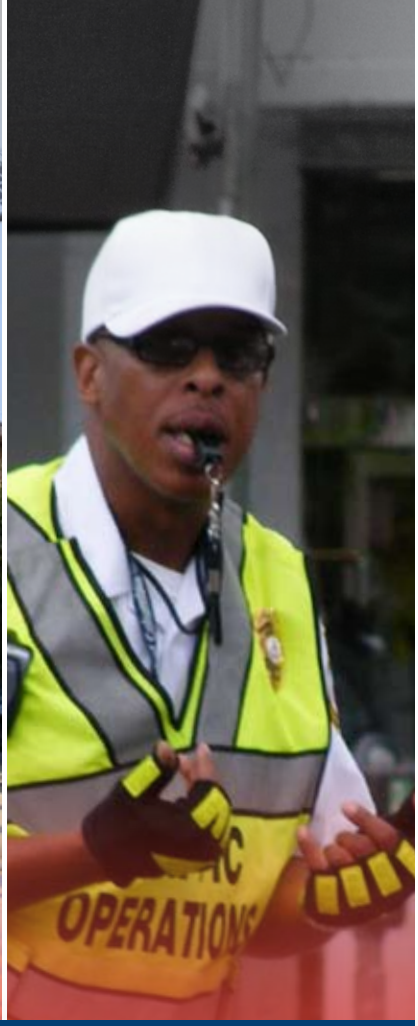


ANNUAL REPORT 2009

d. delivers

THE DISTRICT DEPARTMENT OF TRANSPORTATION

Table Of Contents

Mayor's Message 2
Director's Message 3
Safety 4
Transit 8
Construction and Assets 10
Initiatives 14
American Recovery and Reinvestment Act of 2009 15
The Inauguration 17
Public Spaces 18
Looking to the Future 22
Organizational Chart 23
Financial Information 24

MISSION

Develop and maintain a cohesive sustainable transportation system that delivers safe, affordable, and convenient ways to move people and goods – while protecting and enhancing the natural, environmental, and cultural resources of the District.

VISION

DDOT is committed to achieving an exceptional quality of life in the nation's capital through more sustainable travel practices, safer streets, and outstanding access to goods and services.

Central to this vision is improving energy efficiency and modern mobility by providing next generation alternatives to single occupancy driving in the city.

The District Department of Transportation (DDOT) is pleased to provide its 2009 Annual Report, the first annual report to be published in four years. The document is designed to serve as an accounting of DDOT's accomplishments in 2009. It is an example of how DDOT balances transportation requirements every day between identifying opportunities for economic development, implementing necessary infrastructure investment, and incorporating safety standards.

Future annual reports will reflect a new companion piece that DDOT has also developed, the Action Agenda. The Action Agenda is a two-year vision of projects and programs that support DDOT's core values and progressive approaches to transportation challenges.

DDOT's dedication to its core values including safety, sustainability, maintenance of capital assets, excellent design standards, and investment in the DDOT workforce are showcased throughout the report and further exemplifies that… d. delivers

Core Values & Functions

1. **Safe passages:** Safety is central to livable communities, efficient operations, and inviting places. DC is proud to have the lowest fatality rates among all state DOTs and is committed to retaining that rank.
2. **Sustainable living:** Sustainability means moving people and goods in ways that preserve, protect, or even restore our human and natural environments, minimizing waste and consumption, and making the most of the transportation assets we have.
3. **Capital assets**: Maintaining good repair is vital to asset preservation and good stewardship of the public infrastructure. Prioritizing the repair and maintenance of infrastructure not only protects the public, but also means lower costs and improved safety in the future.
4. **Prosperous places:** Streets are the living rooms of communities. Good design of our public right-of-way means good access to businesses, efficient operations, and attractive spaces and places.
5. **Firm foundation:** DDOT cannot help create a better Washington without continually improving the excellence of our agency through investment in our workforce, communications, technology, and customer service.

Mayor's Message

As Mayor of the District of Columbia, I am extremely proud of the significant change and progress made over the past three years within the District Department of Transportation.

The agency has implemented numerous new innovative programs, safety improvements, and partnerships with sister agencies and transportation departments throughout the country. DDOT has worked hard to recognize the importance of balancing all the needs of our residents, pedestrians, and visitors.

The District has seen a decline in pedestrian accidents, vehicular crashes, and is making great advancements in transit with the implementation of bus rapid routes, the very popular DC Circulator, and now streetcars.

I encourage the DDOT team to keep up the good work and continue its efforts in transforming the District into a model transportation center.

Adrian M. Fenty, Mayor

Washington Mayor Adrian Fenty and DDOT Director Gabe Klein, accompanied by other officials celebrate the groundbreaking of the Metropoiltan Branch Trail.

Director's Message

The District Department of Transportation is pleased to provide you with this 2009 Annual Report. The start of 2009 was heralded as a coup for the District with the success of the 56th Presidential Inauguration boasting nearly 1.7 million people in the city. DDOT's transportation plan proved successful as we were able to move people in and around the city with little or no incidences.

The year moved quickly ahead with the District receiving $123.5M in funding from the American Recovery and Reinvestment Act of 2009. At the same time the declining economy nationwide impacted the District as well, which led to layoffs and programmatic cuts. In addition, I joined the agency with a new vision focused on improved customer service, transparency, and incorporation of new technologies.

People embraced the vision of a more transparent agency, proactively communicating with the public and our stakeholders, of a more unified agency with fewer silos and more camaraderie amongst the administrations. It's crucial that we focus on creating great places with a balanced use of the public space, moving people vs. cars, and the overall safety and quality of life of the residents of the District as well as the commuters and visitors who work and play in our city,.

I am very proud of the employees and contractors here at DDOT for their tenacity and dedication. People step up. They engage. They work hard. DDOT's customer service scores are the highest they have ever been. I get complements regarding the positive professionalism exhibited by everyone from asphalt workers to Circulator drivers. DDOT's projects are getting national recognition, from a small innovative bike lane pilot, to the environmental assessment for the 11th Street Bridge.

Next year will be a watershed year for the agency. Internally, we will build a DDOT University program that will focus on world class training and career investment for all of our employees. In addition, we are identifying new facilities for all staff that will encourage collaboration. Significant technology upgrades (a new website, social networking enhancements, online permitting system, pay by phone for meters), and innovative projects like Streetcar and bikesharing will set national standards for urban multi-modalism.

We hope that you take time to review our accomplishments in 2009 and look forward to our continued achievements in 2010.

Gabe Klein, Director
District Department of Transportation

Safety

DDOT works diligently to ensure that the city's residents and visitors can safely travel in the District of Columbia.

Safety Programs Augmented

DDOT conducts an annual study of crash and property damage data. The data is reviewed, ranked, and compiled into the Traffic Safety Statistics Report. Recommendations from the report are used to develop DDOT's annual safety improvement programs.

- In 2008, there were 16,147 collisions in DC, with 39 fatalities and 6,792 injuries. Fatalities decreased 27.8 percent compared to 2007.
- Speed-related fatalities increased from 10 in 2007 to 14 in 2008. However, the number of crashes involving speed decreased from 1132 in 2007 to 1016 in 2008.
- Over 50 percent of workers in the District commute by public transportation or walk to work. There's been a downward trend with total crashes involving pedestrians. The overall number of collisions involving pedestrians in 2008 was 592 – a decrease of 23 percent from 2006.
- About two percent of District workers bike to work, and there were 257 crashes involving bicyclists in 2008 and one fatality – up slightly from the previous two years. Motorcycle crashes were down, from 176 in 2006 to 144 in 2008, with eight fatalities.
- There were 306 crash incidences of driving while under the influence of drugs and alcohol – up from 263 in 2007. Alcohol-related fatalities reduced from 18 in 2007 to 7 in 2008 – a 61 percent decrease.
- 54 percent of drivers or passengers involved in crashes used their seat belts in 2008. Two percent were reported with seatbelts not installed or fastened and 42 percent were undetermined.

Intersections Improved

Traffic safety improvements were made to 61 intersections identified as hazardous in 2009. Improvements include redesign, updated signage, and improved crosswalks.

Problem Intersections Identified

Thirty intersections with potential skid problems were identified from reported accidents in 2008. DDOT initiated field testing, and a Skid Report was produced. Fifteen sites were identified as priority locations for improvement. Recommendations from the study are being incorporated into DDOT's capital improvement program.

Recommendations from a recent Skid Report on DC's intersections are being addressed by DDOT.

Smoother roads are a priority for the District's streets and byways, and there is now a measurement to catagorize them.

DC Road Ride Smoothed

DDOT established new ranges for the International Roughness Index (IRI) in 2009. Inviting public participation, DDOT used both subjective and objective correlations to develop various road condition ranges. The IRI identifies excellent, good, or poor quality rides, conditions that DDOT incorporates into an overall pavement analysis index.

Results from the IRI project were used to develop DDOT's Smoothness Specification. Quality control during road construction is critical to longevity of the infrastructure. Studies have consistently shown that interaction between a rough road and a vehicle negatively impacts the road's structural integrity. Partnering with the Federal Highway Administration, the project sets specifications and encourages contractors to build smooth roads with an incentive/disincentive clause. Software checks compliance of the finished product.

The requirement became part of DDOT's Standard Specification in April 2009 and has key acceptance criteria, specifically for National Highway Safety routes.

Commercial Vehicle Collision Report Published

DDOT identified, compiled, and prepared a report on commercial vehicles involved in collisions in the District of Columbia. This information was published in a report titled "Commercial Motor Vehicle Traffic Collision Fact Book – 2008." While compiling the statistics, extra steps were taken, modifying the Department's Traffic Accident and Reporting System software to include identifiers for commercial vehicles and other required fields.

Roadway Safety Audits & Training

DDOT Coordinated with the FHWA Division Office to train Transportation Planners, Traffic Engineers, Project Managers and Inspectors. Over 25 people participated in a one and a half day training for auditing road safety. The first day was an indoor class session while the second half-day involved actual field visits and a compilation of deficiencies. DDOT has provided Roadway Safety Audits for 20 locations, with comprehensive reports and summary reports with countermeasures.

Critical Documents Updated

- **Standards** - *Specifications for Highways and Structures* lays out all standard requirements for contracting and constructing infrastructure assets in the District. The document was updated to incorporate the new Pavement Smoothness Requirement.
- **Updated Design and Engineering Manual** - This is the primary document for design and analysis of all DC transportation infrastructure. The Safety Standards and Quality Control Division made major changes, and it was published and printed in April 2009. It can be found at ddot.dc.gov.

d. delivers

- **Bicycle and pedestrian fatalities and injuries continue to decrease, according to Metropolitan Police reports.**
- **93 percent of all District drivers wear their seat belts all the time – up 3 percent from 2008.**
- **Alcohol-impaired driving fatalities dropped 43 percent in DC in 2008 – the latest year that data is available.**
- **DC's Pavement Smoothness Requirement is the first of its kind in an urban environment.**
- **The first ever report on commercial vehicles involved in collisions in DC was produced – and DDOT did it in record time at the request of the Federal Highway Motor Carrier and Safety Administration.**
- **Traffic safety improvements were made to 61 intersections identified as hazardous in 2009.**
- **The National Center for Safe Routes to School announced Murch Elementary School in DC as the 2009 recipient of the James L. Oberstar Safe Routes to School Award for outstanding achievement.**

- **Updated Standard Drawings** - Standard drawings are established for all components of the District's transportation infrastructure. These dictate acceptable dimensions, material type and specifications for designers, contractors, and builders. In 2009, all were made compatible with the Design and Engineering Manual, and the Traffic Control Plan section was updated with new drawings to match Bicycle and Pedestrian Master Plans.

Pedestrian Master Plan Debuted

The District's Pedestrian Master Plan was released, the last step in a two-year process to develop recommendations to guide policy and best practices to reduce the number of pedestrians killed and injured in crashes and to increase pedestrian activity by making walking a comfortable and accessible mode of travel.

The District's Pedestrian Master Plan will help make the city more walkable and accessible.

The largest portion of the plan was an exhaustive policy review aimed at improving policies and practices that affect the safety and comfort of pedestrians. This includes everything from sidewalk width to signalized intersection timing, uncontrolled crosswalk markings and enhancement policies.

There are important education, enforcement, and encouragement recommendations necessary for success of the plan. It recommends more speed cameras and DDOT continues to work closely with the Metropolitan Police to increase the level of traffic enforcement that protects pedestrian safety. DDOT is a major contributor to the regional "Street Smart" pedestrian and bicycle safety campaign that now runs twice a year.

New signals improve safety.

New Pedestrian Signals Implemented

One of DDOT's most important initiatives is increasing the safety of un-signalized crosswalks on high traffic streets. To combat some of the problems with these intersections, DDOT is piloting and testing the High-intensity Activated Crosswalk Pedestrian Signal, called HAWK. This new safety signal is designed to help pedestrians cross busy streets. It also features equipment that provides disabled pedestrians with an audible message and vibrating arrow button that announce when the WALK signal is on.

School Crossing Program Improved

DDOT's School Crossing Guard Program works to improve the safety for students who walk, bicycle, or take transit to school.

In 2009, DDOT reevaluated the School Crossing Guard program in an effort to improve assignment locations and identify specific areas where schools need crossing guard assistance. In addition, DDOT's Safe Routes to School (SRTS) coordinator facilitated a coordinated effort to incorporate some of the SRTS safety recommendations for improvements along school walking routes.

Safe Routes to School Program

Walking and biking to school means healthier children, less traffic, and cleaner air. Safe Routes to School is an international movement to make it safer and more fun for children to walk and bike to school. Programs include the following activities, often referred to as the "Five E's:"

1. Education: Educating students and drivers about pedestrian and bicycle safety and the rules of the road.
2. Engineering: Making changes to the streets and sidewalks surrounding the school to improve the access and safety of students walking and bicycling to school.
3. Enforcement: Working with police to enforce traffic laws near the school.
4. Encouragement: Creating activities that make it fun for children to get to school on foot or by bike.
5. Evaluation: Checking to see how the Safe Routes to School program is working.

September's Car Free Day Festival celebrated car-free living in the city.

Car Free Day Celebrated

DDOT and District residents celebrated National Car Free Day in September 2009. A festival along F Street, NW encouraged citizens to walk and/or bike throughout the city. The event featured many local and national organizations and greatly expanded the idea of living car-free in the District.

d. delivers

- **There are approximately 70 traffic control officers and 200 crossing guards in DC's program.**
- **DDOT developed an online application for schools seeking to apply for School Crossing Guards.**
- **DDOT installed a new HAWK signal to help pedestrians cross busy streets.**
- **Car-Free Day and "Feet in the Street" celebrated pedestrians and cyclists in day-long events in August and September.**

"Feet in the Street" Celebrated

Walkers, runners, bikers, and skaters had the streets to themselves at Fort Dupont Park in Southeast Washington at the first-ever Feet in the Street celebration in August. DDOT partnered with the National Park Service on the car-free event to promote physical activity, green transportation choices, and community spirit. Roadways in the park were closed to motor vehicles, and residents and visitors were invited to come run, walk, bike, skate, and play along the 1.6 mile corridor. Organized activities and programs included nature hikes, bike rides and training sessions for kids, cycling classes for adults, free bike rentals, physical fitness demonstrations, and more. Feet in the Street was co-sponsored by the Washington Area Bicyclist Association and the District Department of Parks and Recreation.

Feet in the Street offered fun and activities for all ages.

Transit

DDOT continued to grow mass transit offerings, with the expansion of its Circulator service, development of streetcar lines, and coordination with WMATA Metrobus/Metrorail services.

Brand-new streetcars await new track. They are scheduled to begin operations in 2012.

DC Streetcars Return!

DDOT began work on two streetcar segments in 2009. Track is being laid on both the Anacostia and H Street/Benning Road lines. The first of the modern streetcars that will run on the District of Columbia's new light rail system arrived in 2009. They were manufactured in the Czech Republic.

DC Streetcar will enhance the quality of travel within the District for residents, workers, and visitors, and complement the existing transit options. Although the Metrorail system does an exemplary job of connecting the District to the rest of the region, it was not designed to connect neighborhoods. The DC Streetcar will do that and it will bring economic benefits to the communities it serves. For more information about the DC Streetcar Project, visit ddot.dc.gov/dcstreetcar.

DC Circulator Enhanced

The Circulator (dccirculator.com) provides high-quality reliable bus service within DC, and like DC Streetcar, complements the existing regional Metrobus service. The DC Circulator is the product of a unique public/private partnership between DDOT, WMATA, and DC Surface Transit, Inc. The idea for a quick, efficient, low-cost public transit system originated in the National Capital Planning Commission's 1997 report, *Extending the Legacy.*

The DC Circulator currently has five routes that link cultural, entertainment and business destinations within the city's central core. The buses – featuring low floors, big windows, and multiple doors for easy on-and-off service – are unlike any other public transit in town.

The popular DC Circulator buses added new routes in 2009.

Ward 1 Councilmember Jim Graham and DC Mayor Adrian Fenty aboard one of the many DC Circulator buses available for residents and commuters.

The Circulator's newest routes were launched in 2009. Routes now include the Georgetown to Union Station line, the Woodley Park/Adams Morgan to McPherson Square Metro line, the Smithsonian to National Gallery of Art line, the Convention Center to SW Waterfront line, and the Union Station to Navy Yard via Capitol Hill line.

Both the DC Streetcar and the DC Circulator enchance existing public transportation systems, while also helping to reduce congestion and air pollution.

New S9 Bus Service Launched

In March 2009, District officials and WMATA launched the S9 Metrobus Express route connecting Silver Spring to McPherson Square. Building on the success of the Georgia Avenue Metrobus Express route, it's designed to save riders precious travel time, reduce overcrowding, and help buses stay on schedule.

The new S9 Express route has 10 stops. Buses are scheduled to arrive every 10 minutes on weekdays from 6:30 am to 10 am and from 3 pm to 7 pm. Riders can save six to eight minutes on their travel times by using the new service. The 16,000 daily passengers in this corridor now benefit from less bus bunching and more frequent service.

d. delivers

- **Streetcar line construction and laying of tracks began in southeast DC. Tracks and track infrastructure were installed in 2009 on South Capitol Street and Firth Sterling Avenue.**
- **Streetcar tracks were installed on Benning Road and H Street in northeast DC in 2009.**
- **Two new Circulator bus routes began operation in March - the Woodley Park/ Adams Morgan to McPherson Square Metro line and the Union Station – Navy Yard Metro via Capitol Hill line.**
- **The popular "red buses" have gained 12 percent more riders since 2007.**
- **Circulator ridership totaled 3,582,480 in 2009.**
- **A Where's My Bus? application was created by the office of the Chief Technology Officer. By going to circulator.dc.gov from any mobile device, riders can select a Circulator route to find out how close the next bus is.**
- **The new S9 Metrobus Express route along 16th Street, NW saves riders 6 to 8 minutes on travel time from the Silver Spring Metrorail station to McPherson Square.**

Construction & Assets

DDOT is responsible for modernizing and maintaining the capital city's streets, bridges, tunnels, alleys, sidewalks, traffic signals, and parking meters.

DDOT maintains 230 bridges across the District of Columbia, ranging from historic to state-of-the-art structures.

DC Streets At-a-Glance

- 1,100 miles total.
- 61 percent rated in "good" or better condition.
- $688 million ($302 million federal and $386 million local) needed to bring all to "good" or better condition.

DC Bridges Evaluated

There are 199 highway bridges, 17 tunnels and underpasses, and 14 pedestrian bridges under the stewardship of DDOT. Of the highway bridges:

- 61 are interstates
- 23 on freeways
- 41 on principal arterials
- 42 on minor arterials
- 17 on collectors
- 15 on local streets.

A total of 115 bridges are on the National Highway System. There are 88 in the DDOT rehabilitation program, either under planning studies, design, construction, or programmed for future years. The remaining are in the preventive maintenance program.

Seventy-six bridges are categorized in "fair" condition, and 35 in "poor" condition. It's estimated that $607 million of construction funds would be required to bring all into the "good" category. Construction funds must be supplemented with design and construction engineering funds. In addition, an annual $4-5 million in preventive maintenance funds is required to maintain the "good" rating.

Nineteen bridges are classified as "structurally deficient" and 98 as "functionally obsolete." A structurally deficient bridge is one that has been posted with a load limit below the originally designed load, is closed, or has deficiencies that require timely rehabilitation. A functionally obsolete bridge is one in which the deck geometry, load carrying capacity, clearances, or approach roadway alignment do not meet the usual criteria.

Great Streets Improved

By uniting infrastructure investments "between the curbs" with economic development support "behind the curb," DDOT and its program partners aim to reposition the Great Streets corridors as vibrant and unique community centers that meet the needs of local residents, visitors, workers, and entrepreneurs. Public space improvements such as restored streets, sidewalks, transit services, lighting, and trees reveal the promise of target neighborhoods - places that will soon bring population back to Washington, generate commerce, create jobs, expand the District's tax base, and improve the quality of life for residents. Great Streets include:

- Georgia Avenue and 7th Street, NW, from Eastern Avenue to New York Avenue.
- Nannue Helen Burroughs Avenue, NE from Kenilworth Avenue to Eastern Avenue.
- Minnesota Avenue, NE/SE, from Sheriff Road, NE, to Good Hope Road, SE.
- Pennsylvania Avenue, SE, from the Sousa Bridge to Southern Avenue.
- Martin Luther King Jr. Avenue and South Capitol Street from and including Good Hope Road to Southern Avenue.
- H Street, NE, and Benning Road, NE/SE, from North Capitol Street to Southern Avenue.

The Benning Road project was completed in 2009. H Street is scheduled for completion in 2011. The starburst intersection that joins these two projects is scheduled for completion in late spring 2010. Work on the Pennsylvania Avenue Great Streets project began in November 2009. Go to ddot.dc.gov for more information on DDOT's Great Streets projects.

Six "Great Streets" corridors have been identified for specific improvements.

d. delivers

- **DDOT surveyed and evaluated all of the city's streets, alleys, sidewalks, bridges, and tunnels. Results describe current inventory, condition, and funding requirements.**
- **All Pedestrian Traffic Signal indicators have been upgraded to high-quality LED Countdown Traffic Signal Heads.**
- **More than 20 miles of streets, alleys and sidewalk were replaced or repaved.**
- **In 2008 and 2009, DDOT completed more than 13,000 work orders on DC's tunnel system alone.**

Large ventilation systems are key to tunnel safety and maintenance programs.

DC Tunnels Assessed

There are 17 tunnels under the ownership of DDOT. The Mall, Air Rights, 9th, and 12th Street Tunnels are the four largest, and require ventilation systems. The Mall & Air Rights tunnels have 28 giant fans that provide fresh air and the removal of contaminated air. Lighting is also provided within all tunnels.

In the past two years, DDOT has completed in excess of 13,000 work orders consisting of fan maintenance, lighting repairs and re-lamping, ceiling panel repairs, tile replacement, tunnel washing, control room upgrades, and more. Based on surveys, all tunnels are rated generally in "good" condition. However, in the coming years it will be critical to maintain funding to cover maintenance services for all asset categories in order to avoid failures. The last request for proposal generated two bids. The best and final offer for $36,918,574 was awarded for a five-year maintenance period including structural, mechanical, electrical, and lighting components as well as equipment.

Traffic Signals Modernized

DDOT controls over 1,600 city-owned intersections on its QuicNet/4 Advanced Traffic Management System. This distributed computerized system monitors and stores timing plan data. Timing plans are stored on the local controller but are managed from the central computer. Timing plans can be overridden manually.

One of the more than 1,600 signals in DDOT's system.

Each intersection has a variety of pole configurations, cabinets, signal heads, pedestrian heads, and mast arms. Symbols are controlled through a city-owned hardwire system.

Currently, the District has a traffic signal maintenance contract that includes:

- Traffic signal group relamping and preventative and response maintenance.
- Spot-relamp and re-alignment of traffic and pedestrian signals.
- Damaged equipment repair, and pole and controller replacement.
- Traffic signal cable and PVC and electrical conduit repair.
- Closed-circuit TV camera maintenance.

The total value of this maintenance contract for the base year plus four option years is $46.5 million. Initial reviews show that major modifications and modernization is needed at a cost of approximately $320 million.

Parking Meters Improved

A number of exciting and significant changes occurred with parking meters in 2009. Under legislation passed by the City Council in 2008, parking meters that previously charged a rate of $1.00 per hour were increased to $2.00 per hour. The rate at all other parking meters increased by 25 cents per hour.

This past summer, DDOT installed over 250 multi-space meters in high usage areas, including the Central Business District, which service about 4,300 parking spaces.

Throughout the past year, over 2,900 parking meters were converted to be ADA compliant.

More changes will be coming in 2010 as DDOT looks to roll out pilot programs that take advantage on technological advancements in parking meters. These include pay-by-phone capabilities, single meters that take credit cards, and in-car meter systems.

Multi-space parking meters make life easier for drivers in high usage areas.

"Potholepalooza" Introduced

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

In March 2009, DDOT's first month-long "Potholepalooza" effort encouraged residents and commuters to phone in, go online, twitter, or email requests for pothole repairs throughout the city. People called the Mayor's Call Center at 311, used the Online Service Request Center at dc.gov, tweeted to twitter.com/DDOTDC or emailed potholepalooza@dc.gov. Response time was lessened and thousands of potholes were filled.

d. delivers

- **Over 2,900 parking meters were converted to be ADA compliant in 2009.**
- **Over 250 multi-space parking meters were installed in high usage areas.**
- **DDOT saw a 17 percent increase in total parking meter revenue including bagged meters, and a 15 percent increase in direct parking meter revenue.**
- **In 2009, DDOT installed approximately 500 speed humps and filled nearly 60,000 potholes.**
- **During the Potholepalooza campaign, over 8,000 potholes were filled across the city.**
- **Nearly 114 new traffic signal heads were installed on existing traffic signals, reflecting upgrades at nine intersections, and 96 new traffic signals at five intersections.**

DDOT pothole patrols filled more than 60,000 potholes in 2009 throughout the city.

Initiatives

DDOT undertook a number of progressive initiatives that were hailed on a national level.

There are 64 miles of signed bike routes in the District, 44.7 miles of designated bike lanes, and 55 miles of bicycle trails. More than 1,200 bike racks have been installed since 2002.

2009 showed a marked decrease in pedestrian and bicycle incidents.

Bicyclist & Pedestrian Crashes Reduced

On average, 265 bicycle and 600 pedestrian crashes are reported to the Metropolitan Police Department each year in DC. While DDOT is pleased to report annual decreases in crashes, the District government recognizes the importance of a continued commitment to improve bicycle and pedestrian safety. DDOT is also committed to increase the amount of bicycling and walking in the city, and has completed several different initiatives to improve safety and bike and pedestrian accessability.

Bicycle Master Plan Work Completed

Using the Bicycle Master Plan, DDOT has continued to work towards providing safe and convenient bicycle access throughout the city through the creation of a network of interconnected trails. These include the Anacostia Riverwalk Trail, the Marvin Gaye Park Trail, the Metropolitan Branch Trail, the Recreational Trails Program, and the Garfield Park - Canal Park Connection.

DDOT anticipates that the completion of these trails, along with other bicycle initiatives, will continue to encourage an increase in biking in the District of Columbia.

The goal? The District of Columbia will be a world-class bicycling city that offers a safe and convenient network of bikeways for all types of trips.

DDOT is helping make the District a world-class bicycling city.

Union Station's newest addition is an eco-bike facility with bike parking, rentals, repairs and accessories.

- **DC's first Bike Station was opened at Union Station in October 2009 amid great fanfare.**
- **The new Bike Station at Union Station is the first of its kind on the East Coast.**
- **Carsharing membership is now up to more than 40,000 members in 2009.**
- **176 new bike racks were installed in 2009.**
- **The Federal Highway Administration presented a 2009 Environmental Excellence Award for the 11th Street Bridges Environmental Impact Statement.**

Bike Station at Union Station Opened

A bike transit facility at the west end of Union Station is the first of its kind on the East Coast.

The new facility offers bicycle parking, rentals, repairs and accessories and holds approximately 133 bikes of all types. It boasts a hybrid natural and mechanical venting system to minimize power use. The design also allows for rainwater runoff to be used for irrigation. A portion of the runoff from both the bike station as well as the plaza will be channeled to nearby planters for use as irrigation and to take advantage of the bio-retentive qualities of the planting beds.

The project was funded by the Federal Highway Administration and DDOT. It's one of many DDOT projects to promote sustainable transportation within the District.

American Recovery and Reinvestment Act of 2009

The District received $123.5 million in American Recovery and Reinvestment Act (ARRA) funding for projects including road, bridges, sidewalks, and other transportation programs. DDOT has obligated all of its "shovel-ready projects," many of which already started in 2009. Over $80 million of the total is identified as state highway funds. For a full list of projects available, go to recovery.dc.gov.

11th Street Bridge Project Begun

Construction began on the 11th Street Bridge in December 2009 to replace the two existing bridges with three new ones and improve the interchanges. When completed in 2013, the project will provide separate freeway and local traffic connections. There will be a shared path for pedestrians and bicycles, and rails for streetcar connections.

Projected to serve almost 180,000 vehicles per day by 2030, the new bridges will allow travel directly from southbound DC 295/Anacostia Freeway to the Southeast-Southwest Freeway and to northbound DC 295, among other improvements. The project is the largest ever by DDOT and is the first river bridge replacement in the District in more than 40 years.

DDOT also won a Federal Highway Administration Environmental Excellence Award for its 11th Street Bridge Environmental Impact Statement.

SmartBikes are the United States first self-service bike rental program, and are available at stations throughout the District. There are 1,400 members of the program to date. Membership is available by online subscription at smartbikedc.com.

Carsharing & Bike Sharing Encouraged

DDOT is committed to reducing congestion and parking problems with innovative transportation options such as carsharing, a network of privately owned vehicles that are rented by the hour or day. Carsharing provides the mobility of a car without the expense and hassle of car ownership. A low emission and environmentally friendly fleet of cars is located near Metro stations and neighborhood centers throughout DC.

Also available are SmartBikes, a self-service, point-to-point bike program available at stations throughout the District. DDOT works to support Washington, DC as a cyclist-friendly city for visitors and commuters.

Inspections & Oversight Benchmarks Exceeded

In 2009, a performance goal was set at the beginning of the fiscal year to obtain a minimum of 0.01 citations per inspection hours. The goal was exceeded by obtaining 0.055 citations per inspection hours. DDOT completed the final stages of automating the citation process, which will increase the amount of citations written by cutting down the processing time by 50 percent.

The division researched the business practices of surrounding jurisdictions/municipalities relevant to fees, deposits, charges, and inspection fees. Results are now being evaluated by DDOT for possible implementation.

DDOT's Facebook page has information for all commuters and residents.

New Media Launched

In March 2009, DDOT launched a new media campaign by having a presence on Facebook and Twitter. Both have revolutionized the way that information is shared via the Internet. DDOT is now able to promote two-way communitcation by soliciting real-time feedback from residents as well as maintaining traditional communication strategies.

Accounts are shared by the agency's customer service and media relations team and have been hailed as a major advancement in connecting residents to the agency.

ddot.dc.gov Enhanced

DDOT's website serves as part of continued efforts to keep citizens informed of events and happenings. The site is useful as an avenue for viewers to receive complete information and documents offered from DDOT. The site features many downloadable documents, such as School Crossing Guard forms, permit applications, information about major initiatives and more. Citizens can also give feedback about the agency in DDOT's Ask the Director feature.

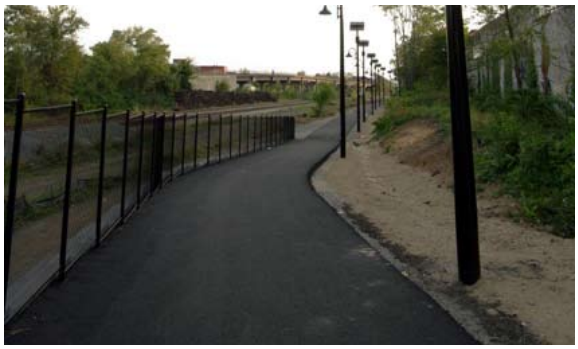
The website also offers real time traffic camera information viewed on the website in a live feed. Calendars of plans and meetings, as well as a "Frequently Asked Questions" section also assist anyone wanting to learn more information about the agency.

Look for major improvements to the DDOT website including new public information portals in 2010.

Metropolitan Branch Trail (MBT) Continued

The MBT will run from Silver Spring to Union Station, connecting the Capital Crescent Trail, the Anacostia Tributaries Trail System, and the National Mall. It will be part of the East Coast Greenway. The recreation and transportation route will provide direct access to seven of Metro's Red Line stations.

MBT is named after the "Metropolitan Branch," the first rail line built through the corridor by the B&O Railroad. The corridor is now home to Amtrak and Metro as well as freight lines. It is anchored by two significant railroad landmarks, Union Station and the old B&O Railroad station in Silver Spring. Since trail planning began in the 1990s, three segments are currently in place; New York Avenue to Union Station, 1st Street NE, and John McCormack Road.



The Metropolitan Branch Trail will eventually stretch from Silver Spring to Union Station.

After commissioning several artists, the Metropolitan Branch mural was completed in August 2009. It's part of Murals DC, a program that aims to creatively eradicate graffiti by involving local youth. This mural will be featured throughout portions of the trail.

d. delivers

- **In its first year on Twitter, DDOT has over 1,000 followers.**
- **The District received $123.5 million in American Recovery and Reinvestment Act (ARRA) funding.**
- **DDOT obligated all "shovel-ready" ARRA projects and work has begun on these important improvements.**
- **Over the past year, several major bridge construction projects began, on the 14th Street Bridge, Chain Bridge, 11th Street Bridge, and the 30th Street C&O Canal Bridge.**
- **In June DDOT launched a new Metropolitan Branch Trail section – a milestone in creating a trail from Catholic University to downtown.**

The 56th Presidential Inauguration

On Tuesday, January 20, 2009, Washington DC hosted more than a million attendees for the Presidential Inauguration of Barack Obama.

January 2009 was one of the most exciting and challenging moments in the District's history. Record breaking crowds converged on the National Mall during the coldest month of the year. DDOT was responsible for coordinating nearly 5,000 tour buses and safely transporting nearly 1.7 million people to and from the festivities, which included the swearing in ceremony and the Inaugural Parade.

DDOT teams designed an intricate system of road closures, employed thousands of buses, and designated parking zones throughout the city, including on the border of the District's central business area. In an unprecedented move, officials recommended the closing of major bridges on the day of the ceremony in order to maintain safe passages for pedestrians and keep roadways open for emergency response teams. DDOT's communication network made sure residents, visitors, and regional partners, including state DOTs, emergency teams, Secret Service, and other important agencies, were constantly updated before, during, and after events. Working with the Washington Area Bicycle Association, DDOT helped organize two free bike valet stations, designed and signed safe pedestrian routes throughout the city, coordinated street closures, provided Traffic Control Officers for 10 official Inaugural balls, and more.

In the days leading up to the Inauguration, DDOT crews posted more than 40,000 temporary signs in pre-determined bus parking zones, resurfaced the parade route on Pennsylvania Avenue, and painted the infamous blue parade route line down America's main street.

Public Spaces

DDOT maintains and looks to improve community spaces and public assets, and ensures a safe and user-friendly transportation environment.

- 1400 sidewalk miles on local and federal streets.
- 47 percent of the sidewalk system rated as "good."
- $144 million needed to bring all to "good" condition.
- 355 miles of alleys.
- 44 percent of the alley system rated "good" condition or better.
- $52 million needed to bring all to "good" condition or better.

Street Lighting Evaluated

DDOT's lighting assets consist of 67,904 street and alley lights, 1,038 underpass lights, 38,000 tunnel, 658 overhead guide signs, and 92 navigation lights. Lights ride on 66,037 poles of wood, metal, and composite material.

Of the 67,904 street and alley lighting assets in public space:

- 25 percent are in very "good" condition.
- 55 percent are in "moderate" condition.
- 20 percent are in "bad" condition and will need an upgrade within the next 5 years assessed at a cost of $145,560,000.

The District is considering retrofitting energy efficient light such as LEDs, to help reduce high energy costs by 50 percent. Each light costs the District $150 in maintenance annually. By converting to LED, that cost will be cut in half. Retrofitting all street and alley lights will cost the District $70 million.

Streetscape Projects Reviewed

DDOT reviewed 24 preliminary design projects and provided recommendations, and standards, and regulations to consultants regarding traffic and civil engineering issues.

Columbia Heights Public Realm Realized

This project represents an ambitious effort to implement practical and pleasing urban landscapes. Streetscape improvements include a total roadway reconstruction, waterline and drainage upgrades, new sidewalks, landscaping, street lighting, intersection and signal improvements, and enhancements to traffic operations, pedestrian amenities, and safety. At the heart is the new Columbia Heights Plaza and fountain, a central component to the Columbia Heights Public Realm.

The "Resonance" fountain in Columbia Heights uses textiles from Africa, Latin America, North America and South East Asia and interlocking concentric rings. The patterns, textures and colors create a kaleidoscope of images.

In 2009, DDOT unveiled the new plaza to much enthusiasm. The "Resonance" fountain was designed as a "cultural kaleidoscope" incorporating elements of the community. Jann Rosen-Queralt designed the metro and fountain plaza areas.

The ongoing streetscape work began in early 2009 and is scheduled for completion in late spring 2010.

Signage Evaluated

DDOT has over 1,100 miles of roadway that includes approximately 1,600 intersections. A review of the Street Inventory System indicates that there are over 13,000 blocks, each averaging between 500-550 ft. DC's residential, commercial, and governmental areas are often mixed within the city, thus No Parking, Residential Zone Parking and Loading Zone signs are placed in all wards.

There are over 350,000 Regulatory, Warning, Overhead Guide Way finding/Tourist Oriented Directional, Recreational, and Cultural Interest Area and Emergency Management signs within the city, with an estimated value of $7.5 million.

In 2009, DDOT began surveying and evaluating the condition of the District's street signs. As the Nation's Capital, many of the signs used in the District are not found in other locales. Survey results will describe the current inventory, condition of the assets, and estimate the funding needed to bring all assets to "good" or better level of service.

d. delivers

- **The volume of streetlight calls to the Mayor's Call Center decreased by an extraordinary 33 percent; from 14,665 calls in 2008 to just under 10,000 calls in 2009.**
- **The number of streetlight outages in 2009 decreased by 23 percent; from a near 32,000 calls to less than 24,500.**
- **Stimulus funds received through the American Recovery and Reinvestment Act are being used on many repair and infrastructure projects.**
- **In snow events, new deployment plans and new small trucks are allowing narrow, historic streets to be plowed at the same time major routes are cleared.**

Snow Programs Refined

DDOT works closely with the Department of Public Works (DPW) to clear snow and ice from District roadways, bridges, overpasses and ramps throughout the District.

The District has 330 pieces of equipment and 750 personnel available for any given storm. This includes additional contract plows, if necessary, for major weather events.

During the 2008/2009 snow season, the District Snow Team developed improved route plans. The team has made significant changes to its deployment plan in order to provide faster service to neighborhoods. Residential streets have the same priority as major corridors, and in typical storms all streets are treated simultaneously. The new deployment plan now divides the city's neighborhoods into 82 smaller (49 previously), more manageable routes. New smaller trucks were also procured allowing crews to plow and treat the District's historic and more narrow neighborhood streets. The full deployment plan is at ddot.dc.gov. The Mayor's Citywide Call Center at 311 is the central location for service requests.

The Snow Team works in close coordination and communication with the Homeland Security Emergency Management Agency, Metropolitan Police Department, Fire/EMS, DC Public Schools, Office of Property Management, Department of Motor Vehicles, Department of Parks and Recreation, National Park Service, the Architect of the Capitol, and General Services Administration.

DDOT's fleet of snow removal vehicles is ready for another snow event like the blizzard in December 2009.

Public Spaces

District streets are enhanced by DDOT's landscaping and care of roadside trees.

Streetscapes Improved

In September 2009, DDOT began a $5.5 million upgrade and repair of streetscape amenities throughout the Downtown Business Improvement District. The scope of work includes K Street and Massachusetts Avenue, NW on the north, to D Street and Indiana Avenue, NW on the south, and from 9th Street, NW on the west, to 5th Street, NW on the east. The project also will include 14th Street, NW from Thomas Circle to K Street. It is funded by the American Recovery and Reinvestment Act and will include the upgrade of streetlights, wheelchair ramps and trees spaces as well as the repair of sidewalks, gutters, and resurfacing of roads.

Urban Forestry Administration (UFA)

UFA's mission is to establish a full population of street trees within the District and to ensure that they are maintained in a healthy and safe condition. Street trees are located between the curb and sidewalk on all District-owned lands. Currently, an estimated 130,000 trees line city roadways.

UFA utilizes both in-house staff and contractors. Most large-scale pruning and removal work is done via contract. Emergency and specialized work is conducted primarily by in-house crews. UFA has maintained its goal of working towards a seven-year cycle of street tree inspections and updating the condition of those assets. This allows the administration the ability to plan tree services and track tree health trends. The industry best management practice is seven to 10 years.

UFA has begun setting the stage for greater community outreach and involvement in its operations. Relationships have been developed with local public/private partners such as Green Spaces for DC, the Casey Trees Endowment Fund, Community Resources, and others. By encouraging community participation in tree planting and maintenance, DDOT hopes to better educate residents regarding the importance and functional beauty of the District's "green infrastructure."

Federal Programming & Grants Received

In 2008, UFA personnel laid the groundwork to petition the US Forest Service to allow the District to participate in the Cooperative Forest Health program. It was awarded, and DDOT will receive $50,000 each year (50:50 match to implement forest health programs and projects) and is presently working on a plan to obtain more federal funding to help prevent Dutch elm disease from affecting street trees.

The District also received a first time $36,000 grant to plant trees to help clean impaired watersheds of the Anacostia River, which affect the Chesapeake Bay Watershed.

DDOT also received two stimulus grants in 2009:

1. From the US Department of Agriculture Forest Service – Mayor's Green Summer Program, Tree Section for $90,000, and a Washington Parks and People District of Columbia Green Corps, for $2.69 million.
2. From the U.S. Environmental Protection Agency – Slowing Down the Movement of Stormwater using Trees, for $5 million.

Arbor Day Contest Conducted

UFA conducted a very successful Arbor Day Poster Contest, the first since 2004. Over 300 entries were received from 5th grade DC public school students and charter schools. Three finalists were selected with the first place entry sent to the national Arbor Day Poster Contest. Prizes included U.S. Savings Bonds and tickets to a Washington Nationals game.

DDOT NUCFAC Participation

UFA will be representing the National Association of State Foresters by filling the organization on the National Urban and Community Forestry Advisory Committee (NUCFAC). The 15-member council gives advice about the care and management of trees, forests and related natural resources in urban and community settings. Members include representatives from communities, universities, nonprofit forestry and conservation citizen organizations, landscape and design consultants, the forest product or nursery industry, professional renewable natural resource organizations, and USDA. Members serve without compensation and dedicate approximately 100 hours each year.

Tree planting is an ongoing initiative for DDOT.

Urban Tree Canopy Analyzed

UFA, working with the University of Vermont's Rubenstein School of the Environment and Natural Resources, Northeastern Area State and Private Forestry Programs, and the Northern Research Station, has completed an analysis of the urban tree canopy of the District of Columbia. The analysis, which used DC Geographic Information System (DCGIS) files and high-resolution satellite imagery, has determined the percentage of existing urban tree canopy and located areas for new tree plantings. A land-use map was also a product of the analysis. This project was funded with a grant for the Northeastern Area, US Forest Service.

New Staff & Certifications

UFA has increased knowledge, skill, and technical ability by hiring five new tree trimmers and removers and increasing the number of staff certifications from three municipal arborists to seven. All new staff have years of experience in the tree care industry. The staff is currently composed of certified arborists, the next level of certification, and focuses expertise on work related to municipal tree care.

DDOT tree care staff added four new arborists and new certifications in 2009.

d. delivers

- **The District has the largest number of municipal arborist certifications on staff for all cities in the region.**
- **DDOT received stimulus grants and other program awards for urban reforestation initiatives.**
- **A complete analysis of the urban tree canopy of the District of Columbia was completed, which locates areas for new tree plantings.**
- **New staff was added to the ranks of arborists and workers.**
- **An estimated 130,000 trees line city roadways today.**
- **A District of Columbia Award for Excellence in Historic Preservation was presented to the DDOT-sponsored Cultural Tourism DC Heritage Trails program.**

Looking to the Future

Looking ahead, DDOT has an ambitious list of upgrades, new improvements, and initiatives over the coming year.

DDOT has a number of very exciting programs and projects for 2010. These include continued construction of streetcar lines on H Street, arrival of the new streetcars to the United States, a new website, a transportation portal for public information on all DDOT projects, and much more.

Some construction projects that are underway will be completed, such as the Columbia Heights Public Realm project. Others will begin, including the Adams Morgan Streetscape project and Nannie Helen Boroughs Great Streets project. In addition, new safety improvements to more intersections are coming, including a redesign of the Riggs Road and South Dakota Avenue intersection, which carries over 22,000 cars every day.

American Recovery and Reinvestment Act of 2009 funded projects will also be underway, including the New York Avenue and Eastern Avenue bridge projects, 17th and 18th street reconstruction projects, and the Pennsylvania Avenue Great Streets project.

In addition to large scale infrastructure investments and economic development enhancement projects, DDOT will be working on internal programs such as the d. University, a new program designed to encourage training and advancement for all employees. A state-of-the-art online permitting program and pilot programs for improved parking meter payments are also scheduled to be launched in 2010.

A forward-thinking agenda, but... d. delivers

Look for new DC streetcars - coming in 2012.

Renovation and improvement help transform the city.

Stimulus funds are a welcome addition for the city.

DDOT Organizational Chart

The Department is broken down into five administrations:

Planning, Policy and Sustainability Administration (PPSA, formerly TPPA)

PPSA establishes broad strategic goals to guide multi-modal program development, the policies necessary to implement these goals, and ensures compliance with goals and policies through plan review and permitting.

Infrastructure Project Management Administration (IPMA)

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

Transportation Operations Administration (TOA)

TOA effectively maintains the integrity of public assets, such as roadways, sidewalks, traffic calming devices, streetlights, and parking meters. TOA also operates the transportation system, ensuring a safe and user-friendly driver, commuter, and pedestrian environment.

Progressive Transportation Services Administration (PTSA)

The Progressive Transportation Services Administration is responsible for developing and operating the District of Columbia's streetcar and Circulator bus system, expanding the District's bikesharing and carsharing program, and providing budget and operation oversight for the District's investment in Metrorail and Metrobus.

Urban Forestry Administration (UFA)

UFA's mission is to establish a full population of street trees within the District and to assure that the estimated 130,000 trees that line the District's roadways are maintained in a healthy and safe condition.

For a complete organizational chart of the District Department of Transportation, go to ddot.dc.gov and click on "About DDOT"

DDOT Funding

DDOT has three main Funds that support its programs. Dedicated funding is generated from:

- Rights-of-Way Fees
- Public Space Permit Fees and Rentals
- Parking Meter Revenues, Parking Taxes and Motor Fuel Taxes
- Federal-aid Highway Funds
- Local Capital Funds from General Obligation bonds.

DDOT Unified Fund - Most dedicated revenues flow into DDOT's Unified Fund. This is where operating expenditures are made. Important expenditures in the Unified Fund are:

- Maintaining administrative operations
- Parking meter maintenance fees
- Overhead costs
- Local non-capital programs.

Since becoming a self-sustaining agency, DDOT has used its program revenues to cover these expenses. DDOT revenue sources cover operating expenses for the agency and the balance is transferred to the Local Roads and Construction Maintenance Fund for capital projects.

Local Roads & Construction Maintenance Fund - While DDOT does receive funds from the Federal Highway Administration, they cannot be used for the local roads program. To fulfill funding needs for capital projects, funds are transferred from the Unified Fund to the Local Roads Construction and Maintenance Fund (LRCMF).

The main funding source for the LRCMF are GO Bond proceeds, and the previously discussed dedicated revenues, beyond those which cover operating expenses. These include public space rentals, parking taxes, the bus shelter advertising agreement, rights-of-way fees, and any other funds DDOT may receive from the District Government.

The Highway Trust Fund - All streets and highways under the Federal system, but which are maintained by DDOT, are eligible for Federal funding through the Federal Highway Administration grant programs. In general, District funding participation in these projects is 20% and the Federal Highway Administration is 80%.

A majority of the local funding for the Highway Trust Fund comes from gas tax receipts that the District collects from fuel providers in the City. Additionally, funding needs are fulfilled from a portion of rights of way fees, parking taxes, and a portion of vault fees, and a portion of any operating budget surplus. Without these additional sources, the Highway Trust Fund would not be able to meet its 20% match requirement for the Federal Funds received.

Highway Trust Fund Sources and Expenditures Flows:

Highway Trust Fund Revenue
- Sources
- Gas Tax Receipts
- Federal Grants
- Rights of Way Fees (portion)
- Parking Taxes (portion)
- Operating Surplus

Highway Trust Fund Expenditures

Funds for improvements to streets, highways, and bridges eligible under the federal aid program

Unified and Local Roads and Construction Maintenance Fund Sources, Expenditures, and Flows:

Unified Fund Revenue Sources
- Parking Meter Revenues
- Public Space Permits and Rentals
- Rights of Way Fees (portion)
- Parking Taxes (portion)
- Parking and Moving Violations

LRCMF Revenue Sources
- General Obligation Bonds
- Public Space Permits and Rentals
- Rights of Way Fees (portion)
- Parking Taxes (portion)
- Bus Shelter Advertising

Operating Expenditures
- DDOT Administrative Operations
- Parking Meter Maintenance Fees
- Non-Capital Programs
- School Crossing Guards and Traffic Control
- Rents, Leases, and Information Technology

Capital Expenditures
- Local Capital Projects – construction, repair, & maintenance of local transportation infrastructure
- Great Streets Program Debt Service
- Reconstruction of the 11th St. Bridge
- Other special capital projects

Funds then flow to the Local Roads and Construction Maintenance Fund

DDOT welcomes any and all feedback and suggestions.

Mayor's Call Center: 311 or (202) 727-1000

Main Office: (202) 673-6813

Email: ddot@dc.gov

Website: www.ddot.dc.gov

US Mail:

District Department of Transportation

2000 14th Street, NW

5th Floor

Washington, DC 20009

d.
delivers

District Department of Transportation
2000 14th Street, NW
5th Floor
Washington, DC 20009

www.ddot.dc.gov
202-673-6813