

# District Department of Transportation FY2016

**Agency** District Department of Transportation

**Mission** The District Department of Transportation's (DDOT) mission is to enhance the quality of life for District residents and visitors by ensuring that people and goods move safely with minimal adverse impact on residents and the environment.

**Summary of Services** DDOT executes its mission through the work of several divisions. The Infrastructure Project Management Administration designs and builds roads, bridges, rails and other transportation infrastructure projects; the Progressive Transportation Services Administration provides public transportation service through Metro and the Circulator bus system; the Transportation Operations Administration ensures a safe and user-friendly transportation environment; the Planning, Policy and Sustainability Administration develops strategic goals for the agency; the Public Space Regulation Administration regulates the safe and efficient use of the public space for various public and private uses; the Urban Forestry Administration maintains the District's street trees, providing our community with traffic calming, improved air quality, increased ground water retention that minimizes runoff and flooding, temperature moderation, and aesthetics.

## 2016 Objectives

### FY16 Objectives

| Objective Number  | Objective Description   |
|---|---|
| <b>Infrastructure Project Management Administration (IPMA) (2 Objectives)</b>   |   |
| 1   | Preserve the existing transportation infrastructure assets to maintain and improve condition rating in a cost effective manner.   |
| 2   | Incorporate into the infrastructure design sustainability, multimodal, historic preservation and low impact elements.   |
| <b>Office of the Director (OD) (1 Objective)</b>                                |   |
| 1   | Implement and enhance sustainable, environmentally-friendly practices and alternative transportation modes (OCAP – Action Item 1.4.5, 3.7.1, 3.7.2 and Indicator 3C).   |
| <b>Planning, Policy and Sustainability Administration (PPSA) (3 Objectives)</b> |   |
| 1   | Comprehensive and integrated transportation planning.   |
| 2   | Research, develop and document leading-edge transportation policies.  |
| 3   | OBJECTIVE 3: Champion a sustainable transportation system that meets the travel needs of the public, efficiently and affordably, while protecting the environment and the cultural resources of the District. |
| <b>Progressive Transportation Services Administration (PTSA) (1 Objective)</b>  |   |
| 1   | Increase and promote mass transportation modes to meet the mobility and economic development needs of the District.   |
| <b>Public Space Regulation Administration (PSRA) (2 Objectives)</b>             |   |
| 1   | To increase and improve the timeliness, consistency, transparency and completeness of public space permits.   |
| 2   | Increase the knowledge, skills, and ability of staff in the performance of duties.  |
| <b>Transportation Operations Administration (TOA) (2 Objectives)</b>            |   |
| 1   | Ensure that the District's current transportation assets (traffic signals, parking meters, streetlights) are in good condition and utilized at their optimal capacity.  |

2 Enhance operational efficiency, safety and customer service.

**Urban Forestry Administration (UFA) (1 Objective)**

1 Increase the number and improve the health of street trees in order to provide District neighborhoods with a healthy urban tree canopy (Sustainable DC Plan Nature Action 2.1)

2016 Key Performance Indicators

| Measure   | Division | Frequency of Reporting | FY 2013 | FY 2014 | FY 2015 | FY 2015 Target | FY 2016 Target |
|---|----------|------------------------|---------|---------|---------|----------------|----------------|
| <b>1 - Comprehensive and integrated transportation planning. (4 Measures)</b>   |          |                        |         |         |         |                |                |
| PPSA - Percent of zoning case transportation impact reports submitted a minimum of 10 days before hearing   |          | Quarterly              | 82      | 79      | 82.05   | 100            | 100            |
| PPSA - Vehicle miles traveled per capita  |          | Annually               | 5,646   |         | 5,354   | 5,550          | 5450           |
| PPSA - New sidewalk segments constructed  |          | Annually               |         | 5       | 2       | 10             | 20             |
| PPSA - Number of Capital Bikeshare stations in DC   |          | Annually               | 170     | 194     | 817     | 240            | 240            |
| <b>1 - Ensure that the District's current transportation assets (traffic signals, parking meters, streetlights) are in good condition and utilized at their optimal capacity. (11 Measures)</b> |          |                        |         |         |         |                |                |
| TOA - Average maintenance cost per parking meter  |          | Quarterly              |         |         |         |                | 170            |
| TOA - Average percent of parking meters working daily   |          | Quarterly              | 99.3    | 99.4    | 99.49   | 98             | 99             |
| TOA - Percent of streetlights fixed within schedule of service (based type of repair required)  |          | Quarterly              | 89.3    | 93      | 91.65   | 92             | 95             |
| TOA - Percent of potholes filled within 48 hours  |          | Quarterly              | 99      | 91      | 32      | 90             | 80             |
| TOA - Number of signs installed/replaced (includes permanent and emergency no parking signs)  |          | Quarterly              | 24,286  | 25,765  | 33,700  | 35,000         | 36000          |

|   |  |           |       |       |         |       |     |
|---|--|-----------|-------|-------|---------|-------|-----|
| TOA - Miles of pavement markings refreshed                                  |  | Quarterly | 105   | 79    | 135     | 100   | 125 |
| TOA - Number of citations per Traffic Control Officer (TCO)                 |  | Quarterly | 3,804 | 2,254 | 1,952.5 | 2,500 | 600 |
| TOA - Number of crashes per million vehicle miles traveled (VMT)            |  | Annually  |       | 2.84  | 6.83    | 3     | 3   |
| TOA - Number of injury crashes per million vehicle miles traveled (VMT)     |  | Annually  |       | 0.75  | 1.91    | 1     | 1.3 |
| TOA - Fatality rate per 100 million vehicle miles traveled (VMT)            |  | Annually  | 0.75  | 0.64  | 2.52    | 0.5   | 1.1 |
| TOA - Number of street/alley lights converted to Light-Emitting-Diode (LED) |  | Quarterly | 292   | 364   | 481     | 200   | 200 |

**1 - Increase and promote mass transportation modes to meet the mobility and economic development needs of the District. (5 Measures)**

|   |  |           |           |           |           |           |         |
|---|--|-----------|-----------|-----------|-----------|-----------|---------|
| PTSA - Average Circulator operating cost per revenue hour |  | Quarterly |           |           |           |           | 75      |
| PTSA - Average streetcar operating cost per revenue hour  |  | Quarterly |           |           |           |           | 0       |
| PTSA - Circulator farebox recovery ratio                  |  | Quarterly | 16.5      | 19.16     | 17.04     | 20.29     | 18.5    |
| PTSA - Total Circulator riders                            |  | Quarterly | 4,139,358 | 4,827,052 | 3,773,727 | 7,517,890 | 8509282 |
| PTSA - Subsidy per Circulator rider                       |  | Annually  | 2.45      | 2.67      | 12.36     | 2.54      | 2.95    |

**1 - Increase the number and improve the health of street trees in order to provide District neighborhoods with a healthy urban tree canopy (Sustainable DC Plan Nature Action 2.1) (7 Measures)**

|  |  |           |  |  |  |  |     |
|--|--|-----------|--|--|--|--|-----|
| UFA - Average cost per tree box maintained   |  | Quarterly |  |  |  |  | 70  |
| UFA - Average cost per street tree installed |  | Annually  |  |  |  |  | 375 |

|   |  |           |       |       |       |       |        |
|---|--|-----------|-------|-------|-------|-------|--------|
| UFA - Percent of street tree population inspected   |  | Annually  | 27    | 22.9  | 28.3  | 29.5  | 29.5   |
| UFA - Percent of green infrastructure sites inspected   |  | Annually  |       | 90    | 58.62 | 91    | 90     |
| UFA - Number of trees planted Citywide (Sustainable DC Nature Goal 2)   |  | Quarterly | 7,000 | 8,600 | 8,635 | 8,600 | 8000   |
| UFA - Percent of street trees in a healthy condition  |  | Annually  | 87.9  | 97.9  | 95.84 | 87    | 97     |
| UFA - Street tree mortality rate  |  | Annually  | 5.2   | 1.6   | 1.63  | 7.5   | 7.5    |
| <b>1 - Preserve the existing transportation infrastructure assets to maintain and improve condition rating in a cost effective manner. (8 Measures)</b> |  |           |       |       |       |       |        |
| IPMA - Average cost per lane mile paved   |  | Quarterly |       |       |       |       | 450000 |
| IPMA - Average cost per mile of sidewalk installed  |  | Quarterly |       |       |       |       | 400000 |
| IPMA - Percent of current year projects completed within 10% of budget (except for those with scope change)   |  | Quarterly | 91    | 88    | 48    | 95    | 95     |
| IPMA - Percent of current year projects completed within 60 days of planned end date (except for those with scope change)                               |  | Quarterly | 91    | 88    | 95    | 37    | 95     |
| IPMA - Percent of blocks in paving plan completed   |  | Annually  | 68    | 40    | 37    | 90    | 90     |
| IPMA - Percent of streets in "Fair to Excellent" condition  |  | Quarterly | 78    | 80    | 80    | 78    | 78     |
| IPMA - Number of structurally deficient bridges   |  | Annually  | 19    | 11    | 5     | 10    | 9      |
| IPMA - Percent of sidewalks in plan completed   |  | Annually  | 95    | 48    | 25    | 90    | 90     |

| <b>1 - To increase and improve the timeliness, consistency, transparency and completeness of public space permits. (6 Measures)</b> |  |           |       |        |        |        |       |
|---|--|-----------|-------|--------|--------|--------|-------|
| PSRA - Average cost per public permit processed   |  | Quarterly |       |        |        |        | 150   |
| PSRA - Percent of public space permits processed on time  |  | Quarterly | 92.3  | 96     | 95.64  | 94     | 94    |
| PSRA - Online public space permits issued   |  | Quarterly | 8,265 | 10,298 | 16,485 | 12,000 | 13000 |
| PSRA - Weekly field inspections and field services performed  |  | Quarterly | 1,350 | 1,110  | 3,696  | 1,000  | 1000  |
| PSRA - Average days for a technical review approval   |  | Quarterly | 6     | 4      | 15     | 6      | 6     |
| PSRA - Average inspections review days  |  | Quarterly | 3     | 5      | 25     | 6      | 6     |

## 2016 Workload Measures

| Measure  | Frequency of Reporting | FY 2013 | FY 2014 | FY 2015 |
|--|------------------------|---------|---------|---------|
| <b>Workload Measure (11 Measures)</b>  |                        |         |         |         |
| Number of street tree spaces or boxes under DDOT jurisdiction  | Annually               | 150,841 | 147,376 | 136,929 |
| Number of public space permits issued  | Annually               | 24,482  | 37,385  | 41,762  |
| Total violations written by Traffic Control Officers (TCOs) annually                                 | Annually               | 323,498 | 278,475 | 205,733 |
| Number of crashes  | Annually               | 19,453  | 21,058  | 21,862  |
| Number of fatalities   | Annually               | 32      | 42      | 45      |
| Number of pedestrian fatalities  | Annually               | 8       | 4       | 11      |
| Number of motorcycle fatalities  | Annually               | 5       | 3       | 2       |
| Number of bicycle fatalities   | Annually               | 1       | 0       | 0       |
| Total number of service requests   | Annually               | 158,564 | 140,050 | 137,034 |
| Number of incidents responded to by Traffic Management Center (TMC) & Roadway Operation Patrol (ROP) | Annually               | 4,973   | 6,268   | 8,431   |
| Number of students in School Transit Subsidy Program   | Annually               | 18,798  | 65,063  | 30,499  |

## 2016 Initiatives

| Objective Number | Objective Title | Initiative Number | Initiative Title | Initiative Description |
|------------------|-----------------|-------------------|------------------|------------------------|
|                  |                 |                   |                  |                        |

| <b>Infrastructure Project Management Administration (IPMA) - 1 (5 Initiatives)</b> |  |     |   |  |
|--|--|-----|---|--|
| 1  |  | 1.1 | DDOT will repair, rehabilitate, and enhance the District's roadways.    | DDOT's pavement management program is a planned strategy of cost effective treatments to improve and maintain the District of Columbia's roadway network system. The local paving work plan includes various pavement treatments such as milling and resurfacing, slurry seal, deep patching and crack sealing. The plan for the federal roadway network will include a variety of treatments similar to local streets. After the treatments are applied, those segments of pavement will experience an increase in the average pavement condition index from a poor/very poor rating to good/excellent rating. The segments are selected based on pavement condition data which indicates the condition of the roads. |
| 1  |  | 1.2 | DDOT will repair and maintain the District's bridges.                   | DDOT's bridge asset management program maintains an inventory of structures; conducts biennial National Bridge Inventory (NBI) and element level inspections; performs condition assessment and load ratings of all structures; and implements bridge preservation actions that are intended to address bridges while they are still in good or fair condition. Bridge preservation activities will be performed based on prioritization of structures as part of the overall preservation program. Some repair activities require design.   |
| 1  |  | 1.3 | DDOT will repair, rehabilitate, and reconstruct the District's tunnels. | DDOT's tunnel management system allows DDOT to update and maintain condition data of the various tunnel within the District. DDOT manages a citywide performance based tunnel contract, which contains asset inventory and performance measures for the mechanical, electrical, structural, and lighting assets within the tunnels. Assets will receive preventive maintenance based on established standards to maintain an accepted level of service. Additionally, engineering design for an emergency communication system within the mall tunnel to further improve emergency response and safety needs will be completed.  |
| 1  |  | 1.4 | DDOT will preserve the District's alleys.                               | DDOT's alley program involves a broad scope of work ranging from everyday maintenance, such as pothole repair, to the complete reconstruction or rehabilitation of an alley. DDOT will continue to preserve district alleys in 2016. AlleyPalooza 3 and 4, a core component of this function, will occur in the summer of FY 16.   |

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| 1 |  | 1.5 | DDOT will design and construct DC Power Line Undergrounding Project (DC PLUG) feeders. | The DC PLUG initiative is a unique regulated public-private partnership between the District of Columbia and the electric company, Pepco, to underground up to 60 primary and lateral mainline feeders in Wards 3, 4, 5, 7 & 8 over the next 10 years (approximately). DDOT and Pepco jointly submitted a Triennial Plan by order to the DC Public Service Commission (PSC), which was approved in November 2014. The plan is for DDOT to design and construct the civil infrastructure (conduits and manholes) to support the electrical infrastructure (cables, ties, and transformers) that Pepco will design and construct. In FY16, DDOT will construct Feeder 308 in Ward 3 and design numerous other feeders. |
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**Infrastructure Project Management Administration (IPMA) - 2 (4 Initiatives)**

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|---|--|-----|--|--|
| 2 |  | 2.1 | DDOT will rehabilitate the Francis Scott Key Bridge.   | DDOT will rehabilitate and preserve the historic Francis Scott Key Bridge, a District landmark and one of the most picturesque bridges on the Potomac River. The bridge was originally constructed in 1925 and was rehabilitated in 1986 with a new deck. When complete, this project should allow the bridge to maintain the current level of service for the next 30 years.  |
| 2 |  | 2.2 | DDOT will construct Minnesota Avenue Streetscape (Sustainable DC Plan Energy Action 1.3, Transportation Action 2.5, Water Action 2.2 & Power Undergrounding Age-Friendly DC Goal: Domain # 2). | DDOT will begin the Minnesota Avenue Streetscape project which includes safety improvements and sustainability. Phase I of the project is from A Street SE to just south of Benning Road NE, and Phase II is from just south of Benning Road NE to Sheriff Road NE. The project will incorporate traffic calming measures as part of the overall design including high visibility crosswalks and new curb extensions which promote pedestrian safety by reducing crossing distances at crosswalks. Components of the project include: wheelchair ramps, traffic signal and streetlight upgrades, stormwater reducing green elements (e.g., catch basins and tree boxes). |
| 2 |  | 2.3 | DDOT will lead a construction project to revitalize Kennedy Street Northwest.  | The Kennedy Street Revitalization project will upgrade the streetscape between Georgia Avenue and North Capitol Street, NW. By improving traffic safety and transit operations, sidewalks, street lighting, and ADA facilities, the project will meet most of the commitments made in Kennedy Street Revitalization Plan. DDOT will rehabilitate street and sidewalk pavement on the street and sidewalks (improving pedestrian mobility) and install trees to reduce impervious surface stormwater.   |

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|---|--|-----|--|--|
| 2 |  | 2.4 | DDOT will expand the South Capitol Street Bike Trail (Sustainable DC Plan Nature Action 3.2; and Transportation Action 2.1). | The South Capitol Street Bike Trail project is part of a continuing effort to expand multi-modal transportation options and connect the District to regional multi-use trail systems. It consists of the preliminary design of 4.25 miles of a new bicycle/multi use trail on the west side of South Capitol Street from the intersection of Firth Sterling Avenue to the Oxon Run trail in Southeast DC. This new trail section will be a vital link allowing District residents to access major trail systems within Maryland and Virginia (and vice versa) and will supplement commuting options for employees of the Coast Guard Headquarters and Department of Homeland Security facilities at St. Elizabeth's West Campus as well as Joint Base Anacostia Bolling (JBAB) facilities. The trail will be lighted, landscaped and feature safe new crossings and bicycle/pedestrian signals at the major entrances to JBAB and at cross roads. Preliminary Design is complete, and the agency will pursue the next phase of design in FY16. |
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TOT

**Office of the Director (OD) - 1 (3 Initiatives)**

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| 1 |  | 1.1 | DDOT will strive to enhance the customer service experience using a data-driven system. | In FY16, the Office of the Director will utilize a data-driven approach to respond to constituent inquiries through an existing system. This process will include improved routing, accountability, and response timelines. To deliver these improvements, the agency will establish goals and track progress over time.  |
| 1 |  | 1.2 | DDOT will enhance our website and social media presence.                                | DDOT will enhance its website and social media presence in FY16. The website is the communications tool and vehicle that holds most of the information about the agency. Similarly, Twitter and other social media outlets are a valuable way to communicate to the public and specific stakeholders. The agency will track progress on this initiative using website traffic, twitter followers (and retweets), and general public feedback. |



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| 1 |  | 1.3 | DDOT will promote equity and inclusion in the planning and delivery of transportation projects and services and in employment opportunities. | <p>"In FY16, DDOT will comply with Title VI law by ensuring that DDOT policies and services are implemented in a non-discriminatory and equitable manner. To work towards this goal, DDOT is developing a system that will incorporate census information on seniors and low-income minorities into existing data collection processes that inform analyses and planning.</p> <p>Additionally, DDOT has a stated commitment to equal employment opportunity, including employment and training. In FY16, DDOT will hold annual training for managers on EEO civil rights laws, with particular focus on sexual harassment and reasonable accommodations subject areas, as this training helps to reinforce workforce and management understanding of civil rights laws. Additionally, DDOT is working to pilot a job creation and training program in Wards 7 and 8, which will expand opportunities for District residents on DDOT jobs; DDOT will explore expansion of this program to all eight wards upon completion of the pilot."</p> |
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TOT

**Planning, Policy and Sustainability Administration (PPSA) - 1 (4 Initiatives)**

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|---|--|-----|--|--|
| 1 |  | 1.1 | DDOT will continue implementation of the moveDC Plan (Sustainable DC Plan Climate and Environment Action 2.4, Nature Action 3.1; and Transportation Actions 1.3, 1.4, 3.5, Age-Friendly DC Goal: Domain # 2) | The moveDC Plan outlines a transportation vision through 2040 to accommodate growth, improve safety, and increase transportation options in the District. The plan includes green initiatives, parking management, evacuation planning and routing, and the use of Intelligent Transportation Systems; all aimed at finding innovative and effective ways to move people and goods. moveDC incorporates opportunities for climate adaptation and long term sustainable funding into final outcomes of the plan as a part of Sustainable DC goals. Initiating the implementation process will include policy, programmatic, and infrastructure initiatives. DDOT continues to advance the 2-year Action Plan, and FY16 will provide an opportunity to evaluate initial implementation efforts with ongoing trends to recommend further near-term actions. |
| 1 |  | 1.2 | DDOT will advance the 16th Street Transit Priority Study recommendations (moveDC Two-Year Action Plan; Sustainable DC Plan Transportation Action 1.3).   | The 16th Street corridor was identified as a transit priority corridor in moveDC and has been the focus of community advocacy. DDOT is in the process of conducting a planning study and community engagement to determine the appropriate approach to transit improvements in the corridor, in order to improve transit performance and efficiency, increase transit ridership, and increase overall person-carrying capacity of the transportation system. The planning study will be complete in January 2016, and DDOT will begin advancing study recommendations, potentially including advancing capital improvements into the design process.   |

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|---|--|-----|--|--|
| 1 |  | 1.3 | DDOT will complete a study of east side of downtown bicycle connections.                     | Currently, there is no continuous north-south bicycle facility east of 11th Street NW. In FY16, DDOT will finalize a planning study of north-south bicycle facilities to identify potential route(s), engage with community stakeholders, and conduct analysis. The study area will focus on the area between 9th and 4th Streets NW.                              |
| 1 |  | 1.4 | DDOT will advance the Union Station to Georgetown Environmental Assessment for DC Streetcar. | DDOT will continue to advance the Union Station to Georgetown Environmental Assessment (EA) to determine the preferred approach to extending the existing H/Benning Streetcar Line to Georgetown. The EA will involve stakeholder and public engagement and will be substantially complete by the end of FY16, with final completion expected in late 2016 (FY17). |

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**Planning, Policy and Sustainability Administration (PPSA) - 2 (3 Initiatives)**

|   |  |     |  |  |
|---|--|-----|--|--|
| 2 |  | 2.1 | DDOT will support the implementation of the Vision Zero Initiative.  | Working with more than 20 District Agencies, DDOT has coordinated the development of an interagency Vision Zero Action Plan. The Action Plan will outline policy, programmatic, and infrastructure investments needed to eliminate transportation-related fatalities in the District within 10 years. Implementation of the Action Plan will consist of initial implementation steps, a legislative package advancing to the Council, and administration of a new Vision Zero fund to support new programs and initiatives.  |
| 2 |  | 2.2 | DDOT will conduct Neighborhood Curbside Management Studies and work to develop a policy.                           | The management of curbside use is essential to the efficient functioning of the transportation system. A comprehensive curbside management study and report has provided the framework for balancing the debate about the often conflicting demands on the curbside in the District. In FY15, DDOT began implementing a refined and coordinated approach with three neighborhoods for residential, commercial and visitor parking that was based on the DDOT Curbside Management Study. Based on these pilot studies, DDOT will also explore citywide changes to existing programs that may require legislation and new regulations, as well as expanding data collection and analysis capabilities. |
| 2 |  | 2.3 | DDOT will collect data to evaluate recent transportation projects. (Sustainable DC Plan Transportation Action 2.4) | DDOT installs permanent counters to, among other things, to determine whether transportation asset/projects are performing as anticipated. In FY15, DDOT installed three permanent counters, counting people walking and biking. In FY16, DDOT will enhance its data collection functions by deploying three additional permanent counting stations. The information gathered will assist DDOT in evaluating bicycle and pedestrian performance information and identifying gaps for further data collection. Complete Post Construction Analysis Study and use the recommendations to incorporate performance measures in future projects.  |

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| <b>Planning, Policy and Sustainability Administration (PPSA) - 3 (4 Initiatives)</b> |  |     |  |   |
|--|--|-----|--|---|
| 3  |  | 3.1 | DDOT will construct priority sidewalk segments.  | Sidewalks are important to advancing pedestrian safety and supporting the ability of District residents and visitors to walk comfortably to meet their everyday needs. DDOT has made progress in this area, but significant sidewalk gaps still exist in many places, and other locations have substandard sidewalks. DDOT will refine agency processes for identifying, prioritizing, and constructing new sidewalks. Priority will be placed on sidewalks near schools, transit stations, and in areas with large juvenile or senior populations. During FY16, DDOT will identify and build at least 20 segments of new sidewalks.  |
| 3  |  | 3.2 | DDOT will complete a major expansion of the Capital Bikeshare system.  | DDOT will expand the Capital Bikeshare system by approximately 25 percent, including expanded service in low- and moderate-income communities within the District. As part of the expansion, DDOT will also develop expanded strategies towards equity and inclusion to broaden the membership base and participation in the program.   |
| 3  |  | 3.3 | DDOT will review all agency policies, programs, and planning initiatives for compliance with guidelines of the Age-Friendly DC Task Force, the Health in All Policies Task Force, and the Americans with Disabilities Act (ADA). | There are several overarching initiatives that have been launched to guide the District into a more sustainable future. The mission of the Age-Friendly DC Task Force is to ensure that the District will be an Age-Friendly City that is inclusive and accessible and encourages active and healthy aging. The Health in All Policies Task Force was established through the Sustainable DC Transformation Order which spelled out the steps necessary to make the District the healthiest, greenest, and most livable city in the United States. All DDOT policies, programs and planning initiatives will be evaluated to ensure that they meet the intent of these directives. In addition, DDOT will develop a plan to install ADA-compliant transportation infrastructure in under served and areas with the greatest need through innovative mapping and data-driven techniques. |
| 3  |  | 3.4 | DDOT will partner with community organizations to educate the community on bicycle and pedestrian safety.  | Each year, DDOT partners with regional agencies around the annual Street Smart campaign administered by the Metropolitan Washington Council of Governments (COG) as well as working with the Metropolitan Police Department on the "Bike Rules/Road Rules" campaign. In FY16, DDOT will also educate more than 3,000 adults and children on the topic of bicycle and pedestrian safety.   |
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| <b>Progressive Transportation Services Administration (PTSA) - 1 (7 Initiatives)</b> |  |     |  |   |

|   |  |     |  |   |
|---|--|-----|--|---|
| 1 |  | 1.1 | DDOT will launch passenger service for H Street/Benning Corridor of the DC Streetcar (Sustainable DC Plan Transportation Action 1.1).                                | In FY 16, DDOT will launch passenger service for the H Street/Benning Road line of the DC Streetcar. In FY15, DDOT requested that the American Public Transportation Association (APTA) conduct a peer review for the DC Streetcar program. The final APTA report released in June 2015 found no fatal flaws preventing the DC Streetcar from starting passenger service on the H Street/Benning Road corridor. Following certification by the State Safety and Oversight Office (SSOO), DDOT will prepare to launch passenger service.   |
| 1 |  | 1.2 | DDOT will continue with the second phase of construction for the DC Streetcar's Car Barn Training Center (CBTC II).  | DDOT is currently constructing the DC Streetcar's Car Barn Training Center, a 15,000 square foot, two-story maintenance and training facility. The facility will be compliant with green building (LEED) and Historic Preservation standards and will include employee locker and break rooms, space for light vehicle maintenance, and a 1,500-square-foot community room, and a training center.  |
| 1 |  | 1.3 | DDOT will continue to support the enhancement and implementation of the Kids Ride Free program on Metrobus and Metrorail through the School Transit Subsidy program. | During FY 16, in partnership with WMATA, DME, and OCTO, DDOT will continue to promote and enhance the Kids Ride Free programs through a comprehensive outreach strategy and direct contact with schools, students, parents, and WMATA staff including bus operators and station managers. In conjunction with this effort, WMATA will require students to tap their DC One Cards on the Metrobus farebox and the Metrorail faregate each time they board the bus or enter the rail system. DDOT will also work with WMATA and OCTO to collect data on the performance of the new free rail program to see how it is being used by students and how any changes could be made to improve students' access to subsidized transit. Funding for the School Transit Subsidy Program is included in the DDOT budget.  |
| 1 |  | 1.4 | DDOT will continue to explore and Implement alternative paratransit services to complement MetroAccess service.  | During FY 15, DDOT initiated a number of programs to better serve the District's disabled residents who are unable to use traditional fixed-route transit. In FY 16, DDOT will continue a second year of the Transport DC pilot in partnership with the DC Taxicab Commission. The pilot is designed to provide a more convenient transportation alternative for the District's MetroAccess customers; rather than taking a MetroAccess van that requires advance booking, these customers can take a taxicab. The program yields a cost savings for the District of approximately \$20 per trip taken via a taxicab compared to a MetroAccess trip. DDOT will continue to fund the Transport DC pilot in FY 16 from the MetroAccess savings realized under the program and will continue to monitor its effectiveness, specifically, the extent to which the program is shifting ridership from MetroAccess to Transport DC. DDOT is also exploring additional use of Medicaid transportation providers instead of MetroAccess at a lower cost to the District, and partnerships with grocery store delivery services for MetroAccess customers to reduce the number of paratransit trips. |

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| 1   |  | 1.5 | DDOT will conduct a thorough Circulator System performance review to ensure close adherence to the promised 10-minute service frequency and improved system reliability.  | DDOT will initiate a series of actions to improve Circulator system reliability on all six routes in order to better meet the Circulator promise of frequent service all day. These actions include an in-depth condition assessment of the systems 29 oldest buses; a review of maintenance adequacy by the Circulator operator; installation of an improved real time bus locator system to generate improved "Where's My Bus" information; analysis of bus requirements on the new National Mall route under actual operating conditions; assessment of the bus assignments on existing routes and a bus stop consolidation review of the Navy Yard to Union Station route. These actions will take place concurrent with the a new Circulator operations contract that has significant financial incentives and penalties to encourage better service delivery and route supervision. |
| 1   |  | 1.6 | DDOT will procure the next generation of the DC Circulator buses to replace deteriorating fleet, improve customer service, and expand our areas of service in the District of Columbia (Sustainable DC Plan Nature Actions 3.4; and Transportation Action 1.2, Age-Friendly DC Goal: Domain # 2). | DDOT has initiated work to begin the procurement of the next generation of DC Circulator buses this fiscal year. The procurement contract will allow for the purchasing of buses to replace the oldest DC Circulator buses in our fleet, stabilize our existing service and lastly expand service to new destinations in the city as recommended in the DC Circulator Transit Development Plan Update 2014. The procurement contract will include various options allowing the flexibility for additional buses to be purchased in 2015, 2016 and 2017 per DC Council funding commitments to the program.   |
| 1   |  | 1.7 | DDOT will complete accessibility improvements to 51 high-priority bus stops identified by WMATA.  | WMATA has prioritized 51 bus stops in need of accessibility improvements due to their proximity to MetroAccess registered users and/or high ridership levels. Improving these bus stops will enable MetroAccess registrants to take more of their trips on fixed route services and provide improved safety and mobility at highly utilized bus stops.  |
| TOT |  |     |   |   |

**Public Space Regulation Administration (PSRA) - 1 (2 Initiatives)**

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| 1 |  | 1.1 | DDOT will reduce the review and approval time on public space permit applications via the Transportation Online Permit System (TOPS). | DDOT's Public Space Regulation Administration (PSRA) will continue to streamline the public space permitting process to minimize the turnaround times from application to issuance. As part of this initiative, DDOT will maintain a thorough comment and review processes, while issuing permits with minimum delay. DDOT will expand and enhance the TOPS system wherever possible. |
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| 1 |  | 1.2 | Coordinate the enhancement of utility capital improvement projects (CIP) to reduce duplicative excavations and to minimize impacts on neighborhoods during CIP work. | The major utilities perform hundreds of large scale Capital Improvement Projects (CIPs) annually. These projects range in size from one block to city-wide programs. Many of these projects are years in the planning stages and often can be situated in the same areas. DDOT will coordinate its infrastructure projects with utilities, including schedules and locations. PSRA will monitor the utilities work and records to make sure the information is accurate and up to date. DDOT tracks the number of inspections it makes and will continue to do so to reduce duplicative impacts. |
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TOT

**Public Space Regulation Administration (PSRA) - 2 (2 Initiatives)**

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| 2 |  | 2.1 | DDOT will revise the preliminary design review meeting process.      | DDOT issues permits for development projects, and PSRA manages the Preliminary Development Review Meeting (PDRM) process. These projects typically involve the most complex and multifaceted uses of public space. PSRA will enhance the PDRM process through process re-engineering and solicitation of stakeholder feedback. Among other goals, DDOT will standardize inputs and outputs of the program. |
| 2 |  | 2.2 | DDOT will streamline the Public Space Committee application process. | PSRA provides administrative support to the Public Space Committee (PSC), a multi-agency body established through a Mayor's Order that makes determinations on certain classes of public space permit applications. PSRA will review and streamline the PSC's processes, including identification of the classes of applications submitted to it for decisions.  |

TOT

**Transportation Operations Administration (TOA) - 1 (3 Initiatives)**

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| 1 |  | 1.1 | DDOT will increase the number of networked parking meters and payment options, and fully implement the parkDC Penn Quarter/Chinatown Parking Pilot. | To encourage more efficient use of curbside spaces, DDOT will continue to implement technology to network 7,500 parking meters and implement approaches for parking management within the District. These technologies and approaches will result in different pricing strategies to encourage turnover or offer parking allowances for residents. In FY16, DDOT will also complete the parkDC Penn Quarter/Chinatown Parking Pilot. DDOT is defining individual on-street parking spaces through new parking space markers with labels (unique individual parking spaces). This will eliminate the need for users to return to their vehicle to display a receipt. |
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| 1 |  | 1.2 | DDOT will implement new agency guidelines for the installation and fabrication of signs and work to address proactively the conflicting signs service requests. | DDOT will publish the 2016 issue of the District of Columbia Signs and Pavement Markings manual in 2016. This manual defines the universe of approved signage for public space in the District, illustrating the only allowable options for sign types to manage particular behaviors. In FY16, DDOT will implement this manual, which will promote clarity and transparency on the meaning of different signs. DDOT will also proactively address conflicting signs service requests through process enhancements such as service request routing, enforcement, and design improvements. |
| 1 |  | 1.3 | DDOT will maintain Streetlights in a State of Good Repair (Sustainable DC Plan Energy Action 1.3, Nature Action 2.2).   | In FY16, DDOT will maintain its streetlights, including replacing traditional light bulbs with Light-Emitting-Diode (LED) bulbs. LED lights consume 50 percent less electricity and have a lifespan of 15 years, compared with six months for incandescent, two years for mercury vapor, and four years from high pressure sodium. This is a multi-year initiative, with the overall goal of converting all streetlights to LED at a rate of 200 per fiscal year.   |

TOT

**Transportation Operations Administration (TOA) - 2 (2 Initiatives)**

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| 2 |  | 2.1 | DDOT will complete the Agency's Fleet Inventory and Fleet Guidelines.   | DDOT will complete an annual inventory and establish fleet guidelines for the agency. The annual inventory will populate our fleet management system, which will be used to enhance our fleet's utilization and inform fleet procurement decisions. The fleet guidelines will include evaluative criteria: 1) Availability (percentage of time the equipment is up and running during the hours it is needed); 2) Utilization (the number of miles/hours a piece of equipment is being used compared to other equipment of the same class/relative age); 3) Maintenance/Repair Ratio (the percentage of total maintenance and repair costs that is spent on PM work as opposed to repairs or unscheduled maintenance).           |
| 2 |  | 2.2 | DDOT will enhance city-wide traffic signal operations by developing and implementing optimized signal timing plans. | The safety and efficiency of the transportation network in the District is directly associated with the efficient operation of traffic signals. This project is part of the District's goal to improve overall traffic flow, optimize pedestrian crossing times, and reduce bus delays.<br><br>DDOT will continue its program of systematically optimizing the timings of all traffic signals. 857 traffic signals have been optimization to-date. In FY 2016, DDOT will complete optimization of 386 traffic signals (Phase-3) which includes corridors north of Downtown. By spring 2017, the entire signal system will be optimized. DDOT intends to continue this system-wide optimization program once in every four years. |

TOT

**Urban Forestry Administration (UFA) - 1 (5 Initiatives)**

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| 1          |  | 1.1 | DDOT's Urban Forestry Administration will work to decrease mortality rate of trees.  | The Urban Forestry Administration (UFA) will closely track tree mortality among street trees. Monitoring the tree mortality rate will assist UFA with the planning of the tree planting program within the District and ensure we remain on track to accomplish the 40 percent canopy goal by 2032 as outlined in the District's Sustainable DC Plan and Urban Tree Canopy Plan.   |
| 1          |  | 1.2 | DDOT's Urban Forestry Administration will Increase diversity of tree species planted in public space (Sustainable DC Plan Nature Action 2.1, 2.5; and Water Action 2.2).                   | In FY15, the District planted nearly 130 different species and cultivars, with an even greater diversity planned for FY16. Through a process of rigorous tree inventory analysis, UFA has identified those species that occur in an overabundance and monoculture. Over time, an increased diversity will help insulate the urban forest from pest and disease threats.  |
| 1          |  | 1.3 | Inspect green infrastructure sites within the public right-of-way to ensure that these sites are operational, plant material is alive, and invasive species are removed.                   | This initiative will ensure that we remain compliant with our MS4 permit and are improving water quality. These sites range from small green spaces that are depressions allowing water to percolate to medium size green spaces that have drainage being routed from the site to large retention ponds that have trash grates and large landscaped berms.   |
| 1          |  | 1.4 | DDOT will increase green infrastructure sites within the right-of-way.   | DDOT retrofits impervious surface in the public right of way (PROW) to reduce stormwater runoff. This work involves increasing use of stormwater retention, low impact development (LID), and green infrastructure in construction projects (e.g., permeable pavement, bioretention, increased soil volumes, green alleys). Installation of Green Infrastructure reduces stormwater runoff and helps DDOT meet requirements in the District Municipal Separated Storm Sewer System (MS4) Permit issued by EPA. |
| 1          |  | 1.5 | DDOT's Urban Forestry Administration will use swarm capturing techniques to cultivate and maintain beehives in public space throughout the District (Sustainable DC Plan Food Action 1.4). | This initiative will help with the pollination of trees and plants citywide and meet the goals of Sustainable DC. Many are located in community gardens (Mclean Gardens, Wangari Gardens and Alger Park) and on sites with partners like Earth Conservation Corps. This program provides a site and hive structure for native swarms that we collect and increase the number of natural bee colonies in the District.  |
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