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

Please see Appendix 44 for all active streetscape projects.

Projects in earlier stages of the project development process (Planning and Preliminary Engineering) have less certain costs and construction schedules. The construction schedules shown assume funding availability. However, the construction dates may change based on funding availability. Projects shown with "TBD" dates in the table are being advanced through planning or preliminary design, but are too early in the process to assign construction start/end dates.

**45. To the extent not addressed in #39, please address the following projects with the same information (e.g. the project's name and location):**

- **The Florida Avenue Multimodal project**
- **The Maryland Avenue Streetscape project**
- **The Cleveland Park Streetscape and Drainage Improvement Project**
- **The C Street Northeast rehabilitation project**
- **The Reconstruction and Rehabilitation of the Pedestrian Bridge and Connecting Trail at Arizona Avenue, NW.**
- **Canal Road and sidewalk connecting Arizona to Capital Crescent Trail**

Cleveland Park Streetscape Design project is at 90 percent completion. The design timeline has been extended to resolve utility conflict issues with Verizon and DC Water lines. The anticipated completion is June 2019.

The Reconstruction and Rehabilitation of the Pedestrian Bridge and Connecting Trail at Arizona Avenue, NW is expected to be at 30 percent design in July of 2019. The schedule was extended due to the need to resolve concerns regarding the location of the East access ramp and associated funding. The consultant is in the process of analyzing additional alternatives, additional traffic counts at the intersection of Arizona and Sherrier Street, and additional test pits for ramp location. The traffic count was postponed to after the federal government shutdown in order to get a realistic count.

The sidewalk connecting Arizona Avenue to the Capital Crescent Trail is a subtask included in the Palisades Trolley Trail and Foundry Trestle Bridge Feasibility Study. DDOT is expected to have a concept design, cost estimate, and expected environmental compliance requirements by August 2019. DDOT visited the site (which is NPS property) with NPS staff in 2016 and identified challenges to the project, including numerous trees and substantial grade change.

The other projects are addressed in Appendix Q44.

**46. What is the status of the 11th Street Bridge and South Capitol Street Bridge Projects? Did the timeline, budget, or scope of either project change in FY 2018 or FY 2019, to date?**

#### 11th Street Bridge Park Project

Bound by the Washington Navy Yard on one side and Anacostia Park on the other, the 11th Street Bridge Park will be a place for gathering and entertainment for those in the neighboring communities, a playful destination for some, and a pedestrian or bicycle route for others.

**Current Status:** The design concept (as revised based on the feasibility study) was reviewed and approved by the National Capital Planning Commission (NCPC) on November 2, 2017 and the Commission of Fine Arts (CFA) on November 16, 2017 and the feasibility report was completed. Currently, the environmental assessment and preliminary design of the project contract is being reviewed. Once the the contract is executed, DDOT will progress the design to 30 percent, be able to determine permit needs, and complete the environmental assessment as per National Environmental Policy Act (NEPA).

**Timeline:** The current project schedule is: preliminary design and environmental assessment as per NEPA to be completed in Fall 2020 and estimates for final design to be completed Fall 2021, assuming funding availability. Estimated award for construction is Spring 2022.

#### 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 reconstruction.
- 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 Ballpark and New Jersey Avenue north of M Street SE. Phase 2 of the project will not start until approximately 2020. While the timeline of the project has not changed, the overall costs of Phase 2 have been greatly reduced due to refining the design along Suitland Parkway and MLK, Jr. Avenue.

Phase 1 of the SCS Corridor Project was procured using a design/build delivery method. The project was awarded in July 2017 to South Capitol Bridge Builders - A Joint Venture of Archer/Western and Granite Construction Companies. At \$440.8 million, Phase 1 is the largest infrastructure project in DDOT's history. Additionally, DDOT awarded the Program Management/Construction Management Oversight contract to HNTB in August 2017.

**Current Status:** DDOT issued the notice to proceed for the bridge construction in January 2018 and a groundbreaking ceremony was held on Tuesday February 13, 2018. Currently construction activities are in progress and is likely to be completed by Winter 2021/2022.

**Timeline:** The project timeline did not change significantly. With the award of the project and DDOT obtaining all major construction permits, the project timeline for Phase 1 remains as follows:

- Project Award - July 2017
- Start of Construction - January 2018
- New FDMB and approaches completion - Summer 2021
- Project Completion - Winter 2021/2022

**Funding:** Funding for the project remains as shown in the Updated Financial Plan.

**47. Please provide the agency's street, alley, and sidewalk improvement schedule for FY 2018 through FY 2022.**

- **Which streets, alleys, and sidewalks were scheduled to be improved in FY 2018?**
- **Of these, which were not completed? Why?**

In the FY 2018-2023 CIP an average of \$32 million is provided annually to fund the local paving program in order to consistently address roads in poor quality over a six year period. Each year, DDOT creates an annual work plan to address infrastructure related repairs (Sidewalk, Streets and Alleys) based on annual surveys and other quality assessments. In FY 2018, DDOT at the request of the Director created a new way to communicate the citywide paving program. The paving program is now available through the [PaveDC](#) interactive dashboard. The [PaveDC](#) program received an award and several accolades in FY 2018. In 2018, DDOT also posted a [historic paving data](#) report on the website for public consumption. The construction season bridges two fiscal and calendar years, with an annual pause in work during the winter months due to weather restrictions. The FY 2019 PaveDC dashboard is currently in a draft final stage and paving locations are being inspected by DDOT's engineers for final approval.

**48. Please explain whether DDOT facilitates a utility working group to plan and coordinate when roads can and will be torn up for utility line replacement.**

DDOT IPMD holds monthly Utility Coordination Meetings where IPMD Project teams provide updates on the status of their projects in various stages of planning, design, and/or construction. It offers an opportunity for the entities listed below to communicate current and future work, and also address any coordination efforts that may be required at the present time.

- **Which entities are involved? Is this required by a law, regulation, or policy?**

Invitees include representatives from the following entities:

- DC Water
- Pepco
- Washington Gas
- Verizon
- Comcast
- RCN
- CenturyLink/Qwest
- WMATA
- Public Service Commission
- DDOT IPMD Teams
- DDOT TOA Asset Management Branch
- DDOT PSRD

24 DCMR 3401.1 requires that “On the first day of June and December of each year, or the first regular business day immediately thereafter, any Person owning underground stand-alone conduit in the Public Right-of-Way shall submit to the Department a plan” showing planned excavation work anticipated during the upcoming two-year period. The above list of entities either own such conduit, own assets likely to be impacted by excavation in the public right-of-way, or have relevant regulatory authority over such entities.

• **Are there set times for meetings? If so, when and how often are they? Please provide a list of meeting dates, times, locations, and attendees for FY 2018 and FY 2019, to date.**

The meetings are held ten (10) times annually, at 10:30 AM on the last Tuesday of each month excluding August and December. The meetings all take place at DDOT’s 55 M Street SE location.

FY 2018 Dates:

- October 31, 2017
- November 28, 2017
- January 30, 2018
- February 27, 2018
- March 27, 2018
- April 24, 2018
- May 29, 2018
- June 26, 2018
- July 31, 2018
- September 25, 2018

FY 2019 Dates:

- October 30, 2018
- November 27, 2018
- January 29, 2019
- February 26, 2019
- March 26, 2019
- April 30, 2019
- May 28, 2019
- June 25, 2019
- July 30, 2019
- September 24, 2019

Please see Appendix 48 for October 31, 2017 – January 29, 2019 meeting attendees.

- **What is the protocol to determine whether a street can be torn up for utility work? How do the various utilities coordinate on which streets to tear up?**

DC Regulations provide that other than for non-emergency work, a permit will not be issued for streets that have been “reconstructed or resurfaced” in the five (5) years before the application for a permit was submitted. The regulation does provide for DDOT to grant exceptions to this “moratorium” for good cause shown. Other than for emergency work, which is explicitly excluded from the moratorium, the most common reasons DDOT grants exceptions are for new utility connections for new construction and for capping existing service when service is no longer required by the end user. If an exception is granted the person performing the excavation may be held to a higher standard for restoring the right of way beyond the limits of restoration provided for in DDOT’s Standard Specifications for Highways and Structures.

- **What is the process for tearing up a road during an emergency? What constitutes an emergency, and is that definition based in regulation or policy?**

Utilities report emergencies 24 hours a day, 7 days a week, using DDOT’s online permitting system, TOPS. They initiate a report whenever a crew is dispatched to investigate any report the utility receives of an emergency in public space. Nearly 30 percent of initial investigations return a report that an emergency excavation is not required.

When an emergency report results in an excavation the utility is then required to submit a public space permit application through the normal permitting process, consistent with regulations and practices. Emergencies are defined in regulations and policy (DCMR 24-3403.9 and Standard Specifications for Highways and Structures. The DCMR provision defines an emergency as “any action necessary for the preservation of life or property or for the restoration of interrupted service provided by a utility”. The Standard Specifications define an emergency much the same way (“a threat to public safety or a situation in which vital [i.e. electricity, gas, water, sanitary sewers, storm sewers, or telephone services to a premise] has been disrupted.”—107.08).

- **How many emergencies have there been in FY 2018 and FY 2019, to date, that required a road or sidewalk to be torn up?**

In FY 2018, utilities reported 6,500 emergencies, of which 4,656 required some level of excavation. In FY 2019 to date, utilities have reported 2,320 emergencies, of which 1,671 required some level of excavation.

- **Are utilities required to restore the road to its original condition within a certain amount of time after completing their work? Do they always meet this expectation? How does the agency enforce this requirement?**

All excavations, whether emergencies or standard permitted work, are required to be restored at the end of the permit authorizing the work. (Note that all emergency work that requires an excavation must be followed by a public space permit application by DCMR 24-303.)

- **How long does the agency permit metal plates to be installed in a road?**

Plates are placed in the roadway for a variety of reasons. Those placed by persons performing excavations are permitted to be in place for the duration of the period necessary to perform the excavation. In most cases, this is a period less than a week. In the case of longer term excavations (e.g.

the WMATA excavation on Connecticut Ave. NW to replace the chiller line providing air conditioning service to two Red Line stations), this can be a period of months.

**49. Please provide an update on efforts to convert the District's streetlights to LED.**

DDOT streetlight infrastructure currently consists of approximately 75,703 lights, of which 6,717 are LED. This equates to 8.87 percent of all street and alley lights. Annually, DDOT converts approximately 600 streetlights to LED through large-scale Streetscape Projects and routine upgrade requests from local ANC members, MPD, and residents (with ANC endorsement since April 2017).

DDOT is currently working in partnership with the Office of Public-Private Partnerships (OP3) to initiate a long-term, performance-based contract agreement to convert all remaining non-LED streetlights to LED within two years of executing a contract. The streetlight P3 is focused on increasing public safety and traffic safety through better lighting, improving asset management, lowering the District's carbon production, and increasing energy savings. The procurement process of the streetlight conversion P3 is currently underway. Public hearings to update the public and receive feedback were held in December. A Streetlight Advisory Panel, consisting of community representatives appointed by the Mayor, was created in November and meets monthly. OP3 anticipates announcing a shortlist of responsive bidders this spring. From there, DDOT and OP3 will meet one-on-one with shortlisted bidders, working toward issuing a final RFP by the fall.

• **Where has DDOT already installed LED bulbs? Please provide a list or map of the locations that also indicates the temperature of the bulbs in those locations.**

The Streetlight Division has installed 6,717 LED lights presently. See map in Appendix 49a for additional details.

• **Where does DDOT intend to install LED bulbs in the remainder of FY 2019 and in FY 2020? Please provide a list or map of the locations indicating the anticipated temperature of the bulbs to be installed in those locations.**

The Streetlight Division is in the process of installing 3000K LED lights on interstates and expressways. See map in Appendix 49b for details.

DDOT will also continue to install LEDs through large-scale Streetscape Projects as well as survey locations recommended for upgrade following requests from residents, ANCs, and MPD commanders to improve visibility, enhance safety, and deter crime.

**50. Please outline DDOT's current practices and plans regarding LED installation, including answers to the following questions:**

New requests for LED lights from residents are entered in the Cityworks database management system. All historical requests are archived in Cityworks. These service requests are investigated by ward representatives to determine if LEDs are warranted. When upgrades are necessary, work orders are generated and labeled "Lighting Survey" in Cityworks. Ward representatives assemble a lighting analysis package, which consists of estimated construction costs, light study, GIS map, Pepco service requests, and ANC recommendations. Documents are forwarded to management for final approval and scheduling by contractor. After construction and final inspection, DDOT accepts assets into the Citywide GIS database inventory.

In general, DDOT's current practice is to prioritize LED installation based on the following criteria:

- As a replacement to obsolete luminaires such as mercury vapor and incandescent fixtures when they become defective
- At the request of local ANC members and MPD Commanders in areas identified as problem areas with repeat outages or where failure prone direct-buried cable is recommended for infrastructure system upgrade large-scale reconstruction and streetscape projects, interstates, and expressways

- **Does the location of the fixture determine the color temperature of the bulb that is installed? If so, please explain.**

The District has exercised an incremental approach to converting lighting assets to LED technology. Currently there is a mixture of 3000K, 4000K, and 5000K fixtures in use. Moving forward, DDOT has developed a comprehensive strategy to improve the lighting uniformity and reduce the use of high color temperatures in residential neighborhoods. Through community feedback and improvement in LED technologies, DDOT proposes to install 2700K LEDs on all local roads and alleyways. All other road segments will be designated as 3000K. All 4000K and 5000K fixtures will be replaced during conversion. See map in Appendix 50.

- **How does DDOT determine whether to install an LED bulb instead of replacing a bulb in-kind?** Manufacturers no longer produce mercury vapor or incandescent fixtures. As they become defective, they are replaced with LEDs. All newly installed light fixtures in the District are LEDs by default. The only in-kind replacements are for maintenance outages of high pressure sodium, which are done for uniformity purposes.

- **How does DDOT solicit, track, and respond to residents' concerns about an LED light?** DDOT routinely receives public comments about street lighting through 311 and other means. These are tracked and responded to via the workflow process discussed above. Regarding future plans for LEDs, DDOT and OP3 held two sets of community meetings in 2018, in February and December, to update stakeholders and receive feedback on the P3 project. Residents are encouraged to submit their comments via the email address and phone number devoted to the project.

**51. Please explain why it makes sense to undertake the District's conversion to LED bulbs through a public-private partnership.**

- **Please compare the costs of streetlights as they stand now, the costs of upgrading and annual maintenance without a public-private partnership, and the costs of upgrading and annual maintenance when done through a public-private partnership. Please also compare projected annual debt service costs if done with or without a public-private partnership.**

Under the P3, the District will enter into a long-term, performance-based contract with a private developer to finance, design, convert, and provide asset management of the entire streetlight network, over 75,000 fixtures. Most of the project risk is transferred to the developer—if the lights do not work, the District does not pay. Such a structure incentivizes the private sector to innovate and find efficiencies, lowering overall project costs.

DDOT's current streetlight budget is \$9M per year. These costs do not include a number of benefits that will come from the P3 project. One of the technical features of the project is the installation of a remote monitoring and control system that will continuously report back data on light performance and also add the ability to dim or brighten lights from afar. This system, combined with 99 percent availability requirements placed on the developer, will greatly increase both the quality and equity of service. Currently, DDOT relies on resident reports of outages through the 311 system, which is not used uniformly across the District.

Because the developer leverages private financing, they are able to complete a much quicker conversion process to LED fixtures: 1-2 years versus 8-12 under the current funding plan. Quicker conversion means not only better lighting sooner, but full realization of the energy and cost savings. DDOT anticipates a 50 percent reduction in energy costs, equating to \$3-\$4 million in annual savings. Energy efficiencies will also eliminate an estimated 30 tons of greenhouse gases per year.

DDOT conducted a value for money analysis to determine the total cost savings from a P3. The value for money analysis is an apples to apples comparison of the cost of the project, comparing the traditional procurement method with the P3 procurement method. The cost of upgrading and maintaining the network through traditional procurement is an estimated \$336.1M over 15 years, which includes \$57.7M in financing costs. The P3 is \$293.6M, saving the District \$42.5M, for the exact same technical specifications. This includes \$79.1M in financing costs. DDOT is applying for Private Activity Bonds (PABs) through the USDOT Build America Bureau to further reduce financing costs. PABs financing will reduce the P3 project costs to \$283.2M, saving \$52.9 compared to traditional procurement. This includes \$67.4M in financing costs.

## **52. What is the status of the District's implementation of 5G Small Cells?**

- **What are the next steps in the process?**
- **When does DDOT expect 5G small cells to begin being installed?**

DDOT published updated Draft Small Cell Guidelines on February 1, 2019. The latest version reflects publication of an updated Draft Small Cell Design Guidelines and is a reflection of the robust public input process and contains several public input and Council feedback. Throughout the public engagement process, it was clear that the initial density would not adequately protect the unique character of the District. Therefore, the most significant change is a 50 percent reduction in the allowable density of small cell installations per block face. Also of note, the appearance of new standalone poles and ground level cabinetry require further collaboration to create a more uniform standard. At the request of Councilmember Mary Cheh, DDOT is facilitating a design process to create a more uniform aesthetic standard in coordination with the Commission of Fine Arts, The National Capital Planning Commission, and the Office of Planning, and community stakeholders. This work will be ongoing and will be published for public comment later in 2019. It was clear through the public input process that this work cannot be rushed and in response DDOT will continue to take an iterative and transparent approach.

The Public Space Committee will hold a second meeting to consider these updated Draft Small Cell Guidelines on March 21, 2019. If these guidelines are approved, Master License Agreement holders can begin submitting permit applications and once approved, can a limited amount of small cell infrastructure. A tentative timeline would be late Spring and early Summer 2019 that small infrastructure installation would begin. During this time, no standalone poles or infrastructure requiring ground level cabinetry will be installed. Design recommendations for these items are expected in Fall 2019 and will be subject to the same robust public input process.

## **53. What is the status of a bike lane on Connecticut Ave NW? Is DDOT considering removal of reversible lanes there?**

DDOT is in the process of hiring a consultant to study the feasibility of removing the reversible lanes on Connecticut Avenue. This analysis will also help the agency determine the impact of installing bicycle lanes and/or other improvements. We expect the study to start in the Spring of 2019 and last until the end of the year.

**54. What is the status of the completion of the H Street Bridge Project? Did the timeline, budget, or scope of the project change in FY 2018 or FY 2019, to date?**

• Please provide an update on the FY 2018-23 Transportation Improvement Program for the National Capital Region and the allocation of \$100 million in Federal grant money for the H Street Bridge project.

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

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

Timeline: As of February 2019, DDOT has awarded a contract for the 30 percent design as well as design/build procurement documents for the bridge and has begun work under the contract. Amtrak has developed future rail layouts to support the station expansion. The DDOT design/build procurement documents and 30 percent design will be completed by late-2019, and the design-build construction contract will be advertised by early 2020 assuming the other surrounding projects are also ready to proceed with this step.

Scope: DDOT is working with FRA, USRC, and Amtrak on the reconstruction, maintenance, and design of the bridge. This work will occur in partnership with the Union Station Environmental Impact Statement. Decisions about passenger rail facilities, pedestrian and bicycle flow, parking access, intercity bus, streetcar, and development access all factor into the design and construction of the bridge. DDOT will coordinate with other stakeholders to ensure this project meets the needs of all the stakeholders and to ensure it is successful.

Funding: The funding supporting the H Street Bridge project changed significantly over the last three six-year capital improvement plans (CIP). In the FY 2017 - FY 2023 CIP, the plan provided \$165M in budget authority, of which \$100M was not backed by revenue. In the FY 2018 - FY 2023 CIP and in the FY 2019 - FY 2024 CIP, the plans provide \$196.3M and \$211.2M, respectively, in budget authority, all of which is backed by General Obligation (GO) Bond revenue proceeds.

The preliminary design is underway and the ongoing Union Station Expansion Environmental Impact Statement led by the Federal Railroad Administration will refine the cost estimates for the final design and construction phases, along with programming the necessary funding in the region’s Transportation Improvement Program (TIP) and the District’s Statewide Transportation Improvement Program (STIP).

**55. What is the status of the Oregon Avenue NW and Eastern Avenue NE Projects? Did the timeline, budget, or scope of either project change in FY 2018 or FY 2019, to date?**

Oregon Avenue, NW

This project extends from Military Road to Western Avenue and is currently in design. The project design is 100 percent complete. The project was re-sequenced for construction to proceed while DC Water is completing their new 50-foot deep sewer tunnel on Oregon Avenue from Bingham Drive to Oregon Knolls. DDOT has decided on a plan to bid the project for construction at this time, and is resolving final right-of-way issues before soliciting for construction. The timeline to begin construction is Q4 2018 to Q1

2019 and construction is expected to last 27-months. The scope of the \$18M project is unchanged in FY 2018.

#### Eastern Avenue, NE/NW

This project extends from New Hampshire Avenue to Whittier Street and is currently at the 90 percent design stage. The timeline is for the design to be completed by the Q2 2018. The scope of the \$6M project is unchanged. A request from the City of Takoma Park to extend the project to Laurel Avenue, NW in FY 2017 was denied. DDOT determined that the Takoma Park request for certain additional work will be handled separately from this project, under existing contracts for asset management (e.g., road rehabilitation). DDOT is working to determine the timeline for construction given existing funding availability.

**56. Please provide a status update of the rehabilitation of Broad Branch road. In late 2017, DDOT resurfaced Broad Branch Road from Western Avenue NW down to Runnymede Place NW, but the road from Linnean Avenue NW to Beach Drive NW remains to be rehabilitated.**

Rehabilitation of Broad Branch Road, NW project is undergoing an environmental assessment (EA). This project provides the environmental documentation for improvements on Broad Branch Road from Beach Drive to Linnean Avenue. With the assistance of the U.S. Department of State, DDOT has completed initial coordination with three adjacent embassy properties. A draft “Summary of Impacts to Properties of Foreign Nations” has been developed and will be shared with each embassy. DDOT’s intent is to gauge what level of impacts will be acceptable to each embassy and aid in the selection of the preferred alternative. A discussion of compensation is not included at this time. A public meeting and final EA document will follow.

**57. What is the status of the East Capitol St. Bridge and Theodore Roosevelt Bridge rehabilitations? Did the timeline, budget, or scope of either project change in FY 2018 or FY 2019, to date?**

#### East Capitol Street Bridge

East Capitol Street Bridge Rehabilitation Project is fully funded and currently under award for construction. The anticipated notice-to-proceed (NTP) is February 2019. The project includes replacement of all existing steel rocker bearings with elastomeric bearings, rebuilding of an abutment backwall, reconstruction and widening of bridge and approach sidewalks, joint repairs, concrete repairs, replacement drainage structures, bridge barriers, and installation of new overhead sign support structures. The schedule is for substantial completion within 333 days (Jan. 2020) and for final completion within 420 days (Apr. 2020).

#### Theodore Roosevelt Bridge

Theodore Roosevelt Bridge rehabilitation project is currently under the preliminary design phase which includes the environmental documentation task for Categorical Exclusion (CATEX) Level 3. The project also requires extensive coordination and special use permits by the National Park Service (NPS) due to the proposed sidewalk widening on the north side the bridge. The final design of bridge rehabilitation is anticipated to complete in June 2020. Construction funds have not been identified yet, as the preliminary design phase is still in progress.

**58. What is the status of the Tenley Plaza project? Did the timeline, budget, or scope of either project change in FY 2018 or FY 2019, to date?**



DDOT is scoping the next phase of design and conducting environmental compliance for the project. DDOT will also restart discussions with WMATA regarding the ownership of the Fort Drive right-of-way. Assuming we do not encounter a prolonged procurement process, DDOT anticipates completing the scope for the project, hiring a consultant team, and beginning public outreach by the end of FY 2019.

**59. Does DDOT have a plan to deal with the virtual circle of New York Ave, Florida Ave, First Street NE, and Eckington Place NE?**

- **These intersections combine to form one of the most dangerous places to drive in all of the District. What is the long-term plan and timeline for making changes there?**
- **Is DDOT looking at short-term solutions? What are they?**

Over several years, DDOT has made many adjustments to and studied major capital improvements for the intersection of Florida Avenue NE, New York Avenue NE, First Street NE, and Eckington Place NE, commonly known as “Dave Thomas Circle.” A combination of unusual geometry, turning movements, closely spaced intersections, and high traffic volumes have created safety and operational issues. With the arrival of the NoMa/Gallaudet Metro station, the addition of the U.S. Bureau of Alcohol, Tobacco, and Firearms (ATF) building, and the continued growth of the NoMa area, the concerns for pedestrian and bicyclist safety increased.

In 2010, DDOT designed and implemented a new intersection design: the so-called “Virtual Circle” that still exists today. This design sought to improve pedestrian and bicyclist safety by adding new signalized crossings and vehicular safety by minimizing conflict points and slowing vehicular speeds. However, many drivers continue to complain about long queues and confusing design.

The 2013 Florida Avenue Multimodal Transportation Study found that from 2010 – 2012 there were 160 crashes, 43 of which resulted in injury, three of which involved pedestrians, and two of which involved bicycles. The 2013 study explored a full range of options, including grade separation of the intersection and developed several long-term investment options and short-term operational improvements. In 2015 short-term improvements were implemented related to bus movements, signal timing, and signage based on this study.

DDOT is continuing to analyze long-term options for improvements to this intersection.

**60. What is the status of the foundry branch trolley trestle? Does DDOT have future plans for the bridge?**

In December 2018, DDOT kicked off a feasibility study for the Palisades Trail, including the Foundry Branch bridge. We hope to have an answer by the end of 2019 as to whether it is feasible to save the bridge and build the trail.

**61. In 2018, a clogged storm drain lead to flooding along Broad Branch Road. This became a safety hazard due to the water freezing and making the road icy.**

- **What caused the clogged drain?**
- **Does DDOT monitor storm drains along major roadways?**
- **Who is responsible for ensuring storm drains along roadways are not clogged in the District?**

Recently Broad Branch Rd. has experienced repeated flooding at various locations. In some cases, flooding occurs multiple times a year calling for repeated emergency maintenance work. There are several reasons why flooding occurs more frequently than it used to. Some of the reasons include:

- Increase in the intensity of storm events due to environmental causes

- Continued development in the city which often means the installation of additional impervious surfaces
- Aging and under capacity infrastructure of existing stormwater conveyance
- Lack of regular maintenance of the infrastructure

DDOT has recently organized the Drainage Hydraulics and Stormwater management team to be responsible for studying, planning, designing, and constructing projects to address drainage and flooding problems. DDOT implements green infrastructure initiatives that positively impact attenuating peak flows during small and moderate intensity storms (happening 90% of the time). DDOT receives invaluable feedback from the community with regards to drainage problems in the public space through the 311 system, emails, and telephone calls. The team keeps logs of all such reports and follows up to resolve problems when they are within DDOT’s responsibility and coordinates with other agencies as necessary. The city drainage infrastructure falls under the purview of DC Water once stormwater drainage enters the city stormwater/sanitary network. Whereas surface drainage conveyance infrastructure within the transportation right-of-way such as culverts, gutters and curb inlets, roadway embankments along roads and bridges, etc. fall under DDOT’s purview.

DDOT prepared a culvert inspection manual and performs biennial inspections for every known culvert with a diameter larger than 24 inches (currently 64 in number). Rehabilitation and reconstruction of these culverts is carried out based on the outcome of the inspections.

DDOT has also identified flood prone areas (within transportation right-of-way) based on historical information gathered and prepared for its first Flood Response Management Plan (August 2018). The plan identifies flood prone areas, classifies the nature of flooding, prepares project profiles for mitigating flooding, and outlines a response plan to keep the travelling public informed.

**62. In FY 2019, the Committee allocated \$26,960,000 for Streetscapes and Beautification projects (LMBSS). Please list the projects being funded by this allocation and the estimated cost of each.**

**LMBSSC - Streetscapes** (Note: Reflects District Share - ONLY)

Project	Ward	Current Phase	FY 2019
<b>LMBSSC - Streetscapes &amp; Beautification</b>			<b>26,959,857</b>
LMB02C - Aspen Street	4	Preliminary Design	7,000,000
SR098C - Ward 8 Streetscapes	8	Final Design	6,750,000
LMB04C - Pennsylvania/Minnesota Ave SE	7	Final Design	4,854,929
LMB03C - Cleveland Park	3	Final Design	4,854,929
LMB15C - Phase II - Cleveland Park Stormwater Mgmt Project	3	Preliminary Design	1,000,000
LMB16C - Tenley Plaza	3	Preliminary Design	1,000,000
LMB17C - Van Ness Commercial Corridor	3	Preliminary Design	1,500,000

\*Federal formula funds will be leveraged to support the budget plan as provided through the development of the federal obligation plan

**63. Please provide an update on the efforts of the National Park Service to rehabilitate Beach Drive. What work has NPS completed to date? What is the estimated timeline for completion of Phase III?**

To date the National Park Service (NPS) has completed the rehabilitation of Beach Drive between Rock Creek/Potomac Parkway and Joyce Road. The 1.59 mile section of Beach Drive (Phase III) between Broad Branch Road/Blagden Avenue NW and Joyce Road NW was completed on July 9, 2018. Currently, Phase IV work between Joyce Road and the Maryland (MD) state line is under way. Beach Drive is currently closed from Joyce Road to Wise Road and from West Beach Drive to the MD

state line. Access remains from West Beach Drive to Wise Road. According to NPS, Phase IV will last through Fall 2019.

**64. Please explain the status of the green alley program. Please include the location of any projects completed in FY 2017 and FY 2018 or planned for FY 2019 and FY 2020 and the costs associated with each project.**

• **What is the protocol for maintaining the green alleys? Are they assessed every year?**

To date, DDOT's Stormwater Management team has constructed various green infrastructure (GI) facilities such as green alleys, permeable parking lanes, and bioretention cells at different locations in the city. Approximately \$7.13M has been expended on projects that are completed or currently under construction (FY2017 & FY2018), with an additional \$4M planned for construction in FY 2019 and FY 2020. DDOT will start designs for additional projects in 2019 with an expected construction cost of approximately \$3M.

In 2018 DDOT completed the construction of seven (7) standardized green alleys at a cost of \$2.7 million paid for by DC Water at the following locations:

- 1365 Oak ST NW Sq. 2835, 600
- Hamilton ST NW Sq. 3211
- 509 Randolph St NW Sq. 3232
- 4611 Arkansas Ave NW Sq. 2814
- 715 Madison ST NW Sq. 3155
- 5511 13th St NW Sq. 2933
- 3712 T ST NW

The following includes the location of green alley projects completed in FY2017, or planned for FY 2019

- Group 1 construction complete: (3 Alleys)
  - 3800 Klinge Pl NW (\$530K ) in WARD 3 (Completed in FY 2018)
  - 2212 R St NE (\$360K ) in WARD 5 (Completed in FY 2018)
  - 4121 18th Pl NE (\$240K ) in WARD 5 (Completed in FY 2018)
- Group 2 construction completed: (3 Alleys)
  - 2901 South Dakota Ave NE (\$400K ) in WARD 5
  - 7016 9th St NW (\$250K ) in WARD 4 (Completed in FY 2018)
  - 2432 Irving St SE (\$160K ) in WARD 8 (Completed in FY 2018)
- Group 3 Design completed: Construction (3 Alleys)
  - 3908 Jenifer St NW (\$310K ) in WARD 3 (Completed October 2018)
  - 3346 Erie St SE (\$920K) in WARD 7 (Construction will start Spring 2019)
  - Roxanna Rd NW (\$450K) in WARD 4 (Construction will start Spring 2019)

Generally there are two types of maintenance actions (routine and need based) outlined in DDOT's GI standards.

#### Routine Maintenance

- Department of Public Works conducts routine maintenance of green alleys and permeable pavements installed along streets and parking lanes through the street sweeping program.
- Routine maintenance for permeable pavers is scheduled to be done quarterly in potential high sediment load areas or twice a year otherwise.
- Routine maintenance of bioretention facilities is currently being undertaken by DDOT's Urban Forestry Division. Routine maintenance for bioretention range from watering plants to weed

control, mulching, etc and schedule vary from weekly (watering) to three years (remove and replace mulch layer).

#### Need-Based Maintenance

DDOT's Asset Management team performs all need based maintenance activities for major infrastructure repair or and specialized groups like the UFD for special needs.

In general, in order to facilitate better and effective planning, implementation, and management of DDOT's Green Infrastructure, DDOT plans to launch the following three citywide programmatic projects in FY 2019-2020:

- Create a GIS-based database in which DDOT will keep and update inventory of GI constructed to include unique identifier, geographic location, facility type, regular maintenance type, and status;
- Create citywide inspection and evaluation program for all DDOT built GI. This program will help trigger as-need maintenance work to keep facilities at their best possible performance state; and
- In an effort to reduce pre-design and design costs (mainly on green alleys), DDOT is planning to start a citywide GI Suitability study to identify potential suitable areas to implement GI projects, types of GI projects, and create standardized designs ready for construction.

#### **65. What environmental or green initiatives has the agency pursued in FY 2018?**

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

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 streetscape 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:

- Ivy City Streetscapes was a green initiative pilot to convert roadway to tree planters in an area where there is no tree furnishing zone; (Completed)
- Implementation of green infrastructure in various streetscape projects throughout the city; (Ongoing)
- Urban Forestry Division installation of citywide tree canopy in all eight wards; (On going)
- Retrofit Projects that replace standard streetscape with green infrastructure facilities--the area of the facilities is listed below but the acreage of stormwater managed is much higher: (Completed)
  - Fort Davis: 2554 SF
  - Green Alleys: 30,630 SF
  - Dix Street: 3590 SF
  - Alger Park: 5731 SF
  - Klingle Watershed: 1161 SF
  - LeDroit Park Phase 1: 743 SF
  - Ivy City: 4300 SF
- Q Street NW Green Alley was an alley converted for pedestrian use and features permeable pavement and bioretention facilities. The majority of the green alleys constructed in the city are permeable pavement only. (Completed)
- Fort Davis LID and Traffic Calming: Construction complete
  - 3 permeable parking lanes
  - 2 bioretention areas

- LeDroit Park Phase 1 and 2
  - Phase 1 construction complete
    - 4 permeable parking lanes
    - 2 green alleys
    - 2 bioretention areas
    - 5 tree plantings
  - Phase 2 design completed in FY18
    - 21 bioretention areas and permeable pavement sections
  
- Klingle Valley Watershed: Construction completed
  - 4 alleys
  - 4 bioretention areas
  - 4 permeable parking lanes
  
- Dix Street (Ward 7): Construction completed
  - 11 bioretention and parking lanes
  
- Alger Park (Ward 7): Design completed; Construction underway
  - 19 out of 28 bioretention and parking lanes construction completed
  - Project to be completed Fall of 2019
  
- Oregon Avenue Watershed
  - Design completed
  - 30 bioretention and green alleys
  - Construction to Begin Spring 2019
  
- Hickey Run and Nash Run Watershed designs
  - Pending funding, expected March 2019 (DOEE)
  
- Green Alley standardization project: starting analysis
  - Establish reduced permitting needs and implement with DOEE
  - Develop standard design approach to reduce design costs and decrease time to construction.

The Stormwater Management GI program also provides support for DDOT roadway projects with green infrastructure elements, including the following construction projects:

- Oxon Run Trail
- Minnesota Avenue SE
- 15th Street NW
- Klingle Valley Trail
- Metropolitan Branch Trail
- Hill East Streetscape Design
- 14th Street improvement Design
- Oregon Ave Design
- Broad Branch Road Design
- 14th Street Streetscape
- Rock Creek Trail

**66. How much funding did DDOT receive for green infrastructure projects in FYs 2017, 2018, and 2019 from funds that the Department of Energy and Efficiency administers (broken down into the Stormwater Permit Compliance Enterprise Fund, the EPA Clean Water State Revolving Fund, and the Bag Bill fund)?**

- **How many gallons of stormwater will be managed as a result of each year’s spending?**
- **Please provide the formula by which DDOT calculates this metric.**

DDOT receives funding for its Green Infrastructure projects from a variety of sources. Primarily, funds may be classified in two groups: funding administered by the Department of Energy and Environment (DOEE) and DDOT matching local funds. Funding administered by DOEE come from the District Stormwater Permit Compliance Enterprise Fund (MS4 Fund), the Environmental Protection Agency (EPA) Clean Water State Revolving Fund (CWSRF), and the Bag Bill, which are administered by DOEE. Funds DDOT received for green infrastructure projects in FYs 2017, 2018, and 2019 from funds that DOEE administers includes:

- FY 2019 – Funds have not been awarded
- FY 2018
  - DOEE Stormwater Enterprise Capital Funds: \$882,085
  - EPA CWSRF Clean Water Construction: \$1,215,771
  - Designs forthcoming anticipate approximately 20 acres retrofitted (Green Alleys plus Hickey Run & Nash Run Watersheds) (500,000 DOEE and Matching 500,000 from DDOT)
- FY 2017
  - DOEE Stormwater Enterprise Capital Funds: \$994,246
  - EPA CWSRF Clean Water Construction: \$1,215,189
  - Oregon Avenue Construction: 84,000 gallons or 46 acres to be retrofitted (\$1.9 million)

The cost effectiveness varies based on several factors, including the size of the area that drains to a facility, type of soil, and conflicting uses of the public space. Cost effectiveness is calculated based on the cost to construct the facility divided by the volume of stormwater the facility can treat. The amount of treatment provided by a facility is calculated based on the type of treatment provided. The most common treatment calculation follows DOEE regulations for stormwater retention credits (SRCs), which factors in the following:

- The amount of stormwater that flows to the facility
- The type of facility
- The storage available in the facility
- The infiltration rate of the soils below the facility

**67. In FY 2014, DDOT, in conjunction with Pepco, introduced the DC Power Line Undergrounding (DC PLUG) Initiative to underground up to 60% of the most vulnerable primary and lateral mainline feeders in the city to provide resilience and greater reliability to the District’s power system.**

- **What is the status of the undergrounding effort?**

The First Biennial Plan (“Plan”) for the DC PLUG program was filed with the Public Service Commission (“PSC”) on July 3, 2017. The Plan was approved on November 9, 2017, and the PSC issued an order that included a number of directives to be filed 90-days post-approval. DDOT and Pepco submitted this Ninety Day Compliance Filing to the PSC on February 7, 2018. The Plan consists of undergrounding all or portions of six (6) primary electrical feeders located in Wards 3, 4, 5, 7, and 8.

Emergency legislation, DC Act 22-606, amending the DC PLUG Act was signed into law on January 24, 2019. This new legislation removed certain legal restraints on DDOT's ability to provide CBE set asides for certain contracts related to the undergrounding project and will allow DDOT to maximize the utilization of CBEs on the undergrounding project consistent with this new legislation.

Feeder 308, located in Ward 3, will be the first stand-alone feeder undergrounding project. The project was advertised in February 2018, with groundbreaking anticipated by April 2019.

Feeder 14900 is a DC PLUG "Opportunity Project" associated with the IPMD Team 2 Reconstruction of Oregon Avenue project. The IFB was released in January 2019 and construction is expected to begin by Summer 2019.

An RFQ for the design of the four remaining First Biennial Plan feeders is planned to be released in early 2019 with design work commencing by June 2019.

• **What is the estimated completion time for this project?**

All work including project closeouts for the First Biennial Plan is anticipated to be complete by July 2023. Subsequent Biennial Plans are to be filed in 2019 and 2021. These Biennial Plans will include additional electrical feeders to be undergrounded. Proposed schedules for the future plans will not be determined until the Feeders for each plan are determined. The feeder evaluation to determine which feeders will be selected for the Second Biennial Plan is underway.

## *II. Transportation Operations Administration Programs*

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

- **The agency's current crossing guard deployment plan.**  
See Appendix Q68.
- **The current number of crossing guard positions.**  
266 positions
- **The current number of vacancies.**  
6 (as of February 1, 2019). Five new School Crossing Guards are set to begin by February 19, 2019.
- **The agency's efforts to recruit and fill vacancies in FY 2018 and results of those efforts.**  
The agency hired 110 new school crossing guards in FY 2018, which means that the only current school crossing guard vacancies are a result of attrition. Due to several hiring fairs, the agency has a list of "pool" candidates who are able to begin within 2-4 weeks of a position becoming open. These hiring events were in partnership with the Mayor's Office of Latino Affairs, the Mayor's Office of Veterans Affairs, Department of Employment Services, and Academy of Hope Public Charter School (adult learning public charter school).

- **The barriers to recruiting and hiring crossing guards and recommendations for addressing those barriers, where possible.**

The barriers to recruiting and hiring crossing guards are:

- Applicant's commitment
- Ability to pass criminal background clearance
- Ability to pass drug and alcohol screening
- Applicant finding full-time employment

- **The number of new crossing guard positions necessary to meet the needs of District schools in FY 2019, and the number of outstanding crossing guard requests from schools.**

The number of new crossing guard positions necessary to meet the needs of District schools in FY 2019, and the number of outstanding crossing guard requests from schools. To satisfy the 10 outstanding requests and to meet the needs of the schools for FY 2019, DDOT will need 10 additional positions.

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

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

22 Locations

- 14th & Pennsylvania Ave NW
- 14th & E St NW
- 14th & F St NW
- 14th & G St NW
- 14th & NY Ave NW
- 14th & H St NW
- 14th & Eye St NW
- 14th & K St NW
- 17th & K St NW
- 17th & Eye St NW
- Connecticut Ave & K St NW
- 7th & H St NW
- 15th & Massachusetts Ave NW
- 19th & L St NW
- 14th & Park Rd NW
- 14th & Columbia Rd NW
- 14th & Irving St NW
- 6th & Florida Ave NW
- Minnesota Ave & Benning Rd NE
- Good Hope Rd & MLK, Jr Ave SE
- MLK, Jr Ave & Howard Rd SE
- Minnesota Ave & Pennsylvania Ave SE

- **The current number of TCO positions:**

150 (as of February 1, 2019)

132 TCOs

10 TCO Leads

8 TCO Supervisors

1 TCO Branch Manager

- **The current number of vacancies**

4 (as of February 1, 2019).

Note: All vacancies were posted on DCHR's website by Feb. 8, 2019 for recruitment to ensure that the TCO program is fully staffed.

- **The agency's efforts to facilitate the recruitment of Traffic Control Officers.**

Similar to the School Crossing Guard program, the TCO program is close to being fully staffed, which means that the current TCO vacancies are a result of attrition. Due to several hiring fairs, the agency has successfully been able to fill these positions. These hiring events were in partnership with the Mayor's Office of Latino Affairs, the Mayor's Office of Veterans Affairs, Department of Employment Services, and Academy of Hope Public Charter School (adult learning public charter school).

- **Statistics of tickets written by TCOs in FY 2018 and FY 2019, to date.**



FY 2018 – 974 citations

FY 2019 (Oct. – Jan.) – 1,213 citations

*\*\* The skew in citation numbers between FY 2018 and FY 2019 is due to a delayed order of ticket rolls in FY 2018. Also the citation number only reflects parking tickets.*

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

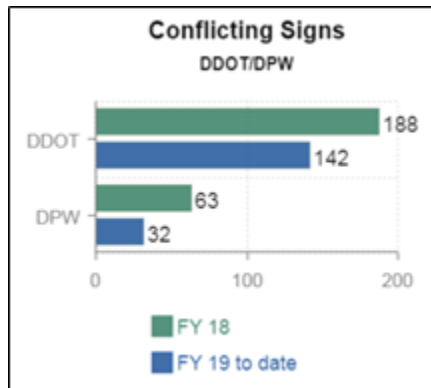
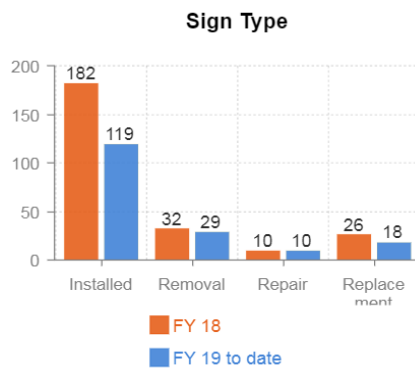
- **A list of meeting dates, times, locations, and attendees for FY 2018 and FY 2019, to date.**

FY 2019: DPW DDOT Budget Coordination 10/30/18

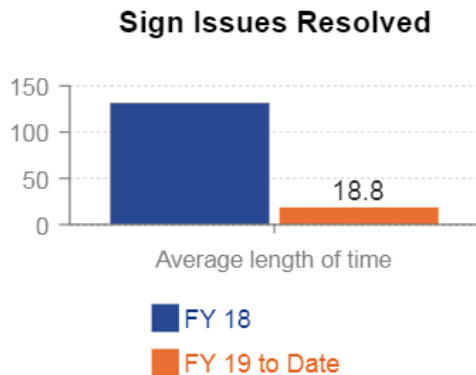
FY 2018: DDOT DPW Coordination meeting

- 10/24/17
- 1/23/18
- 2/27/18
- 4/24/18
- 5/22/18
- 7/2/18

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



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



DPW service requests continue to be a priority for DDOT and are factored into daily work load. In conjunction with the monthly meetings, providing them with direct access to our system has also reduced our response.

For sign conflicts that present a safety hazard, DDOT is committed to resolving the conflict within 24 hours.

• **Steps taken by DDOT in FY 2018 and FY 2019, to date, to inform the public on how to report conflicting signs.**

The process to address conflicting signs is as follows:

- DPW inputs conflicting signs reports into DDOT’s Cityworks portal
- DDOT downloads the requests daily and distributes to technicians for analysis (DDOT has a 10-day acknowledgment receipt process)
- Technicians create work orders and send them to DDOT’s Field Operations Division (FOD) for replacement or repair

Once the service request is completed, DDOT closes out the work order in the Cityworks portal. DDOT will continue to work with a public outreach campaign in FY 2019 that focuses on Parking 101. This will involve topics on how to address conflicting sign use issues.

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

**71. Please provide the number of service requests received by category of request for FY 2018.**

DDOT received 102,146 requests in FY 2018. That compares to 91,920 received in FY 2017 and 98,099 in FY 2016.

FY 2016	98,099
FY 2017	91,920
FY 2018	102,146

## Total Requests Received in 2018: 102,146

Alley Repair	1,011
Bicycle Services	377
Bus/Rail Issues	232
Parking Meters	40,964
Pothole	9,714
Resident Parking Permit	138
Roadway Markings	832
Roadway Repair	1,860
Roadway Signs	11,724
School Crossing Guards	30
Sidewalk Repair	4,390
Streetcar	4
Streetlight Repair	12,411
Traffic Safety and Calming	1,301
Traffic Signals	3,300
Tree Inspection	5,234
Tree Planting	2,320
Tree Pruning	3,370
Tree Removal	2,352
Utility Repair	582
<b>Grand Total</b>	<b>102,146</b>

- **Please provide statistics on responsiveness to these requests.**

Of the 102,146 requests received in FY 2018, DDOT has closed the request and met the Service Level Agreement (SLA) 61 percent of the time. There are an additional 6% still open and within the SLA. Therefore, DDOT has the potential to meet the SLA 67 percent of the time for requests received in FY 2018.

Responsiveness to Service Level Agreement

61% Met the SLA with an addition 6% still within the SLA

Met	61%
Missed	25%
Open	6%
Overdue	8%

- **Has the response time for service requests decreased or increased in the last year?**

	FY 2016	FY 2017	FY 2018
Average Time to Close:	101.1 days	70.8 days	109.9 days
Median Time to Close:	7.1 days	3.7 days	3.8 days

DDOT has seen an increase in the average time to close requests. Much of this comes from an effort to close out old service requests where the work had been completed but the request had not been closed. DDOT conducted an agency-wide effort to inspect every open Sidewalk service request and note if the

work had already been completed. Of the 13,500 requests that were inspected, 7,200 were in locations where the work had already been done and, therefore, were closed.

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

DDOT conducts a bi-weekly Transtat meeting where the Performance Team focuses on service delivery. During these meetings, the performance team works directly with all DDOT programs to improve business processes, analyze data, and train staff on business analytics software. Together the effort is yielding improvements in overall work processes and data collection.

**72. Please list the number of public space permits, by type, issued in FY 2018 and FY 2019, to date. Please describe any trends in the type or quantity of permits issued.**

<b>Permit Type</b>	<b>Issued FY18</b>	<b>Issued FY19 (1st Qtr)</b>
<b>Occupancy</b>	41,051	10,740
<b>Construction</b>	13,998	4,213
<b>Annual Tag</b>	2,431	97
<b>Single Haul</b>	1,980	442
<b>Special Tree</b>	1,164	250
<b>Total</b>	60,624	15,742

Permits issued in FY 2018 closely matched the number issued in FY 2017. The permits issued in the first quarter of FY 2019 continues this trend. DDOT expects the rate of public space permitting to continue at this level.

- **Please indicate the fee for each type of public space permit and whether the revenue goes to the general fund or a special purpose revenue fund (if an SPR, please identify the name/number of the fund).**

Public Space Permit Fees are articulated in 24 DCMR 225. These permit fees are deposited into the General Fund, with the exception of the technology fee, which is deposited into the Enterprise Fund.

**73. How many public space inspectors are currently employed by DDOT? Please describe the exact procedure public space inspectors follow to ensure compliance with the conditions of public space permits.**

- **What percentage of locations with public space permits were inspected by public space inspectors in FY 2018 and FY 2019, to date?**

DDOT employs 24 Public Space Inspectors, who perform inspections six days a week covering 18 to 20 hours every day through staggered shifts.

During the life of each public space application and permit, particularly for those permits that cover either a larger excavation area (e.g. the installation of hundreds or more feet of utility lines) or an extended time period (e.g. the occupancy of public space during construction of a building), a Public Space Inspector conducts the following series of inspections to ensure compliance, oversight, and enforcement:

1. Pre-Inspection
  - a. Conducted during the application process
  - b. Assess the scope of requested work and the current field conditions
  - c. Identify any special conditions to apply to the permit or modifications to the plansprior to approval
2. Pre-Construction Meeting
  - a. Conducted after the permit has been approved and issued
  - b. Performed on-site with Permittee
  - c. Discuss timing of work, traffic control plan set up, and methods of construction
3. Ongoing Field Monitoring and Site Consultation
  - a. Conducted during the life of the permit
  - b. Typically includes multiple inspections
  - c. Inspections are both scheduled (e.g. when phase of construction will change, when permittee has modification or adjustment in the field based on site conditions, when inspector is conducting general area rounds, if requested by manager, or based on complaint received from the community)
  - d. When particular public space infrastructure will be installed, such as streetlights, street trees, or sidewalks. PSI may reach out to other DDOT offices for assistance with monitoring specialized installations, such as stormwater management facilities.
4. Final Inspection
  - a. Conducted prior to and upon permit expiration
  - b. Sets level of restoration based on DDOT standards, the condition of the roadwayprior to excavation, and other relevant conditions
  - c. Identifies any “punch list” items to be completed prior to DDOT acceptance
  - d. Confirms all work has been completed to DDOT standards
5. Two-Year Inspection
  - a. Performed at completion of 2-year warranty period
  - b. Scheduled at the request of the permit holder
  - c. Confirms restoration has met DDOT standards and met warranty period andrequirements
  - d. Authorizes release of any deposits

<b>Public Space Permit</b>	<b>FY 2018</b>	<b>1st Qtr 2019</b>
<b>Permitted Inspections</b>	53,618	12,015
<b>Emergency Work Permits</b>	3,988	738
<b>Add'l Inspection Requests</b>	2,414	455
<b>Total</b>	60,020	13,208

DDOT held multiple planning and data gathering meetings with utility companies during the winter months (November 2017 to February 2018). These meetings included gathering information on locations, establishing inspections regimens, and identifying resources needed for the launch of the restoration period.

- **Please describe the results of Operation Smooth Streets in FY 2018.**

The primary inspection and restoration period for Operation Smooth Streets (OSS) 2018 began February 20 and ended May 15, 2018. This program focuses on work with utilities and the utility contracting community to address utility cuts that require final restorations due to the Winter Moratorium and the extreme cold temperatures during winter months. The program conducted inspections of 2,488 locations citywide. All but 95 locations were restored during the program period. While still requiring proper final restoration, DDOT issued Notice of Vacancies for those 95 locations and assessed fines of approximately \$95,000. All 95 locations that were not restored during the program period were eventually restored.

- **Please describe the way in which DDOT coordinates excavation projects in the public space so that neighborhood inconveniences are minimized.**

DDOT understands the challenges that construction traffic has on local neighborhood roads and communities. DDOT takes several steps to eliminate and reduce these impacts:

- (1) DDOT reduces the hours of truck operations on residential roadways to limit their disruptive effect, especially on morning activities and commutes.
- (2) Projects are reviewed in the context of the area. Applications are filed and tracked geographically. Consistent with DDOT policy, traffic control reviewers compare proposed plans with those in a several block radius. The plans are reviewed in coordination, even for projects that are underway. This reduces the additional impact a new project may have when in the area of a current project.
- (3) When projects are in the immediate vicinity of each other, traffic control plans have to be coordinated so they reflect one single, broader, and consistent plan.
- (4) DDOT requires trucks to follow an approved truck routing plan that uses the DDOT Truck and Bus through Routes and Restrictions, a map showing the preferred roadways for trucks and buses as well as any roadways with bus and/or truck restrictions.

While there is no way to fully eliminate the impacts of construction on neighborhoods, these steps taken together reduce or eliminate those impacts.

In addition, Public Space Inspectors constantly monitor construction activities across the District for adherence to approved traffic control plans and to adjust those plans as needed based on the circumstances at a location.

**74. What is the status of the Personal Delivery Device (PDD) pilot program? Please provide:**

- **A list of companies participating in the program.**
- **The number of PDDs each company has deployed.**
- **Any issues or incidents involving PDDs and a pedestrian, bicycle, or vehicle reported to DDOT.**

The only company that had a permit in the pilot program is Starship Technologies. Starship Technologies has abided by the terms of the pilot program, and has deployed the maximum of five PDD's at any given time. Since December 31, 2018 the pilot program ended and the official program began January 1, 2019. Starship Technologies has remained the sole permittee, and has been approved for an increase to fifteen PDDs in the public right-of-way.

Starship Technologies did not have any collisions or other reported incidents while in operation in 2018. A summary of Starship Technologies data is below. It is worth noting that their commercial relationship with Postmates ended in the summer of 2018 resulting in a decrease in commercial deliveries.

	February 2018	March 2018	April 2018	May 2018	June 2018	August 2018	October 2018	November 2018	December 2018	January 2019
<b>Distance Driven KM</b>	583.97	726.51	582.83	132.00	0.50	0.57	2.06	1.09	1.74	0.67
<b>Number of Trips</b>	438	402	283	88	2	3	2	2	10	2
<b>Avg. Driving Time Min</b>	43.10	57.69	66.15	54.88	37.70	43.92	54.44	39.89	51.33	27.33
<b>Driving Time Hours</b>	314.66	386.55	312.00	80.49	1.26	2.20	1.81	1.33	8.55	0.91
<b>Avg. Driving speed (km/h)</b>	2.11	1.93	1.91	1.67	0.61	0.33	1.05	0.81	0.21	0.95
<b>Avg. Delivery Distance KM</b>	0.86	0.44	0.44	0.68	0.68	0.59	0.39	0.33	0.07	0.52
<b>Total Trip Duration Hours</b>	82.07	53.25	42.49	72.51	20.26	6.23	2.03	2.50	2.38	39.45

**75. As part of the Fiscal Year 2015 Budget Support Act of 2014, DDOT received the authority to implement managed lane policies in the District. Has DDOT taken any action in FY 2018 and FY 2019, to date, to implement managed lanes in the District?**

DDOT has not taken any action during FY 2018 or FY 2019 to implement managed lanes in the District.

**76. Please provide a list or 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.**

• **Please provide a list, identifying the location and length of all bicycle infrastructure the agency installed in FY 2018, and all bicycle infrastructure work currently underway or scheduled for installation in FY 2019 and FY 2020.**

Existing Bikeways	
Facility Type	Length (Miles)
Bike Lane	74.8
Cycle Track	10.4
Sharrows	20.5

The following are bike lanes and intersection improvements that were completed in 2018. Additional locations may be installed during 2019, but are pending additional design development and/or community outreach. Additionally, some projects listed here still require community engagement and/or final design.

2018 Completed Projects					
Roadway	From	To	Ward	Street Miles	Facility Type
Virginia Ave SE	2nd St	9th St	6	0.57	Cycle Track
R St. SW	1st St	2nd St.	6	0.08	Cycle Track
K St/Water St	34th St	30th St	2	0.68	Cycle Track
2nd St. SW	P St. SW	V St. SW	6	0.50	Cycle track



4th St NE	Lincoln Rd	Harewood Rd	5	0.36	Cycle track
Harewood Rd. NE	4th St.	Michigan Ave.	5	0.05	Cycle Track
Eye St. SE	Half St.	New Jersey Ave.	6	0.12	Cycle Track
Potomac Ave. SW	1st St.	2nd St.	6	0.18	Cycle Track
17th St SE	East Capitol St	Potomac Ave	6	0.52	Bike Lane
17th St SE	Potomac Ave	Barney Cir	6	0.21	Climbing lane
Sherman Circle, NW	-	-	4	0.24	Bike lane
Banneker Cir. SW			6	0.13	Buffered Bike Lane
L'Enfant Promenade	Banneker Cir.	9th St.	6	0.08	Buffered Bike Lane
17th St NE	East Capitol St	D St	6	0.34	Shared Lane
Kennedy St. NW	North Capitol St.	Georgia Ave.	4	0.99	Shared Lane
		<b>Total</b>		<b>5.05</b>	

### 2018 Intersection Improvements

Intersection	Improvement Type
Monroe and Michigan Ave. NE	Lane Realignment
RCC Rd and Upshur St NW	Lane Realignment

11th and Florida, NW	Pocket Lane
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The following are all bicycle infrastructure projects scheduled for installation in FY 2019

2019 Planned Projects					
Roadway	From	To	Ward	Street Miles	Facility Type
Stanton Rd, SE	Suitland Parkway	Bruce Pl	8	0.22	Bike Lanes
K St NW	7th St NW	1st St NE	6	0.52	Cycle track
Reno Rd NW	Tilden St	34th St, Quebec St	3	0.21	Climbing lane
34th St NW	34th St, Quebec St	Porter St	3	0.06	Climbing lane
8th St NW	Butternut St	Eastern Ave	4	0.63	Neighborhood Bikeway
Franklin St NE	4th St	10th St	5	0.19	Bike Lanes
Alabama Ave, SE	15th St	Bruce Pl	8	0.72	Bike Lanes
17th St NW	New Hampshire Ave NW	K Street NW	2	0.85	Cycle Track (replacing standard bike lane)
Burns St SE	Ridge Rd SE	Alabama Ave SE	8	0.17	Cycle Track
K St NE	2nd St NE	6th St NE	6	0.27	Cycle Track

8th St NW	Missouri Ave	Rock Creek Church Rd	2	1.60	Neighborhood Bikeway
Longfellow St NW	14th St	Missouri Ave	4	0.85	Neighborhood Bikeway
Maine Ave SW	14th St SW	12th St SW	6	0.17	Cycle Track
44th St NW	Western Ave	Van Ness St	3	1.17	Neighborhood Bikeway
Cathedral Ave	Connecticut Ave	Shoreham Dr	3	0.59	Climbing Lane
Woodley Pl	Cathedral Ave	Calvert St	3	0.33	Contraflow
		<b>Total</b>		<b>8.55</b>	

### 2019 Planned Intersection Improvements

Intersection	Improvement Type
6th St NE and Brentwood Pky	Lane guide markings through intersection
15th and E St/Penn. Ave NW (S)	new security configuration
15th and Alex. Hamilton NW	rumble strips, pavement markings & ped pylons
15th and F NW	rumble strips, pavement markings & ped pylons
15th and G NW	rumble strips, pavement markings & ped pylons
13th and Mass Ave, NW	Pocket Lane

18th and Columbia, NW	Bike Boxes
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15th and M Streets NW	Green paint
15th and Church Streets NW	Green paint
15th and O Streets NW	Green paint
15th and Caroline Streets NW	Green paint
East Capitol St at Mass Ave SE	Green paint

**The following are all bicycle infrastructure projects scheduled for installation in FY 2020**

2020 Planned Projects					
Roadway	From	To	Ward	Street Miles	Facility Type
Brentwood Pky NE	6th/Penn St	9th St	5	0.22	Cycle track
Mount Olivet Rd NE	Brentwood Pky	West Virginia Ave	5	.33	Cycle track
Reno Rd NW	36th/Veazey St	Tilden St	3	.24	Bike Lanes
Wheeler Rd SE	Alabama Ave	Southern Ave	8	.94	Bike lanes
Mississippi Ave SE	13th St	18th St	8	.65	Bike lanes
Franklin St NE	4th St	10th St	5	0.19	Bike Lanes

1st St / Potomac SE	I St	S Capitol St	6	0.66	Cycletrack (retrofit)
Taylor St NE	7th St	Hawaii Ave	5	.22	Bike lanes
West Virginia Ave NE	Florida Ave	Corcoran St	5	.46	Bike lanes
Pennsylvania Ave SE	2nd St	17th St	6	1.33	Cycle Track
		<b>Total</b>		<b>5.24</b>	

**77. 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.**

The following is a list of all existing trails in the District. DDOT does not have a metric for contiguous trails, and there is not an industry standard for this metric. However, a number of DDOT's bike lane projects involve improving connections to the District's off-street trail system and filling network gaps.

<b>TRAIL NAME</b>	<b>PRIMARY RESPONSIBILITY</b>	<b>MILEAGE</b>
Anacostia River Trail East Bank	DDOT/NPS	7.27
Anacostia River Trail West Bank	DDOT/NPS	4.26
Anacostia Riverwalk Trail	DDOT	1.1
Bolling AFB Waterfront Trail	DOD	1.11
C&O Canal Towpath	NPS	4.92
Capital Crescent Trail	NPS	3.64
Ft Circle Parks Trail	NPS	4.09

Georgetown Waterfront Park Trail	NPS	0.47
Kingman Island Trail	DDOT	0.6
Klinge Valley Trail	DDOT	0.66
Marvin Gaye Trail	DDOT	2.39
Metropolitan Branch Trail	DDOT	4.39
Mount Vernon Trail	NPS	1.65
National Capitol Grounds	AOC	0.64
National Mall Trails	NPS	10.4
Oxon Cove Trail	DDOT	0.15
Oxon Run Trail	DDOT	3.52
Pennsylvania Ave SE Trail	DDOT	0.97
Rock Creek Trail	NPS	5.57
Rose Park Trail	NPS	0.45
South Dakota Ave Trail	DDOT	0.52
Suitland Parkway Trail	DDOT	1.97
	<b>Total Trail Mileage</b>	<b>60.74</b>

• Please provide a list, identifying the location and length, of all trail infrastructure the agency installed in FY 2018, and all trail construction work currently underway or scheduled in FY 2019 and FY 2020.

<b>Title</b>	<b>Owner</b>	<b>Project Stage</b>	<b>Status / Next Steps</b>	<b>Responsible for Next Action</b>	<b>Anticipated Construction Timeline</b>
A.R.T. - Kenilworth Extension	DDOT/ NPS	Complete	Completed October 2016	NA	NA
Oxon Run Trail	DDOT	Complete	Completed November 2017	NA	NA
Rock Creek Trail Improvements	NPS	Complete	NPS portion: FHWA reconstructed trail during Beach Drive Reconstruction. Completed June 2018.	FHWA/NPS	2018
Klinge Valley Trail	DDOT	Construction	Completed June 2017; Repairs to be completed in Winter 2019.	DDOT	Repairs Winter 2019
Met Branch Trail - Brookland - Fort Totten	DDOT/NPS/WMATA	Construction	Design-Build contract awarded in November 2017. Groundbreaking July 2018. Complete construction expected in Spring 2020.	DDOT	2019
Rock Creek Trail Improvements	NPS	Final Design	DDOT portion: Advertised for construction in February 2019. Potential construction groundbreaking in Fall 2019.	DDOT	2019
Met Branch Trail - Fort Totten - Takoma	DDOT/NPS/WMATA	Final Design	Final design in 2019. Construction expected 2020.	DDOT	2020

South Capitol Street Trail	DDOT	Final Design	Design for trail between South Capitol Street and Joint Base Anacostia Bolling (JBAB), currently coordinating ROW and property issues with JBAB, CSX, NPS, AOC.	DDOT	TBD
Arboretum Bridge and Trail	NPS/ Ag. Dept.	Preliminary Engineering	Preliminary Design for Bridge between ART and Arboretum. Preliminary design expected complete in Spring 2019. Final Design expected Fall 2019. Awarded \$6million Federal Lands Access Program Grant for Construction.	DDOT	2020
Suitland Parkway Trail Rehabilitation	DDOT	Preliminary Engineering	Design for Trail rehabilitation and expansion expected Spring 2019.	DDOT	2020
New York Avenue Trail	DDOT	Preliminary Engineering	Concept planning and preliminary design completed Fall 2017. Expected to conduct Environmental compliance and ROW review in 2019. Construction phasing to be coordinated with adjacent projects, expected 2021.	DDOT	2021
Palisades Trolley Trail/ Foundry Bridge	DDOT/NPS/Wmata	Planning	Feasibility for trail study and bridge restoration beginning 2018. Coordinating with efforts to preserve the Foundry Trestle Bridge. DDOT planning to replace pedestrian bridge over Arizona Ave in 2019.	DDOT	TBD



Ft Lincoln - ART Connector Trail	DDOT	Planning	Feasibility Study completed in Fall 2018. Need to complete Environmental Compliance. Coordinating with future improvements to New York Avenue/US-50 Bridge.	DDOT	TBD
Shepherd's Branch Trail Feasibility Study	DDOT/CSX	Planning	Feasibility study underway Fall 2018. Right-of-way clearances required.	DDOT	TBD
Oxon Cove/Oxon Run Extension	DDOT/NPS/Prince George's County	Planning	Extension of Oxon Run Trail into NPS/Prince George's County.	NPS	TBD

**78. Please provide an update on the Metropolitan Branch Trail project. Did the timeline, budget, or scope of either project change in FY 2018 or FY 2019, to date?**

Metropolitan Branch Trail Brookland to Fort Totten:

The design-build contract for this segment of trail was awarded to Potomac Construction and notice to proceed was issued on October 31, 2017. A groundbreaking was held in June 2018. The design has been substantially completed for the project, and construction permits are being coordinated with CSX, NPS, and WMATA. Construction activity has begun along John McCormack Drive NE. Construction and design have experienced delays.

Metropolitan Branch Trail Fort Totten to Takoma:

The preliminary design for this segment of trail was completed in 2016. DDOT engaged the community in nine public meetings in 2017 that resulted in a supportive resolution from ANC4B in support of advancing the project. The community concern primarily regards the trade-off of replacing one lane of traffic on Blair Rd with the Metropolitan Branch Trail. DDOT is currently in procurement to hire the consultant to complete the final design of the trail. Construction activity is expected to begin in 2020.

**79. Please provide an update on Klinge Valley Trail with regard to the rehabilitation of the trail, the stormwater management plan, and tree replacement.**

DDOT added signage and temporary barriers to stop vehicle access onto the trail and made permanent fixes to repair storm damage and install permanent barriers at entrances. The construction is pending receipt of a special use permit from NPS as a major part of the repairs (and the starting location) takes place in federal parkland. Due to the federal shutdown, issuance of the permit has been delayed. Pending receipt of the permit from NPS, DDOT anticipates starting construction in Spring 2019.

**80. How many existing bicycle racks were damaged, destroyed, or lost in FY 2018? How many new or replacement bicycle racks did DDOT install in FY 2018?**

DDOT repaired nearly 40 damaged bike racks in FY 2018. Ten bike racks were reported lost and those locations were added to the installation lists in FY 2018 and FY 2019. Of the 10 reported lost, two bike racks were reinstalled in FY 2018, and the remainder will be reinstalled in FY 2019.

In FY 2018, nearly 250 bike racks were installed in the District (192 installed by DDOT; 52 installed by BIDs).

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

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

There are 516 stations in the system, and 290 of them are located in the District.

- **The number and location of stations that DDOT added and removed in FY 2018.**

DDOT added 13 Capital Bikeshare Stations in FY 2018. No stations were removed. Stations were added to the following locations:

1. Audi Field
2. American University East Campus
3. K St. & 7th St. NW
4. 14th & Luzon NW
5. 14th & Otis Pl NW
6. 11th and Park St NW
7. Stanton Rd & Stanton Sq. SE
8. Kansas Ave at Sherman Circle
9. MacArthur Blvd and 48th st. NW
10. 1st & M St. SE
11. Montello and Holbrook NE
12. 11th and C SE
13. Massachusetts Ave & 6th NE

- **The number and location of stations that DDOT has added or plans to add in FY 2019.**

DDOT has added 10 stations to date in FY 2019:

1. Woodley Park Metro
2. Maryland Ave & 17th St NE
3. Trinidad Rec Center
4. Rosedale Rec Center
5. Montello Ave & Holbrook Terr NE
6. 4th & M St SE
7. King Greenleaf Rec Center
8. United Medical Center
9. Kansas Ave & Sherman Cr NW
10. 18th & New Hampshire NW

DDOT plans to add the following 18 Stations in the remainder of FY 2019:

1. Whitehaven Pkwy & Foxhall Rd NW (Hardy Park)
2. Park and Warder NW
3. Georgetown University Hospital
4. Rose Park
5. National Cathedral
6. Grant Circle & 5th NW (south side of circle)
7. Crestwood Neighborhood NW
8. North Capitol & Florida Ave NE

9. Harewood Rd. & 4th St. NE/ CUA
10. 4th & G St. SW
11. Titanic Memorial/Waterfront Park
12. Stadium Armory Metro South Entrance
13. Ridge Road Community Center
14. Benning Park Community Center
15. Kenilworth Rec Center
16. Alabama Ave & Suitland Pkwy SE
17. Valley & Wheeler, at Oxon Run Park
18. Fort Stanton Rec Center/Anacostia Community Museum

- **The number and location of requests for new bike stations.**

There are 7,610 requests for new bike stations that have been collected from the public. Requests cover all 8 Wards. All requests, along with location are online at <https://www.cabistations.com/>.

- **Plans for introducing bikes for the disabled.**

Separately from the Capital Bikeshare program, DDOT plans to launch an Adaptive Bikeshare program. Hand tricycles, recumbent tricycles, cargo-bikes, and tandems will be offered for people in several locations in the District. Through March 2019, DDOT is conducting public outreach, sharing survey results regarding the desired locations and times of operation, and participating in public meetings of interested groups.

- **The number of active annual members and active monthly members.**

Systemwide: 30,353 annual members; 276 monthly members

In DC: 20,569 annual members; 102 monthly members

**82. What is the status of the dockless bikeshare pilot program? Please include:**

- **A list of companies participating in the program.**
- **The number of bikes each company has deployed.**
- **The number of issues related to dockless bikes reported to DDOT to date, sorted by company.**

DDOT extended the Phase I dockless bikeshare demonstration from August 2018 through December 2018. The current official program started January 1, 2019 and now sees a predominance of permits for electric scooters and only one for electric bicycles. Each company must operate at minimum 100 vehicles and at maximum 600 vehicles per permit. Dockless vehicle companies can operate both bicycles and scooters under two separate permits. The following six private companies are currently operating:

- One company operates bicycles only -- Jump
- Five companies operate electric scooters -- Skip, Spin, Bird, Lime, and Lyft

These six companies have deployed vehicles daily in numbers that range between the minimum and maximum allowed. DDOT requested dockless operators to suspend service and remove vehicles during the January snow event when conditions were unsafe for operations.

The following private companies have received conditional permit approval (pending receipt of permit fees and required documentation):

- Hopr (motorized bicycles and electric scooters)
- Razor (electric scooters)
- Ridecell (motorized bicycles and electric scooters)
- Wind (electric scooters)

The following private companies are awaiting conditional approval (pending application clarifications):

- Jump (electric scooters)
- VeoRide (electric scooters)
- Riide (motorized bicycles)

DDOT has given the above seven companies until March 1, 2019 to submit clarifying information, permit fees, and/or required documentation.

Via 311, DDOT has received 17 complaints explicitly pertaining to dockless vehicles, including dockless scooters. Through either [publicspace.policy@dc.gov](mailto:publicspace.policy@dc.gov) or [dockless.mobility@dc.gov](mailto:dockless.mobility@dc.gov), we have received 743 email comments, 435 of which were explicitly supportive of the program, and 174 of which were explicitly opposed.

**83. What is the status of the dockless scooter pilot program? Please include:**

- **A list of companies participating in the program.**
- **The number of scooters each company has deployed.**
- **The number of issues related to dockless scooters reported to DDOT to date, sorted by company.**
- **How is DDOT looking to improve the safety of scooter riders and pedestrians? Has DDOT considered any short mandatory training before allowing users to get on a scooter (such as a short video embedded in the app)?**

DDOT manages the Shared Dockless Vehicle Program, which oversees the public space permitting and compliance of the terms and conditions of shared dockless bicycles and scooters operated by private companies. The majority of dockless vehicles are scooters and those currently operating in the District include: Skip, Spin, Bird, Lime, and Lyft. Potential future scooter companies include: Hopr, Razor, Ridecell, Wind, Jump, and VeoRide. Each company must operate at minimum 100 vehicles and at maximum 600 vehicles per their permit. The companies that have launched service have deployed vehicles daily in numbers that range between the minimum and maximum allowed.

Via 311, DDOT has received 17 complaints explicitly pertaining to dockless vehicles, including dockless scooters. Through either [publicspace.policy@dc.gov](mailto:publicspace.policy@dc.gov) or [dockless.mobility@dc.gov](mailto:dockless.mobility@dc.gov), we have received 743 email comments, 435 of which were explicitly supportive of the program, and 174 of which were explicitly opposed.

As a means of creating a safe riding environment, the terms and conditions agreement requires dockless operators to abide by the current law restricting personal mobility devices (inclusive of electric scooters) to 10 mph, and to communicate to users regarding the prohibition on sidewalk riding in the Central Business District. In addition, we have encouraged operators to provide safe riding tutorials in their respective apps where riders are informed on vehicle operation, safe street riding, and proper parking via visual displays. DDOT also encourages dockless operators to provide helmets to riders upon request.

**84. How does DDOT monitor dockless bicycle and scooter compliance with the regulations?**

DDOT has an internal dockless vehicle dashboard supported by an application programming interface (API) that shows the active and non-active dockless vehicles available in the city. Staff can monitor the number of vehicles ensuring that the minimum and maximum numbers are adhered to. In addition, DDOT receives monthly reports from each of the dockless vehicle operators. These reports capture data as required in the terms and conditions including instances of illegal parking, crashes, etc.

- **Please provide data as to complaints received about dockless bicycles? Dockless scooters?**

Public complaints received about dockless vehicles are submitted via 311 as well as to [publicspace.policy@dc.gov](mailto:publicspace.policy@dc.gov) or [dockless.mobility@dc.gov](mailto:dockless.mobility@dc.gov). Appendix 84a lists the submitted complaints, the majority of which refer to illegal parking or speed. Regarding the latter complaint, before the 10 mph enforced speed limitation, most public comments reflected concern at the high speed of electric scooters. Since January 1, 2019 dockless operators have been required to deploy governing equipment limiting the top speed to 10 mph prescribed by law. As a result, some users have now complained that scooters move too slowly.

- **Please provide data as to the most common injuries sustained while using a dockless bicycle and a dockless scooter.**

DDOT began data collection of injury reports during Phase II of the demonstration period. Appendix 84b lists the submitted injury reports during that time. DDOT cautions that this data is reliant on individual users providing reports to the companies, and then on companies reporting this information to DDOT. Additional data related to scooter crashes is addressed in Q87 and Q88.

- **What other data does DDOT use to evaluate the dockless programs? Please provide that data.**

Data used to evaluate the dockless program during the evaluation period can be found at <https://ddot.dc.gov/publication/dockless-vehicle-sharing-demonstration-phase-i-evaluation>.

- **Please explain what a company must show in order to achieve a favorable quarterly evaluation leading to the ability to expand their fleet?**

The agency is collecting various data for the program and using it to inform the agency's wider microbidity and alternative transportation goals. These data will also form the dockless operators' quarterly evaluation process and include the following metrics:

- Total number of trips per month
- Trips per vehicle per day
- Trips originating or terminating in East of the River communities
- Response time to violations
- Number of parking violations
- Data provision violations
- Vehicle idle time
- Adaptive Vehicle Operations
- Installation of bicycle parking infrastructure
- Incentivizing users to park vehicles at corrals or DDOT-specified locations

- **Why do the new regulation set the speed limit for scooters at 10mph? Is it safe to have them going at a different speed than bicycles?**

The Personal Mobility Device Amendment Act of 2006 (D.C. Law 16-224) limits the speed for personal mobility devices (including scooters) to 10 mph. DDOT has not issued any regulations related to this speed limit that go beyond the statute. However, since January 1, 2019, DDOT has placed additional controls to ensure that dockless operators perform in compliance with the law. DDOT now includes a provision in the revised terms and conditions agreement that requires dockless scooter operators to govern the speed of their devices to not exceed the 10 mph speed limit. DDOT has instituted this permit requirement in response to community concerns regarding scooter riding at excessive speeds on public sidewalks. DDOT is not aware of a study that concludes 10 mph is either a safe or unsafe speed for electric scooters.

**85. To date and to the best of the agency’s knowledge, has the dockless bikeshare pilot competed with or complemented the existing Capital Bikeshare service?**

• **How has the use of dockless scooters in the District affected the number of Capital Bikeshare users?**

The agency’s evaluation after the demonstration period saw no negative impacts on the Capital Bikeshare program. Ridership increased showing a complementary effect of dockless vehicles. In addition, the number of unique Capital Bikeshare users remained steady within the annual cycle even as the number of dockless bikes decreased and dockless scooters were increasingly introduced to the system. The following graphs and tables illustrate the data supporting this conclusion:



**Figure 4 Comparison of Capital Bikeshare trends since 2016 in relation to dockless ridership during the demonstration period**

Comparison of Capital Bikeshare trends since 2016 in relation to dockless ridership during the demonstration period

Summary Table of Performance for Dockless Demonstration Period

Table 1 Summary Table of Performance for Dockless Demonstration Period

	Trip Count		Average Trips per Vehicle Per Day	
	Dockless	CaBi	Dockless	CaBi
2017 September	11,817	392,041	2.33	4.52
2017 October	49,974	385,389	2.36	4.43
2017 November	51,347	252,825	1.81	3.06
2017 December	35,104	178,084	1.35	2.21
2018 January	31,402	168,791	1.37	2.18
2018 February	33,795	182,555	1.49	2.42
2018 March	54,087	239,130	2.27	2.71
2018 April	113,571	328,550	2.87	3.52
2018 May	142,189	373,805	2.94	3.89
2018 June	102,675*	391,740	3.14*	4.21

\* Missing data from one or more operators

DDOT cautions that this conclusion is based on a limited data set from the demonstration period, in which the overall number of dockless vehicles was small compared to the available Capital Bikeshare fleet. As the dockless program grows, DDOT will continue to monitor both programs.

**86. Please describe all actions that the agency has taken in FY 2018 and FY 2019, to date, to improve pedestrian and bicycle safety.**

- **How was the Vision Zero Pedestrian and Bicycle Safety Fund used in FY 2018 and FY 2019, to date? Please be specific.**
- **DDOT recently hired a full-time employee focused entirely on Vision Zero. What will that person’s responsibilities be, and what support will they have available at the agency?**

While the Vision Zero initiative aims to improve the safety of all modes of travel, special attention is focused on vulnerable users such as people in wheelchairs, walking, and biking. A summary of safety initiatives during Fiscal years 2018 and 2019 includes:

- Elimination of dual left-turn conflicts
- Left turn hardening
- Prohibition of Right Turn on Red
- Formation of the Vision Zero Working Group, chaired by the Deputy Mayor for Public Safety and Justice, which meets monthly
- Launch of the redesigned Vision Zero website
- Creation of the Vision Zero office at DDOT
- Installation of two traffic gardens at DCPS schools
- Launch of Vision Zero campaign using DC Circulator fleet
- Enforcement blitzes with MPD and DPW
- GigabitDCx Challenge with OCTO
- A full calendar year of the Major Crash Review Task Force, with recommendations coming in March 2019.
- Launch of the DC Reach campaign
- Implementation of the Vision Zero rulemaking
  - Higher fines for dangerous behaviors

- Commercial vehicle safety requirements
- Slow zones near schools, recreation centers, seniors centers, pools, athletic fields, etc.
- Improved patient transport and safety for first responders
- Pick-up Drop-off zones
- Hosted bike and walk to school day events
- Trained DDOT staff and external stakeholders involved in the Transportation Management Plan (TMP), Maintenance of Traffic (MOT), and Traffic Control Plan (TCP) process for any type of Work Zone projects in the District of Columbia.

Please see Appendix Q86 for tables and lists of projects undertaken to improve pedestrian and bicycle safety in FY 2018 and 2019.

• **How was the Vision Zero Pedestrian and Bicycle Safety Fund used in FY 2018 and FY 2019, to date? Please be specific.**

The Fiscal Year 2016 Budget Support Act of 2015 Subtitle D. Vision Zero Pedestrian Bicycle Safety Fund Establishment states that this fund shall be used solely to enhance the safety and quality of pedestrian and bicycle transportation, including education, engineering, and enforcement efforts designed to calm traffic and provide safe routes. As such, DDOT has managed this fund for the past three fiscal years as a competitive grant program for DC government agencies partnered in the Vision Zero initiative and local non-profit agencies committed to advancing Vision Zero strategies. The following grants are either planned or have been implemented:

Fiscal Year 2018

Department of Health (DOH) - \$100,000

DOH will further develop data integration in the District's Trauma Registry to enable the linking of traffic crash data with hospital data submitted from participating local trauma centers. Linking District agency data from crash records and emergency response and transport information with data available from hospitals should provide a more accurate assessment of the prevalence of traffic fatalities and serious injuries in the District.

Gearin' Up Bicycles - \$80,000

Gearin' Up Bicycles will organize teams of trained youth and adult bicycle mechanics to provide education, repairs, safety checks, and free safety equipment in coordination with the District of Columbia Public Schools' (DCPS) Biking in the Park program. Today, there are no bicycle shops in Wards 7 and 8. Gearin' Up Bicycles will ensure people biking in these communities, especially children, are using safe equipment.

George Mason University (GMU) - \$150,000

GMU will collaborate with the District of Columbia Public Schools' Biking in the Park program and develop and evaluate one permanent and one temporary traffic garden at two DCPS school sites. The traffic gardens will teach the rules of the road to children as they learn to balance and navigate on a bicycle, in an environment that simulates the transportation system without the threat of motor vehicles.

Safe Routes to School National Partnership - \$100,000

The Safe Routes to School National Partnership will utilize direct community engagement and education to identify and address barriers to safe transportation. At five locations, this project will establish school-based safe zones in Wards 7 and 8 which will host activities and events for safe walking, biking, and driving and foster coordination efforts with District agencies for planning and designing safe infrastructure.



The Southwest Business Improvement District - \$60,000

The Southwest BID will pilot and measure the effectiveness of placemaking and safety interventions in a rapidly growing DC neighborhood. Focusing on a mix of placemaking and public art treatments for traffic calming and pedestrian wayfinding, the Southwest BID will quickly pilot new countermeasures to be sited at locations that are emerging as conflict points as commercial development intensifies. The BID will conduct a thorough evaluation of the effectiveness of each intervention.

Fiscal Year 2019:

Ward 7 Business Partnership - \$87,000

Residents and businesses in the Deanwood neighborhood will launch “Walkable Ward 7,” a year-long safety program and campaign that will use tactical urbanism and smart cities technology to implement demonstration projects. The project will leverage significant community engagement and existing data to identify problematic locations, and generate new data using sensors and computer vision to measure and evaluate the effect of interventions. The project will explore improving signage, pedestrian crossings, pick-up drop-off zones, and neighborhood festivals with tactical urbanism techniques.

Gearin’ Up Bicycles - \$108,000

Gearin’ Up Bicycles is a non-profit full-service bicycle shop, located in Ward 5, that focuses on career development for youth from underserved communities. The Vision Zero grant will support “Bike Force,” a series of mobile bicycle pop-up shops staffed by youth mechanics that provide free bicycle maintenance, repairs, and education. Gearin’ Up will serve more than 1,200 District residents at 50 pop-up events, with special emphasis on locations East of the Anacostia River, where no bicycle shops exist. Gearin’ Up will continue to align its programming with District of Columbia Public Libraries (DCPL), District of Columbia Public Schools (DCPS), and Metropolitan Police Department (MPD) events.

Safe Routes to School National Partnership - \$117,000

The Safe Routes to School National Partnership will create “Safe Routes for Youth,” a program for teens in Wards 7 and 8 to support a youth-led Vision Zero agenda, develop youth leadership, and to implement activities that promote a culture of injury-free, healthy active transportation. The Vision Zero grant will support the goal of reducing collisions and fatalities over the medium to long-term by positioning youth in Wards 7 and 8 as community leaders who can engage their peers and District agencies on transportation safety and establish a youth-centered, culturally responsive transportation agenda. The program will prioritize approaches and design strategies that increase transportation safety for youth and conduct youth-led traffic safety education for young people. It will also seek to build understanding around safety issues affecting youth in Wards 7 and 8, including traffic injuries, street harassment, and street violence.

**DDOT recently hired a full-time employee focused entirely on Vision Zero. What will that person’s responsibilities be, and what support will they have available at the agency?**

The director of DDOT’s new Vision Zero Office will start in March 2019. The new office also includes one additional FTE who has expertise in transportation policy and engineering. The Office will be supported by staff throughout DDOT; however, the agency will continue to evaluate the staffing needs of the new division to ensure they have adequate staff to fulfill their responsibilities. The office’s responsibilities will include agency implementation of the Vision Zero action plan, interagency coordination with the Vision Zero working group, and community engagement and outreach regarding safety improvements. Specifically, the Vision Zero Office Director will:

- Assess DDOT’s current integration of the Vision Zero mission into all practices, including planning, policy making, project implementation, and external affairs. Monitor legislative and advocacy efforts and recommend programmatic strategies in response.

- Develop short and long range strategic plans for Vision Zero and participate in the Department’s long-range strategic planning process.
- Develop and promote the mission of Vision Zero internally and externally to ensure that all divisions and constituencies are receiving consistent information on the mission, values, and goals of the program.
- Oversee and manage the work of Vision Zero staff involved in policy creation, safety planning, and external outreach as it relates to the mission of Vision Zero.
- Develop and maintain coordination and lines of communication with other District agencies, Advisory Neighborhood Councils (ANCs), City Council offices, Federal departments, other stakeholders, advocacy groups, and agencies at the local, regional, and national levels as it relates to the Vision Zero initiative.
- Participate and/or lead complex studies, special projects, and comprehensive evaluations for the Office of the Director to use in decision making and to effectively direct agency activities as it relates to the Vision Zero initiative.
- Report Vision Zero data to the agency’s Chief of External Affairs, Director, and other executive leadership. Ensure that data reporting on the Vision Zero performance standards is timely and accurate. Conduct internal audits, as necessary, to ensure that sufficient processes are in place to guarantee the accuracy of the data being reported.

**87. 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. Please also list the number of pedestrian, bicyclist, and scooter fatalities for FY 2016, FY 2017, FY 2018, and FY 2019, to date.**

Please refer to Appendix 87a. As DDOT has noted previously, these data are reported by calendar year, not fiscal year. The total numbers for crashes, injuries, and fatalities are reported by mode for calendar years 2016, 2017, 2018, and 2019 (to date) on the tab labeled “Ped-Bike-Scooter (3 years).” The locations of each crash are listed for each of these three modes on the three subsequent tabs.

- **Has DDOT identified any trends in these collisions? If so, please explain.**

Trend analysis for crashes is published by Howard University’s Transportation Research Center under an agreement with DDOT. Appendix 87b is an excerpt from the most recent report, focused on crashes involving pedestrians and bicyclists. Please note, these trends are for the 2016-2017 data as the 2018 data has not yet been analyzed. Also, as scooter crash data is a recent addition, a trend analysis is not available at this time.

- **For each collision resulting in hospitalization in FY 2018, please describe how the collision occurred**

For crashes resulting in hospitalization in calendar year 2018, please refer to the tabs labeled “Ped Hospitalization 2018,” “Bike Hospitalization 2018,” and “Scooter Hospitalization 2018” in Appendix 87a. DDOT has provided crash report numbers, locations, and dates for these crashes in this appendix. Information related to descriptions of crashes that result in hospitalization is maintained by the Metropolitan Police Department.

**88. Please identify the 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 2018.**
- **Please provide an update on the top 10 bicycle crash locations identified in 2018.**
- **Please provide an update on the top 10 scooter crash locations identified in 2018.**

- **Please provide an update on the top 10 vehicle crash locations identified in 2018.**

DDOT ranks the safety performance of intersections using a formula called the Crash Composite Index. The formula takes into account the severity of crashes that occur at an intersection, the frequency (or total number of annual crashes), and the rate of crashes (the share of 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.

See Appendix 88a for 2018, the poorest performing intersections as ranked by the Crash Composite Index are listed in the tabs (by mode). Rankings using three years of data from 2016-2018 are also available in the same file. Number 1 on each list is the poorest performer.

Appendix 88b provides 2018 data and 2016-2018 data (again by mode) for the frequency of crashes. Crash frequency is used to determine locations with a high number of crashes, but is less indicative of overall safety performance than the Crash Composite Index. Please note that for scooter crashes, we are using frequency data, and no intersections have had more than one scooter crash. Therefore, all crash locations for that mode have been listed.

### **89. Please provide a list of the intersections DDOT has identified in its site assessments for “high crash” intersections in FY 2017 and FY 2018.**

- **Please describe the improvements planned and in progress for these intersections.**
- **Please describe the status of the plans for each site improvement.**

In 2017, DDOT organized site visits at five (5) identified high-crash intersections. DDOT conducted a detailed safety evaluation at each site, the scope of which was intended to identify potential improvements to mitigate observed crash patterns. Short-term improvements, such as signage, marking enhancement, and signal timing adjustments were identified for installation. Long-term recommendations developed from the studies will be incorporated as part of planned capital improvement projects, such as intersection modification or streetscape projects. Specific short and long term recommendations, and other study details, can be found in the linked reports. A list of the completed and ongoing work for each location is provided as Appendix 89a and summarized below.

#### Martin Luther King, Jr. Ave & Good Hope Rd SE (<http://bit.ly/2t8vcC7>)

Short-term improvements including installation of lane control markings, crosswalk markings, right-turn on red signage, and parking signage have been completed. DDOT is currently evaluating the feasibility of restriping or reconstructing the westbound approach of Good Hope Rd SE to improve the turning radii of the westbound right-turn and reduce the conflicts with pedestrians crossing on the north side of the intersection. Reconstruction of this approach may be infeasible due to existing drainage structures on the northeast corner of the intersection. The feasibility analysis and design for these improvements will be completed in Summer 2019, with construction timing TBD based on scope of improvements.

#### 3rd St & D St NW (<http://bit.ly/2DhgcGG>)

Short-term improvements including installation of lane configuration signage, parking signage, and “do not block the box” signage, as well as removal of the debris on the southwest corner of the intersection have been completed. Design is currently underway for additional improvements, including construction of ADA-compliant ramps and restriping the east- and westbound approaches of D St NW. The design for these improvements will be completed in Summer 2019, with installation in Fall 2019/Spring 2020. Additional pavement markings, including installation of high-visibility ladder crosswalk markings, are to be completed as part of construction project.

Connecticut Ave & R St/20th St NW and Connecticut Ave & Florida Ave/S St/21st St NW  
(<http://bit.ly/2TtGwEu>)

The site visit for this location included two intersections along Connecticut Ave NW. For the intersection at R St/20th St, DDOT has been working with ANC 2B to evaluate the impacts of restricting the northbound right-turn from the Connecticut Ave underpass lanes to northbound 20th St NW. A Notice of Intent for this restriction and the removal of parking to expand the Metrobus zone on the northbound service lanes was issued on February 6, 2019. Installation of the restriction, as well as the removal of on-street parking and other signage and marking recommendations will be installed in Spring 2019. Implementation of the long-term improvements is being coordinated with DDOT's Connecticut Avenue NW Streetscape project, and evaluation of the rush hour restrictions north of R Street NW are being coordinated with DDOT's Connecticut Avenue NW Reversible Lanes Study. For the intersection at Florida Ave/S St/21st St NW, DDOT has been working with ANC 2B and 2D to evaluate the recommended lane configuration changes. A Notice of Intent for the reconfiguration of the westbound Florida Avenue approach at 21st Street NW and the eastbound S Street approach at Connecticut Avenue NW was issued on February 6, 2019. Installation of these changes, as well as the other signage and marking recommendations will be installed in Spring 2019. DDOT is also currently evaluating the feasibility of constructing a curb extension on the southbound approach of Connecticut Avenue at Florida Avenue NW and removing the existing median between the right-turn and thru lanes. The design of these improvements will be completed in Spring 2019 and scheduled for implementation in Fall 2019/Spring 2020. Implementation of the long-term improvements is being coordinated with DDOT's Connecticut Avenue NW Streetscape project.

9th St & Florida Ave/U St NW and 9th St & Florida Ave/V St NW (<http://bit.ly/2DaDpKN>)

The site visit for this location included two intersections along 9th St NW. For both of these intersections, short-term signage improvements have been completed and marking improvements are scheduled for implementation in Spring 2019. Overall intersection improvements are being coordinated with DDOT's 9th Street/Florida Avenue NW Streetscape project, as well as the Eastern Downtown Protected Bike Lane Study.

Southern Ave & Wheeler Rd SE (<http://bit.ly/2SdJeRO>)

Short-term improvements, including the installation of on-street parking signage and "turning vehicles yield to pedestrians" signage have been installed. Installation of marking improvements is scheduled for Spring 2019. Mid- and long-term improvements, including installation of left-turn lanes and improved crosswalk lighting, are being coordinated with DDOT's Southern Avenue SE Streetscape Project.

In 2018, DDOT organized site visits at an additional five (5) identified high-crash intersections. DDOT conducted a detailed safety evaluation at each site, the scope of which was intended to identify potential improvements to mitigate observed crash patterns. Short-term improvements, such as signage, marking enhancement, and signal timing adjustments were identified for installation. Long-term recommendations developed from the studies will be incorporated as part of planned capital improvement projects, such as intersection modification or streetscape projects, but improvements focused on those that can be installed in the short- and mid-term focusing on temporary materials and rapid deployment of safety interventions. Specific short- and long-term recommendations, and other study details, can be found in the linked reports. A list of the completed and ongoing work for each location is provided as Appendix 89b and summarized below.

7th St NW at Mt Vernon Square (<http://bit.ly/2RHgv2M>)

The site visit for this location included the three closely spaced intersections along 7th St NW, on the east side of Mt. Vernon Square. Short-term signage improvements have been completed, and marking

improvements are scheduled for Spring 2019. Evaluation of the short- and mid-term recommendations to alter lane configurations and prohibit/modify turning maneuvers is currently underway and will be completed in Spring 2019. The results of the analysis will be provided to the three (3) adjacent ANC through DDOT's Notice of Intent process and tentatively scheduled for implementation in Summer/Fall 2019.

13th St & Kenyon St NW (<http://bit.ly/2D8Kpb0>)

The short-term recommendation to install a Leading Pedestrian Interval (LPI) was completed in August 2018. Other short-term marking improvements are scheduled for installation in Spring 2019. In addition to the marking improvements, DDOT is currently evaluating the design of new, sidewalk-facing parking signage to clarify the existing on-street parking restrictions, which may be installed to coincide with DPW resuming street sweeping in March 2019. Long-term improvements, including installation of ADA-compliant curb ramps, are also being coordinated internally to determine the timeline for implementation.

Blair Rd & Nicholson St NW (<http://bit.ly/2MRECLs>)

The short-term signage recommendations have been completed. Evaluation of the mid-term recommendation to remove the peak period parking restrictions and effectively "road-diet" Blair Rd NW is currently underway, to be completed in Spring 2019. The results of the analysis will be provided to the ANC through DDOT's Notice of Intent process and tentatively scheduled for implementation in Summer/Fall 2019. Additionally, the feasibility of long-term improvements, including the installation of a crosswalk across Blair Rd NW, will be coordinated with DDOT's Metropolitan Branch Trail project.

Eastern Ave & Nash St NE (<http://bit.ly/2GqMPVI>)

The short-term signage recommendations have been completed. Evaluation of the mid-term recommendation to restripe Eastern Ave NE and clarify the cross-section as one (1) travel lane and one (1) parking lane in each direction is currently underway, to be completed in Spring 2019. The preliminary design will be provided to the ANC and tentatively scheduled for implementation in Summer/Fall 2019. Additionally, the feasibility of other mid-term improvements, including the installation of a crosswalk across Eastern Ave NE and sidewalk on Nash St NE is under evaluation. The evaluation of the long-term improvements will be completed following installation of the short- and mid-term improvements.

Pennsylvania Ave & Fairlawn St SE (<http://bit.ly/2UNcgF3>)

The short-term recommendations for pavement markings and installation of additional flexible delineator posts is scheduled for implementation in Spring 2019. Long-term improvements are being coordinated with other adjacent DDOT projects, including the DC-295 Long Term Improvements, Pennsylvania Ave/Minnesota Ave SE, and Shepherd Branch Trail projects.

**90. How does the agency make crash data available to the public, and how often is it updated?**

- **How may a District resident request crash data?**
- **What steps has DDOT taken in FY 2018 and FY 2019, to date, to increase the accessibility and transparency of such data and improve the response time for such requests?**

Crash data is immediately available to the public in a number of formats. For traditional written reports on traffic safety statistics, DDOT's website offers the following three-year reports:

Traffic Safety Report Statistics (2002-2004)

[https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic\\_safety\\_report\\_stats\\_2002\\_to\\_2004.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic_safety_report_stats_2002_to_2004.pdf)

Traffic Safety Report Statistics (2005-2007)

[https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic\\_safety\\_report\\_stats\\_2005\\_to\\_2007.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic_safety_report_stats_2005_to_2007.pdf)

Traffic Safety Report Statistics (2006-2008)

[https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic\\_safety\\_report\\_stats\\_2006\\_to\\_2008.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic_safety_report_stats_2006_to_2008.pdf)

Traffic Safety Report Statistics (2007-2009)

[https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic\\_safety\\_report\\_stats\\_2007\\_to\\_2009.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/traffic_safety_report_stats_2007_to_2009.pdf)

Traffic Safety Report Statistics (2009-2011)

<https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/2009-2011%20Traffic%20Safety%20Statistics%20Report.pdf>

Traffic Safety Report Statistics (2010-2012)

[https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/2014-07-16%20Final%20Crash%20Report%202010%20to%202012\\_0.pdf](https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/2014-07-16%20Final%20Crash%20Report%202010%20to%202012_0.pdf)

Traffic Safety Report Statistics (2011-2013)

<https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/DRAFT%20FINAL%20-Crash%20Statistics%20Report%202011-2013%20%28April28%29.pdf>

Traffic Safety Report Statistics (2012-2014)

<https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/2012-2014%20Annual%20DC%20Crash%20Analysis%20Report.pdf>

Traffic Safety Report Statistics (2013-2015)

<https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/2013-2015%20Annual%20DC%20Crash%20Analysis%20Report.pdf>

More current crash data is published every twenty four hours at [opendata.dc.gov](http://opendata.dc.gov):

<http://opendata.dc.gov/datasets/crashes-in-dc>

These data can be downloaded in multiple formats, including a spreadsheet for statistical analysis or in GIS (geographic information system) format for spatial analysis. Each data point refers to the street centerline network of Washington, DC maintained by the DDOT and OCTO. In addition to locations, a related table consisting of [crash details](#) is available for each crash. This table provides some anonymized information about each of the persons involved in the crash. Crash data are derived from the Metropolitan Police Department's (MPD) crash data management system (COBALT) and represent DDOT's attempt to summarize some of the most requested elements of the crash data. Details of point locations and crash details table include location points with some basic summary statistics, the DC ward in which the crash occurred, summary totals for: injuries (minor, major, fatal) by type (pedestrian, bicycle, car), mode of travel involved (pedestrian, bicycle, car), impaired participants (pedestrian, bicyclist, car passengers), if speeding was involved, the nearest intersecting street name, distance from nearest intersection, cardinal direction from the intersection, and many other details.

These open data regarding crashes in DC make FOIA requests unnecessary. The new Vision Zero website provides summaries of key metrics that illustrate trends in crashes, violations, and other safety data.

**91. Please identify any reports, studies, or regulations due to the Council in FY 2018, whether the deadline was met and, if not, why. Please also identify any outstanding reports, studies, or regulations due to Council from previous years, and why they remain outstanding. For instance, B21-0335, the Bicycle and Pedestrian Safety Act of 2015, required that DDOT implement a "Complete Streets" policy, establish "Bicycle and Pedestrian Priority Areas," and report for the Council on each of these initiatives by July 1, 2017.**

The following data reporting required by the Bicycle and Pedestrian Safety Amendment Act of 2016 is regularly available at the following locations:

- Collision data - [opendata.dc.gov](http://opendata.dc.gov) and [dcvisionzero.com](http://dcvisionzero.com) - published daily

- Public Space Permits - <https://tops.ddot.dc.gov/> - published daily (Note: DDOT is pursuing technical solutions that will enhance the information available on public space permits to be fully compliant with Bicycle and Pedestrian Safety Act requirements. We expect to have a solution in place by the third quarter of FY 2019.)
- Violation Data - [opendata.dc.gov](http://opendata.dc.gov) - published monthly
- Traffic Calming Petitions - [dcvisionzero.com](http://dcvisionzero.com)

DDOT has published, or is in the process of publishing, the following reports required by the Bicycle and Pedestrian Safety Amendment Act of 2016:

- Audible Warnings for Large Public Sector Vehicles - January 2019
- Complete Streets and Bicycle and Pedestrian Priority Areas - Currently being finalized, the report is expected to be published by the end of March 2019
- Top 20 High-Hazard Intersections for Bicycle and Pedestrian Crashes - Currently being finalized, the report is expected to be published by the end of March 2019
- Major Crash Review Task Force Annual Report - The Task Force completed its first full year of meetings in 2018 and is currently drafting its first report which is expected to be published in March 2019)
- Biannual report on bicycle and pedestrian safety / Vision Zero 2.0 Action Plan - The Action Plan and biannual report will be finalized after the Vision Zero Director starts in order to ensure that the new office has input on the next steps and strategies.

**92. Please provide an update on the implementation and results of the Red Top Meter Program, specifically the evaluation of “lessons learned” as mentioned in last year’s oversight answers.**

- **Will this be implemented District wide?**

DDOT implemented the Red Top meter (RTM) program on May 8, 2017 within the Central Business District. This involved designating a reserved metered space on the block that provides ADA curbside access to the sidewalk and parking meter. Currently, there are over 360 designated accessible metered spaces. DDOT conducted a programmatic evaluation in FY 2018, resulting in the following findings:

- RTM meters generated \$1.39 million in revenue between May 2017-June 2018 (2.5% total parking meter revenue)
  - 39% Paid Occupancy rate
  - ~394,000 transactions (2% of total parking meter transactions)
  - 70% of RTM revenue and 65% RTM users are leveraging pay-by-cell technology
  - Average parking duration of RTM users: ~ 1:33 vs. traditional user ~1:12 (about 20 minutes longer)
- Parking enforcement at RTM: 91 percent of issued violations related to customers that are eligible to use the space not paying to park
- Customer service feedback has been concerned with where RTM operating boundaries are located

As a result of these findings, DDOT is making some changes in FY 2019, including convening an Accessible Parking Roundtable on January 31 to discuss programmatic findings and next steps with community and advocacy stakeholders. A list of Member Organizations follows:

Department of Disability Services	The Arc of DC
DC Commission on Persons with Disabilities	DC Chamber
Developmental Disabilities Council	Downtown BID
Office of Disability Rights (ODR)	Capitol Riverfront BID
National Park Service (NPS)	Southwest Waterfront BID
DC Council	Golden Triangle BID
District Department of Transportation (DDOT)	Quality Trust for Individuals with Disabilities
Department of Motor Vehicles (DMV)	Multimodal Accessibility Advisory Council
Department of Public Works (DPW)	Age Friendly DC
Building Industry Association	DC Villages
Columbia Lighthouse for the Blind	University Legal Services
Deaf Reach	Brain Injury Association of DC
Equal Rights Center	Developmental Disabilities Council

DDOT established the roundtable to have a forum to discuss accessible curbside management issues. With mobility involving more than parking, DDOT wants to ensure accessibility is incorporated into the discussions, planning, design, implementation, and operation of curbside management programs.

- Implementing “All May Park, All Must Pay” decals on all meters in RTM operating zone to resolve cases where eligible parkers did not know payment was required (currently Central Business District)
- Finishing field inspections in early Spring 2019 and retrofitting existing CBD RTMs to full ADA compliance
- Expanding RTM operations to Stadium Event Zone, including outreach campaign in advance of upcoming baseball season



Over time, DDOT anticipates implementing RTM operations District-wide. DDOT's short-term objective is to expand implementation to the Stadium Event Zone, where there is the most immediate need to ensure availability of accessible parking in an area of high demand.

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

DDOT selected the Chinatown/Penn Quarter Area to test various technologies to make parking easier and reduce congestion by increasing parking availability and providing drivers with tools to find available parking spaces. The congestion pricing model used for this pilot project charges higher prices on higher-demand blocks, while keeping prices static or lowering them on blocks with lower parking demands. The pricing also adjusts during the day, recognizing that parking has peak and non-peak hours as well. Rate changes are communicated to the customers using: decals on parking meters; real-time parking availability apps (ParkDC and VoicePark); and the [www.parkdc.com](http://www.parkdc.com) website.

Since October 2016, DDOT has adjusted the prices seven times, most recently in January 2019. Prices have gradually increased or decreased on blocks and prices now range from \$1 per hour to \$6.50 per hour. In addition, DDOT has increased time restrictions from 2 hours to 4 hours in the eastern part of the study area during evenings and on Saturdays, to encourage higher usage during lower-demand times. Data show that the pilot area has seen occupancy generally increase, and over two-thirds of the blocks were in the target occupancy range as of the last price change. The change in time limits appears to have had the intended outcome of increasing usage during low-demand periods for the affected areas.

The project was operationally completed in Spring 2018 and transferred to DDOT's Parking and Ground Transportation Division (PGTD) for continued, regular operations. PGTD has implemented the sixth and seventh price change, plus a major update to the ParkDC app in December 2018 to show all parking meter location and policy information across the District. In addition, through the rest of 2018, DDOT finalized and published a final evaluation report that documented lessons learned, determined how to maintain dynamic pricing operations in Penn Quarter/Chinatown going forward, and identified strategies that were deemed viable and easy to maintain for the other performance pricing zones. Future efforts to expand the program to other areas of the District will continue upon the ratification of a new, multi-year curbside asset management services contract later in FY 2019.

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

- **A list of all Traffic Calming Assessment Application Petitions DDOT received in FY 2018 and FY 2019, to date, including whether the Petition was accepted or denied, the rationale for why the Petition was accepted and denied, and the status of any ongoing petitions.**
- **The average length of time, in days, between DDOT's receipt of a Traffic Calming Assessment Application Petition and the implementation of traffic calming measures to address issues raised in the Application Petition.**
- **A list of the number, location, and type of traffic calming measures which were installed in the District in FY 2018 and FY 2019**

Please see Appendix Q94 for a list of Traffic Calming Assessment Petitions.

- **The average length of time, in days, between DDOT's receipt of a Traffic Calming Assessment Application Petition and the implementation of traffic calming measures to address issues raised in the Application Petition.**

The average length of time to complete a Traffic Calming Assessment is approximately 120 days. The actual time it takes to complete a single Traffic Calming Assessment varies around that average based on complexity, scope, and even the time of year. Several projects begin as traffic calming and may evolve into larger-scale projects at the neighborhood level. The assessment for those projects is utilizes more resources and requires more time for completion. Additionally, the data collection effort around a Traffic Calming Assessments is also limited to specific times within the year when representative data can be collected. In general, data collection is not conducted during the school summer vacation, holidays, weekends, winter weather events, or other times that create unusual traffic patterns. Finally, the actual implementation of safety measures are sometimes only possible during the warmer months of each year.

Regardless of the results of DDOT's traffic calming assessments, safety improvements are nearly always made at the requested locations. In the event that the data shows that speeding is not a regular occurrence at the requested location and traffic calming devices are not warranted, DDOT works with the requestor and the community to make other modifications such as refreshed crosswalks and signage that will help address the stated safety concerns.

- **A list of the number, location, and type of traffic calming measures which were installed in the District in FY 2018 and FY 2019.**

#### Ward 1

1. 4th and T Streets, NW -- Driver Feedback Sign

#### Ward 3

1. 2700 blk of Brandywine Street, NW -- Driver Feedback Sign
2. Wisconsin Avenue and Norton Street, NW -- Driver Feedback Sign
3. Mass Avenue and Observatory Circle, NW -- Driver Feedback Sign
4. Utah and Van Hazen, NW -- Driver Feedback Sign
5. 4100 Albemarle Street, NW -- Driver Feedback Sign

#### Ward 4

1. Georgia Avenue and Fern Place, NW – (2) Speed Cushions one each street
2. 1300 blk of Farragut Street, NW -- (2) Speed Humps
3. 4th and M Street, NW -- Alley Traffic Calming Pilot Project (2) Speed Cushions
4. 4th St NW (between U St NW and V St NW): Install temporary bulb-outs using flexi-posts, refresh crosswalks and speed bump pavement markings, upgrade signage and install driver feedback speed sign along southbound 4th St NW.
5. 13th and Emerson Streets, NW -- Driver Feedback Sign
6. 13th and Farragut Streets, NW -- Driver Feedback Sign
7. Eastern Avenue and Walnut Street, NW -- Driver Feedback Sign
8. 1300 blk of Jefferson Street, NW -- (2) Speed Humps installed with signage and markings

#### Ward 5

1. 2400-2600 blks of Randolph Street, NE -- Installed (6) 25 mph speed limit signs, 7' parking lanes on the 2400, 2500 and 2600 blocks of Randolph Street, NE, 5' bicycle lanes with a 2' wide dashed bike lane buffer on the north side of Randolph Street between Eastern Avenue and 24th Street.
2. 3500 blk of Commodore Joshua Barney Drive -- (1) Raised Crosswalk with markings and signage

3. 2200 Bunker Hill Road, NE -- installed parking lanes on both sides of the roadway
4. 800 20th Street, NE -- (3) Speed Humps

#### Ward 6

1. 300-400 blks of 12th Street, SE -- (1) Speed Hump with signage and markings
2. 400 10th Street, SE -- (1) Speed Hump with signage and markings
3. 600 10th Street, NE -- (2) Speed Humps with signage and markings
4. 400 10th Street, NE -- (1) Speed Hump with signage and markings

#### Ward 7

1. 34th St NE at Benning Rd NE: install parking bump and flexi-posts to deter illegal WBU movements, upgrade No U-Turn signs.
2. Ridge Rd SE at Burns St SE: Install Tapco Blinker Signs, Install pedestrian crosswalks, upgrade pedestrian crossing warning signs, install parking boxes, upgrade parking regulatory signs, installed Pylons, install speed limit signs, installed turning restriction signs, upgrade stop signs, install driver feedback speed limit sign along westbound Ridge Rd SE.
3. Kenilworth Terrace NE (between Cassell Pl NE and Foote Street NE): Refreshed crosswalk markings and upgraded pedestrian crossing warning signs and parking regulatory signs.
4. 6700 Eastern Avenue, SE -- Driver Feedback Sign
5. Alabama Avenue and Irving Street, SE -- Driver Feedback Sign

#### Ward 8

1. 1500 blk of Mississippi Avenue, SE – (4) Speed Humps, (2) Advance Speed Hump Ahead signs
2. 100 blk of Xenia Street, SE – (1) Speed Hump with markings and signage
3. 1600 blk of Gainesville Street, SE -- (1) Speed Hump with signage
4. MLK Ave SE (between Howard St SE and Talbert St SE): install SCHOOL markings, refresh crosswalks.
5. Howard Rd SE (between Shannon Pl SE and MLK Ave SE): Refresh crosswalks and upgrade pedestrian crossing warning signs.

## *IV. Alternative Transportation*

### **95. What actions did DDOT take to improve the quality and efficiency of bus service, including service provided by WMATA and the DC Circulator, in FY 2018 and what actions does DDOT plan to take in FY 2019?**

In FY 2018, DDOT began developing a programmatic approach to delivering bus priority projects, such as bus lanes, and managing related program areas, such as transit signal priority. Based on the experience of peer cities, a Bus Priority Program with dedicated multidisciplinary staff would help to streamline project delivery, reducing overall project development timelines, for bus priority projects. DDOT also established a monthly working group meeting with WMATA bus planning staff to coordinate on bus priority initiatives. In FY 2019, DDOT intends to continue development of the Bus Priority Program, including procuring consultant support to inform the Program formation and identification of the next corridor projects for planning, design, and implementation. DDOT will also continue outreach to peer cities and coordination with agency partners and stakeholders, such as DC Sustainable Transportation.

We have continued to advance improvements to the 16th Street bus corridor. In FY 2018, DDOT began work on the full design for the 16th Street corridor (Arkansas to H St NW) that will be completed by June

2019. The design will include peak period bus lanes, enhanced bus stops, and pedestrian crossings. Construction is scheduled to begin in FY 2020.

Also during FY 2018, DDOT undertook six significant actions focused on improving the quality and efficiency of the DC Circulator service in the District:

- 1) Transitioned Operations and Maintenance contract from WMATA to DDOT on July 1, 2018;
- 2) Restructured two of the DC Circulator routes to improve route efficiencies and reach more riders;
- 3) Retrofit DC facility as the first DC Circulator Electric Bus Charging and Storage facility;
- 4) Acceptance of the first 14 Electric Bus Vehicles into the DC Circulator Fleet;
- 5) Initiated the DC Circulator Electric Bus pilot; and
- 6) Established Audi Field game day service.

For FY 2019, DDOT is working with the Department of General Services to identify a permanent facility for the DC Circulator Operations and Maintenance that can accommodate the entire fleet and charging infrastructure requirements. The program seeks to transition to a fully electric fleet and needs to have a permanent facility to charge the electric fleet as the current facility would not suffice. Identifying a site is critical for service growth and achievement of the Council's goal of transitioning to a fully electric fleet.

Additional activities for FY 2019 include the following:

- 1) Transition to Phase 2 of the Electric Bus Pilot, which pairs an electric bus with a diesel powered bus on all routes to create a control group for data collection and comparison to gauge vehicle performance in preparation for procuring new vehicles.
- 2) Identify a procurement strategy for the purchase of 18 vehicles (14 replacement vehicles and 4 for service expansion).
- 3) Continue ongoing oversight activities, work to improve operations and maintenance activities with the new operator to meet on-time performance service targets.

**96. What actions did DDOT take in FY 2018 to increase the sustainability of the Circulator fleet?**

- **How many circulator buses will reach end-of-life in FY 2019 and FY 2020?**
- **Will these buses be replaced in FY 2019 and FY 2020, and if so, what fuel will the replacement buses run on?**

DDOT launched its electric bus pilot in FY 2018 with 14 electric buses. These buses produce zero tailpipe emissions. The pilot will inform the plan to transition the diesel fleet to electric vehicles in the future and determine the practical operational implications of running electric buses in service. DDOT also established the first electric bus storage facility by retrofitting the DC Streetcar Testing and Commissioning site at South Capitol Street.

- Fourteen diesel buses will reach the end of their operational life in FY 2020.
- All 14 buses are scheduled to be replaced in FY 2020. DDOT staff continues to examine the fuel type of these buses, but will include Battery Electric Buses (BEBs) and clean diesel. The ability to procure additional electric buses will depend entirely on access to a new DDOT facility and the results of the current electric bus pilot. All three existing facilities are at capacity for both buses and charging infrastructure. Given the expense and space demands of Electric Vehicle (EV) infrastructure and that DDOT only owns one facility; a new facility is the most realistic option for expansion of the electric fleet. DDOT would also like to purchase four additional vehicles (for a total of eighteen buses) to improve on-time performance and expand one of the existing routes, Rosslyn to Dupont Route to U Street, NW, per DDOT's recommendation in the Transit Development Plan.

**97. Please describe implementation of the new Circulator contract for operations and maintenance, including any problems that may have come up with the new contractor and how they have been addressed.**

DDOT awarded a new operations and maintenance contract to RATP Dev in July 2018. The new contractor began revenue service on October 1, 2018. RATP Dev hired many of the operations and maintenance staff and customers were not impacted by the change in contractors.

In FY 2019 DDOT continues to work with the contractor to finalize a new service that will resolve many of the inconsistencies in service delivery to ensure compliance with the required on-time performance goals. RATP Dev continues to struggle with managing the existing schedule they "inherited" from the previous contractor and performance on routes remains challenging. The contractor continues to establish standard operating procedures, as well as, hire operators to meet the service requirements. The contractor is working with DOES and other area employment organizations to ensure compliance with the District's 51 percent hiring contract requirement.

DDOT received FY 2019 authorization for five (5) new positions to support the Circulator program. As of January 2019, DDOT has successfully on-boarded staff in all five positions to support the oversight activities of the operator. DDOT is in the process of awarding a project management contract to provide additional support for this new contractual effort and to support DC Circulator program staff. The project management contract will support specialized areas of the service, such as vehicle maintenance audit, new electric bus yard design and electric grid analysis, service delivery best practices for headway base service, and intelligence technology updates.

**98. What is DDOT doing with regard to the compensation of DC Circulator and Streetcar operators to make it more competitive with that of other transit operators?**

The DC Circulator and Streetcar contracts require RATP Dev to comply with the Service Contract Act and continue their negotiations with the unions. DDOT, as part of the contract oversight activities, has requested RATP Dev to provide by the end of February a status update regarding all the employees' wages and benefits.

**99. What is the status of the implementation of the updated Circulator Transit Development Plan?**

In June 2018, DDOT implemented the route restructuring proposed as part of the 2017 TDP. The Congress Heights to Union Station and Eastern Market to L'Enfant Plaza routes began to operate replacing the Union Station to Navy Yard routes and the Potomac Avenue-Skyland route. Currently, DDOT staff is focused on improving on-time performance in the existing service and is planning to look at the opportunities for stop consolidation on the Union Station to Georgetown Route. Expanding the Rosslyn to Dupont Circle route to include U Street NW requires additional vehicles. If these vehicles are to be electric, a new facility and new vehicles will need to be procured.

**100. What is the status of securing a permanent garage for our Circulator fleet?**

• **Please list all locations the agency is currently considering for such a purpose, including the anticipated cost of obtaining each location and the estimated cost of construction of a new maintenance facility at each identified location.**

In September 2016, the Department of General Services, in collaboration with DDOT, put out a "Request for Space" seeking offers to lease or purchase land or land with existing improvements to serve as a new

maintenance and bus storage facility for the DC Circulator, a service planned, funded, and overseen by DDOT. Since then DDOT has visited seven (7) locations with DGS.

- 1345 New York Avenue, NE
- New York and Montana Ave NE
- 2115 Bryant Street, NE
- 1710 17<sup>th</sup> Street, NE (10-year lease executed by DGS for the Circulator program)
- 1201 Claybrook Drive
- 5820 Sherriff Road
- 3101 Pennsy Drive

The majority of site owners that have responded to the DGS request to develop a transaction structure are facilities for lease in the state of Maryland. No estimated cost of construction for the new maintenance facility will be produced until a site has been confirmed.

In July 2018, DGS secured a lease for the 2-acre lot at 1710 17<sup>th</sup> Street NE. The Circulator is in need of additional facility space to expand the fleet and incorporate additional electric vehicles into the fleet. Currently, the only properties with potential presented by DGS for consideration are in the state of Maryland. DDOT does not have viable cost estimates for constructing a new maintenance facility at any of the sites. DGS has been focused on identifying sites and developing a transaction structure with willing owners and developers. For example, DGS is requesting proposals with ground rent and an amortization rate for improvements based on program requirements. Design and construction budgets and schedules for each site are negotiated once a site is selected.

On average, a site that meets the program's requirements of 3 to 5 acres that can accommodate approximately 100 vehicles is estimated to cost between \$3.25M and \$3.75M per acre of industrial land in DC and \$0.75M to \$1.4M per acre in Prince George's County. However, these estimates do not include costs associated with site improvements, requirements to accommodate the electric charging infrastructure that could include costly grid updates, and additional annual operating expenses and real estate taxes.

DDOT does not recommend investing in electric bus infrastructure for a facility that will be leased for only 10-15 years.

**101. Last year, DDOT said the National Park Service (NPS) completed its installation of parking meters in the summer of 2017 and that NPS provided assurances that payments for the Circulator National Mall route for FY 2017 and FY 2018 would be made once additional parking meter revenues become available. Were those payments made?**

- **If so, what amount has been disbursed to the District?**

Yes, those payments were made. DDOT invoices NPS \$1.2 M annually for contributions toward the Circulator operation costs.

- **What is the estimated annual disbursement, and is it sufficient to fully compensate the District for the cost per revenue hour of the route?**

The payment amount is not sufficient to fully compensate the District for the cost per revenue hour for the National Mall Route. The payment only covers 1/3rd of the operating cost of the route. The District covers the remaining 2/3rd of the cost.

**102. Last year, DDOT stated that it was undertaking a comprehensive study to evaluate the effectiveness of the Transit Signal Priority (TSP) system. Has that study been completed?**

DDOT has completed two rounds of evaluation of Transit Signal Priority (TSP) performance in the District. Changes made to TSP due to these evaluations resulted in improved bus operation. The last phase of evaluation also identified further room for improvement. WMATA is presently leading the third round of evaluation in close coordination with DDOT.

• **Along what corridors is the TSP system currently implemented?**

TSP is currently implemented on three radial arterials and along multiple routes within the downtown. These are:

Radial arterials:

16th Street NW (serving WMATA bus route S9)

Georgia Avenue/ 7<sup>th</sup> Street/ 9<sup>th</sup> Street NW (serving WMATA bus route 79)

Wisconsin Avenue/Massachusetts Avenue NW (serving WMATA bus route 37)

Downtown corridors (serving WMATA bus routes 3Y, 11Y, 16X, 16Y, 39, 59):

Independence Avenue, SW

E Street NW

H Street NW

I Street NW

K Street NW

14th Street NW

5th Street NW

18th Street NW

19th Street NW

23rd Street NW

• **Are there plans to implement the TSP system in new locations? If so, where?**

Implementation of TSP at 180 plus DC intersections was one of the largest in the country and was based on a newly developed technology. DDOT is still collaborating with WMATA to fully investigate how to maximize the benefit of the existing TSP system via fine tuning of the TSP parameters, extending TSP hours of operation, increasing the TSP-equipped fleet, and adjusting bus schedules, etc. At the present time, there is no plan to expand the TSP system, however, we are open to expansion of TSP for other corridors as needs arise.

• **How has its implementation reduced delays and enhanced the reliability of District bus service?**

From the first two rounds of evaluation, considering the variety of traffic characteristics on different corridors, we observed marginal improvement with up to 5.3 percent travel time reduction from different cases. The newest evaluation results indicate considerable improvement in travel time reliability, in which the 95<sup>th</sup> percentile travel time reduced about 5 minutes on average for route 79.

The full benefit of the TSP system relies on the collaborative effort from both DDOT and WMATA. The two agencies are now conducting an even larger third-round of field evaluations in order to accommodate some of the improvement opportunities identified from the previous rounds. A 5-8% travel time saving is expected from the upcoming evaluation.

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

- **The number of bus stops that were brought into compliance with the ADA in FY 2017 and FY 2018, and the locations of those bus stops.**
- **The bus stops that the agency will make compliant with the ADA in FY 2019, and the locations of those bus stops.**

Efforts in FY 2017 were primarily focused on design, with construction of improvements in FY 2018. During FY 2018, 143 bus stops were assessed by a consultant to determine improvements required to mitigate ADA issues. In FY 2018, DDOT completed 14 bus stop improvements, which included stops incorporated in the priority list as well as other locations where needs were identified during in-road construction projects.

<b>Bus Stop Construction Improvements in FY 2018</b>	
North Capitol St, H St to Massachusetts Ave	Rhode Island Ave NE, South Dakota Ave to Eastern Ave
North Capitol St, H St to Massachusetts Ave	Rhode Island Ave NE, South Dakota Ave to Eastern Ave
North Capitol St NE - Massachusetts Ave to G St	North Capitol St & Florida Ave SE Corner
North Capitol St NE - Massachusetts Ave to G St	Connecticut Avenue NW & Olmsted Walk
Connecticut Ave NW, from Calvert St to Macomb St (SB/Westside)	16th and Park Rd
Connecticut Ave NW, from Calvert St to Macomb St (NB/Eastside)	Upshur St (3rd St - 4th St)
Pennsylvania Ave and 24 <sup>th</sup> Street, NW	49 <sup>th</sup> Street and East Capitol Street, NE

DDOT's Transit Delivery Division has an ongoing project that is targeting non-compliant bus stops with high ridership, specifically in neighborhoods with the largest number of elderly and disabled persons. There are 48 bus stops with identified ADA improvement needs that are planned for FY 2019.

<b>Planned Bus Stop Construction Improvements in FY 2019</b>		
Okie and 16th St, NE	Good Hope and 16th St, SE	Erie St and 31St, SE
11th St and Florida Ave, NW	16th St and T St, SE	Alabama Ave and Good Hope Rd, SE



Franklin St and 4th St, NE	Minnesota Ave and Pennsylvania Ave, SE	Good Hope and Naylor Rd ,SE
Nannie Helen and 44th St, NE	Sheridan Rd and MLK, SE	16th St and Galen St, SE
Tennyson and Oregon Ave, NW	Benning Rd and 39th St, NE	W St and 16th St, SE
16th St and Spring Rd, NW	Benning Rd and 34th St, NE	W St and 14th St, SE
16th St and U St, NW	Division Ave and Fitch Pl, NE	MLK and Galveston St, SW
16th St and S St, NW	23rd St and Alabama Ave, SE	3rd St and Livingston Rd, SE
16th St and M St, NW	30th St and Southern Ave, SE	Barnby St and Atlantic St, SE
Good Hope Rd and 14th St, SE	30th St and Naylor Rd, SE	Barnby St and 9th St, SE
Good Hope Rd and MLK, SE	Langston Pl and Raynolds Pl, SE	Mississippi Ave and Wayne Pl, SE
Mississippi Ave and 4th ST, SE	MLK Ave and 5th St, SE	MLK Ave and Milwaukee Pl, SE
MLK and Upsal St, SE	MLK Ave and Malcolm X Ave, SE	Savannah St and Stanton Rd, SE
6th St and Randle Pl, SE	MLK Ave and Lebaum St, SE	Savannah St and 23rd St, SE
MLK and Highview Pl, SE	Orange St and 4th St, SE	Chesapeake and Barnby Rd, SE
Savannah St and 4th St, SE	Newcomb St and Newcomb St, SE	Alabama Ave and Randle Pl, SE

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

- A spending plan and schedule for obligating funds for the 8-mile system.**  
 DDOT is actively advancing eastern (Benning) extension, which is part of the proposed eight-mile system. The NTP for 30 percent design is issued. Please see Appendix Q104 for the FY 2019 spend plan for the Streetcar Systems Planning, Benning Extension, and USGT Extension. The FY 2019 expenditures include the Program Management Consultant (PMC) contract (under Streetcar Systems Planning), Preliminary Design (Benning Extension), and DDOT labor (for all three streetcar projects). OCP issued NTP on the Benning Design contract in January 2019.

DDOT is working with OCP to issue NTP for the PMC. The FY 2019 CIP Spend Plan funds the PMC from FY 2019-2023, starts construction for the Benning Extension, and completes NEPA for USGT.

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

DDOT is actively advancing the eastern (Benning) extension and completing NEPA for the western (USGT) extension, which will complete the eight-mile system. There are no active plans to advance the remainder of the 22-mile system.

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

DDOT received comments from FHWA and FTA on the USGT EA in October 2018. Among other revisions, DDOT will update the traffic volumes and modeling (as the original traffic counts are from 2012/2013). A separate technical analysis for traffic along the USGT corridor will be procured and started in FY 2019. DDOT will update the USGT EA with new traffic analysis and address federal lead agency comments in FY 2019 and FY 2020.

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

DDOT received comments from FHWA on the Benning Road EA in January 2018. The 30 percent design phase was advanced to address comments that could not be covered under the current EA scope. As 30 percent design advances, DDOT will update the Benning EA and address FHWA comments. DDOT anticipates resubmission of the EA in FY 2019.

- **To what extent will the streetcar operate in its own dedicated lane for both extensions.**

The USGT extension EA includes build alternatives that range from 25 to 90 percent of the alignment in dedicated streetcar lanes; all alternatives include the dedicated K Street Transitway on K Street NW between 10<sup>th</sup> and 21<sup>st</sup> Streets NW. The EA document contains details on how the use of dedicated lanes affects streetcar travel time and general traffic levels of service.

The Benning Extension will operate with traffic in one of the current lanes of Benning Road in each direction of travel. Sharing a travel lane enables DDOT to provide the proposed improvements (roadway, bridge, streetcar, bus, bicycle, and pedestrian) within the existing Benning Road right-of-way.

During the alternatives development process, exclusive streetcar lane concepts were explored but ultimately were not carried forward because the elimination of a travel lane would result in new impacts, such as delays and longer travel times to bus operations and the forecasted volume of vehicles.

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

Prior to the completion of Benning Extension construction (anticipated in 2025), DDOT will conduct a new analysis on fare payment collection and fare policy enforcement in coordination with regional fare payment collection and management based on previous studies. Details of any payment policy will be announced if DDOT makes a change in fare policy. DDOT would develop the timeline and fare collection methods closer to the start of the Benning Extension revenue service.

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

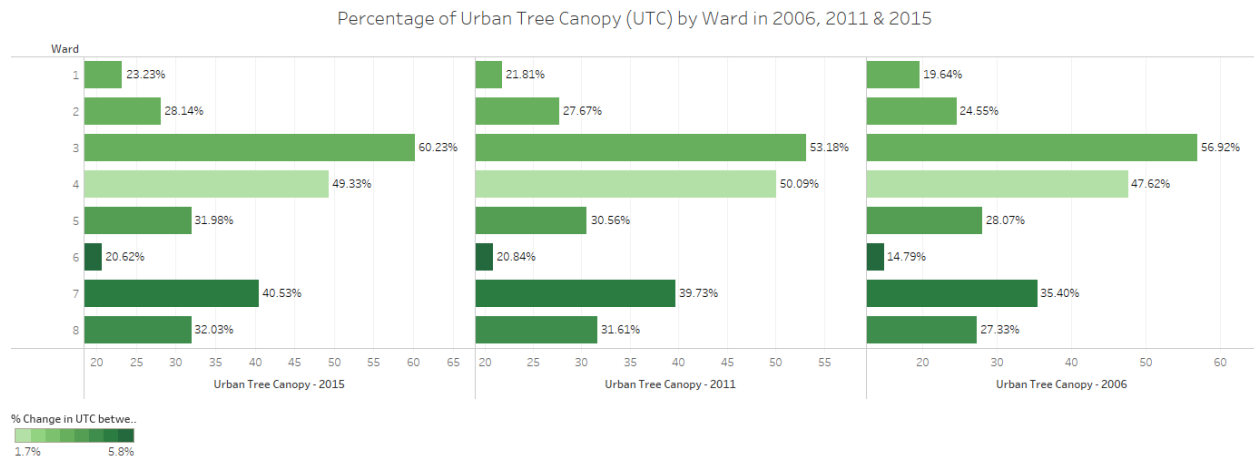
DDOT’s contracted streetcar operator has already encountered issues with spare parts availability and their capacity to complete necessary repairs in a timely manner. Given that there is already a limited capacity to procure needed parts for either vehicle type, due to one vendor being an international vendor and the other being out of business, parts availability will continue to be limited in the future. There may be some capacity to work with other transit agencies which use these vehicles to operate a “parts sharing” MOU, but this is likely only a temporary fix.

## V. Tree Canopy

**105. DDOT conducts land cover assessments in roughly 5-year intervals. When is the next one scheduled to occur? Please provide graphs indicating the District’s urban tree canopy coverage by ward beginning in 2006 and including every year this assessment was done since then.**

DDOT’s most recent study was completed in 2016, and assessed land cover characteristics across the entire District between 2011 - 2015. The next assessment will examine these same characteristics for the period 2015 - 2020. Based on availability of data required to complete this assessment and time required to perform the analysis, DDOT estimates this next assessment will be completed in 2021.

### Canopy by Ward, Since 2006

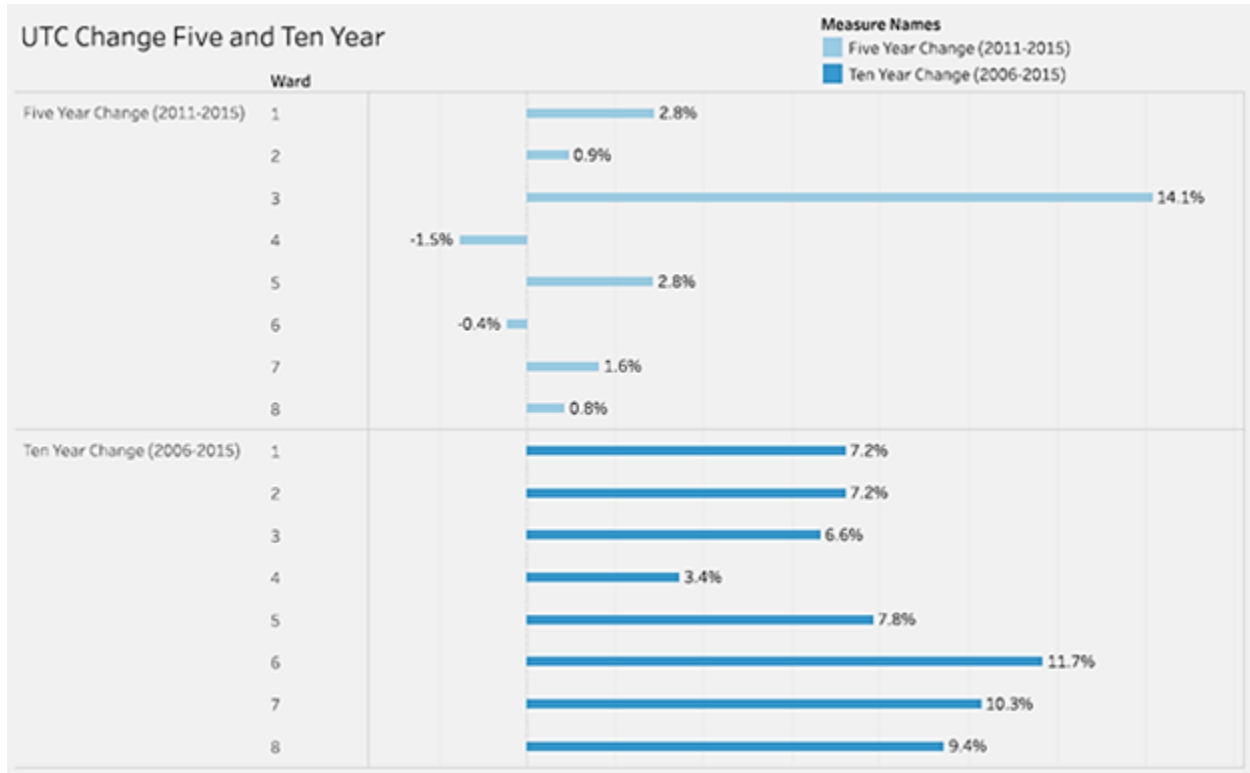


**106. Please provide any estimates of the District’s total tree canopy coverage each year for the past 4 years.**

The last assessment of urban tree canopy (UTC) analyzed the change from 2011 - 2015, which found that DC had increased coverage from 37.1 to 38. percent. In the time since this most recent assessment was completed, DDOT has installed nearly 30,000 new trees. Based on a combination of the historic trend of UTC increase summarized below, and the aggressive approach to tree planting, DDOT estimates that the current UTC has at a minimum remained steady, or grown incrementally.

It is important to understand that these results are an exercise in remote sensing, and while DDOT has complete confidence in the results, any consumer of this information should be aware that such assessments are biased toward loss. Loss of UTC is easy to observe and quantify. UTC gain, however, accrues in very small increments; therefore, quantifying all areas of gain is a complicated exercise. Often times, the growth of small trees can be difficult to capture, yet the growth of their canopies continues

nonetheless. These realities suggest that if this data errs, or is incomplete in any way, it is in the direction of under-reporting existing canopy. This background is useful in interpreting results that show gain in all but two wards over the past 5-year period, compared to UTC gain in every ward when viewed over the ten year horizon. The table below compares the 5 and 10 year periods, as well.



**107. How many trees are in the District’s public space? Did this number increase or decrease in FY 2018?**

As of February 5, 2019, 157,840 trees exist in DDOT’s [Public Tree Database](#). This represents an increase of 7,547 new trees, or more than 5 percent over the prior year.

**108. How many empty tree boxes currently exist, and how many does the Urban Forestry Administration anticipate filling in FY 2019?**

As of February 5, 2019, 8,668 open public tree spaces exist. DDOT anticipates planting more than 3,000 additional trees in FY 2019, which will result in a reduction of open tree spaces. Based on DDOT’s current and projected public tree planting efforts, the Urban Forestry Division anticipates achieving full stocking levels by the end of FY 2021.

**109. What was the survival rate of newly planted trees in FY 2016, FY 2017, and FY 2018?**

Fiscal Year	Survival Rate*
2016	92.93%
2017	93.81%
2018	88.73%

*\*Results compare number of trees planted with the number which required warranty replacement.*

**110. Has DDOT explored using public-sector employees instead of contracting with private companies to provide drivers for the DC Circulator?**

- **The Committee understands that this could not be done for the most recent Circulator contract because there was not enough time to hire or train personnel with the expertise to operate the vehicles. Please elaborate on whether this idea is on the table for when the current contract expires.**

Yes, in order to better understand the effects of bringing management of personnel in-house, DDOT has commissioned the Eno Institute to conduct a transit management study. This study is expected to be published in Summer 2019 and will present findings from a broad literature review and DC-based focus groups. In the final report, Eno will detail different possible operational models for delivering the Circulator and Streetcar services.

**111. Were findings from the August 2014 Curbside Management Study implemented? What has changed because of this study?**

The Curbside Management Study was a study that DDOT prepared in 2014 with specific key goals, which included:

- Documenting existing curbside management policies, procedures, and coordination in the District; and
- Providing a framework for conversation on curbside management in the District going forward.

The study did not have any action items for DDOT to implement. However, DDOT has leveraged the study to frame the conversation of curbside management and revisit curbside management operations. This has included:

- Multi-year, community driven conversations on neighborhood curbside management in several key areas:
  - Georgetown: Working with the community to balance curb use between residential and business interests.
  - Dupont Circle / Kalorama: Community is moving forward in balancing residential and commercial access, exploring demand management strategies, and open to lead as a pilot example on dynamic curbside management.
  - Eastern Market: Community tabled conversations indefinitely, after findings determined there isn't a curbside management issue.

- Formation of the Parking and Ground Transportation Division in late FY 2017, focused on providing planning, engineering, and operational support that advances the principles of the curbside management study within DDOT and in the District.

**Questions received on February 5, 2019:**

**1. On June 11, 2018, DDOT held a public meeting to present the 65% design for the C Street NE Rehabilitation project. Please provide a list of all actions taken on the project since that meeting, including a description of any changes made to the design in response to community feedback, and the current timeline for the design and build phases of this project.**

Since the public meeting, DDOT had to make major changes to the design, and a new task order was issued to the design consultant to modify the original design based on community input. The final design is underway, to be completed by July 2019.

**2. Over the summer, DDOT officials said that the Department plans to revise the Traffic Operations and Parking Plans (TOPP) for Nationals Park and for DC United Audi Field, based on information DDOT and other agencies planned to gather during the inaugural DC United season at Audi Field. Please provide a description of any changes that DDOT plans to make based on the information it gathered last season—including changes to the TOPPs, to its planned deployment of traffic control officers, to parking regulations, and to traffic flow modifications on game days.**

The Traffic Operations and Parking Plans (TOPPs) are developed by DDOT to identify key actions, resources, and strategies to facilitate travel by large crowds to and from sporting events, concerts, and other special events. Unlike the 2018 season which had separate plans for each stadium, for the 2019 season, DDOT is developing one TOPP that will serve both Nationals Ballpark and Audi Field. By including the schedules, traffic control officer locations, road closures, parking restrictions, and other plans for both stadiums in one plan, as well as referencing other special events at the Wharf, DDOT aims to provide a more comprehensive view of the rapidly changing southeast and southwest stadium area. DDOT recognizes that construction in the stadium area leads to changes in surface parking availability and pedestrian and vehicular access, and those changes are reflected in the plan. The sections on for-hire vehicle locations, DC Circulator Audi Field game day service, and bicycle corrals are a few sections that are currently being updated to reflect lessons learned from the 2018 season.

The TOPP reflects coordination between DDOT, MPD, DPW, DFHV, and DCRA, updates from the Washington Nationals and DC United, and input from community stakeholders, including staff of CM Allen's office, ANC 6D, the Capitol Riverfront BID, the Southwest BID, and the Wharf. DDOT will be distributing a copy of the Draft 2019 TOPP to all of these parties in advance of a meeting at DDOT on February 28th. DDOT and District colleagues also plan to attend the March 11<sup>th</sup> ANC 6D meeting. DC United's first home match is on Sunday, March 3rd. The Washington Nationals play a home exhibition game on Monday, March 25th and play their first home game on Thursday, March 28th. The TOPP is not a static document; DDOT and District colleagues continue to seek input and make necessary changes to the TOPP over the course of the season.

**3. The Florida Avenue Multimodal Project website indicates that DDOT planned to reach 100% design by spring 2018. Did DDOT meet this goal? Please provide the current timeline for the design and build phases of the project.**

A new consultant had to be selected to complete the design of Florida Avenue Multimodal Project. The final design is underway, to be completed by December 2020.

**4. Please describe all actions taken in the past year and the current timeline to replace streetlights on Pennsylvania Avenue, S.E. Has DDOT integrated recommendations from any tools the Office of Planning uses when developing DDOT's streetlight replacement plan?**

Streetlight design has been completed to the 90 percent level, including upgrading of traffic signals. Due to the impact of the combined projects on the DDOT annual budget, as well the expected construction impact on the residents and travelers on this street, the project is divided in two phases. Phase I of the project will upgrade the lighting system & traffic signals on Pennsylvania Avenue, SE, from 2nd Street to 9th Street. Phase II from 9th to Barney Circle will be done the following year. The project was coordinated with and presented to ANC 6B.

The design plans have been shared with stakeholders, including WMATA, DC Water, and Pepco. DDOT is completing the design of the project, and will advertise the project by August 2019.

**5. Please provide a list of all actions taken, the date the action was taken, and the current timeline for the Garfield Park-Canal Park Connector Project (GPC19), funded with \$1 million in FY19.**

The following actions have been taken:

- DDOT met with the Department of Parks and Recreation (DPR) to discuss this joint project on 1/3/19.
- DDOT performed a site visit walking tour with the Friends of Garfield Park on 2/1/19.
- Currently, DPR is drafting an MOU for the use of the DDOT right-of-way along the severed section of Virginia Avenue SE and the area under the Interstate.
- DDOT is looking at starting the procurement process in late spring 2019 and is expecting to have a civil engineering team on board by late fall 2019.
- The first set of drawings are currently expected in early 2020 and construction is expected to begin by the end of 2020. DDOT will be looking for ways to expedite the construction of the skate park and ADA ramp.

**6. Please provide an update on DDOT's plans for Virginia Avenue, S.E., south of I-695 now that the CSX Virginia Avenue Tunnel project is beginning to wrap up. In particular, does DDOT plan to add RPP-zoned spaces on the 300 block of Virginia Avenue, S.E. Does DDOT plan to re-open the area of Virginia Avenue, S.E., immediately adjacent to Garfield Park? If DDOT does plan to reopen this section of Virginia Avenue, S.E., when would that happen?**

Regarding Virginia Avenue SE near Garfield Park, it is DDOT's understanding that the Architect of the Capitol plans to keep the segment west of New Jersey Avenue closed in the short- to medium-term. As such, DDOT will be leasing the eastern section (between New Jersey Ave and 2<sup>nd</sup>/H St SE) to DPR and effectively incorporating into Garfield Park, as part of the Garfield Park-Canal Park Connector project, for a time period to be determined. It is DDOT's understanding that DPR will program the space on the severed Virginia Avenue section (e.g., pickleball courts, café patio furniture, food trucks, events). Currently, as part of the Connector project, DDOT is considering removing the barrels blocking Virginia Avenue underneath the Interstate and possibly installing a mountable curb. The intersection of H and 2<sup>nd</sup> Street would appear to the average driver and pedestrian as a T intersection, but the northern Virginia Avenue leg will still be accessible by emergency vehicles, food trucks, event trucks, as necessary. The section of Virginia Avenue SE under I-695 and along the park will not be reopened at this time for the

purpose of use as on-street parking. The current plans for the 300 block of Virginia Avenue south of I-695 include RPP designation on the south blockface.

**7. Please provide an update on DDOT's negotiations with Barracks Row Main Street (BRMS), regarding a grant, initially contemplated in 2014, to provide BRMS with \$260,000 from the now-repealed Performance Parking Fund. In previous oversight hearings and informal conversation, DDOT has indicated its intent to provide the funding to BRMS, despite the Performance Parking Fund being disbanded.**

In January 2019, DDOT staff met with Barracks Row Main Street to discuss the funding and opportunities to partner to improve the streetscape on Barracks Row. We are currently working at DDOT to identify potential funding streams for limited streetscape improvements on Barracks Row and will continue to partner with Barracks Row Main Street on a satisfactory solution.