

District Department of Transportation


2016 ADA Transition Plan For the Public Right-of-Way



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DDOT Commitment to Non-Discrimination and Policy for Equal Access In Compliance with the Americans with Disabilities Act

The District Department of Transportation has a firm commitment not to discriminate against individuals with disabilities in its services, programs, or activities, and will honor and work to satisfy the requirements of Title I through V of the Americans with Disabilities Act of 1990 (ADA).

The Mission of the District Department of Transportation is to 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. We are responsible for the travel movement of people and goods on the public right-of-way (otherwise referred to as PROW); to ensure that it is safe, supports the viability of our neighborhoods and businesses, is environmentally positive, and is accessible.

The Department is fully committed to upgrading the PROW so that people with disabilities have equality in access and safety in their travel opportunities in the District. Whenever the Department substantially paves, repaves, resurfaces, or engages in construction of a roadway, bridge, or tunnel, it will bring that portion of the PROW into compliance with the ADA. The Department adheres to the guidance provided in the [Public Rights of Way Accessibility Guidelines \(PROWAG\)](#), published in the Federal Register on July 26, 2011 by the US Access Board. Specific technical specifications can be found in the [Design and Engineering Manual](#) (April 2009).

To assist in meeting the access needs of the users, the Department has established a formal grievance procedure where persons with disabilities can identify accessibility concerns that they may have regarding the PROW and the Department will respond to these concerns in a timely, communicative, and if preferred, confidential process.

I represent the District Department of Transportation in leading the effort to transitioning the District to be accessible to all. My commitment to these efforts will be carried out throughout the organization and progress will be reported accordingly and submitted with the annual ADA Transition Plan update.

SIGNATORIES:

Lisa Gregory, Chief, Office of Civil Rights

Date

Leif Dormsjo, Director, DDOT

Date



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I. Executive Summary

The Americans with Disabilities Act (ADA) is a civil rights statute that prohibits discrimination against people who have disabilities. There are five separate Titles of the ADA relating to different aspects of potential discrimination. With the passage of the ADA, any facility which is constructed for public use is required to be accessible for those with disabilities. Failure to provide accessible facilities is considered discrimination and a violation of the law.


The ADA applies to all facilities regardless if they were built before or after 1990. In order to be compliant under the ADA, state and local governments are required to perform self-evaluations of their current assets and determine whether they meet the accessibility requirements of the 2010 ADA Standards for Accessible Design.

The purpose of this ***ADA Transition Plan for the Public Right-of-Way (PROW)*** is to establish a strategy for ensuring that the PROW in the District of Columbia is accessible to people with disabilities that are traveling in the Capital City. The District of Columbia Department of Transportation's (DDOT) ADA Transition Plan was created to inform all administrations within DDOT of the commitment to modifying all existing PROW so that pathways are accessible and support Title II of the Americans with Disabilities Act. The five titles of the ADA focus on equal access and non-discrimination against people with disabilities.

Title I of the Americans with Disabilities Act of 1990 prohibits private employers, State and local governments, employment agencies and labor unions from discriminating against qualified individuals with disabilities in job application procedures, hiring, firing, advancement, compensation, job training, and other terms, conditions, and privileges of employment. The ADA covers employers with 15 or more employees, including State and local governments. It also applies to employment agencies and to labor organizations.

Title I refers to discrimination against potential individuals for employment. Accessible pathways to places of employment are critical in making such employment a reality. While employers hold the responsibility of non-discrimination in their hiring practices, the District must support an environment in which a potential employee might travel, regardless of a person's disability.

Title II applies to State and local government entities, and, in subtitle A, protects qualified individuals with disabilities from discrimination on the basis of disability in



services, programs, and activities provided by State and local government entities. Title II extends the prohibition on discrimination established by section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, to all activities of State and local governments regardless of whether these entities receive Federal financial assistance.


Title II protects individuals with disabilities against discrimination and allows equal access to services, programs and activities provided by State and local governments. Again, the ADA Transition Plan is intended to support Title II by ensuring accessible pathways to such government sponsored programs are available in the public right-of-way.

Title III prohibits discrimination on the basis of disability in the activities of places of public accommodations (businesses that are generally open to the public and that fall into one of 12 categories listed in the ADA, such as restaurants, movie theaters, schools, day care facilities, recreation facilities, and doctors' offices) and requires newly constructed or altered places of public accommodation—as well as commercial facilities (privately owned, nonresidential facilities such as factories, warehouses, or office buildings) – to comply with the ADA Standards.

Title III protects people with disabilities against discrimination by providing equal access to all public places. If such places are accessible, it only makes sense to ensure the pathways within the PROW are also accessible as well. The ADA Transition Plan will work to that end.

Title IV addresses telephone and television access for people with hearing and speech disabilities. It requires common carriers (telephone companies) to establish interstate and intrastate telecommunications relay services (TRS) 24 hours a day, 7 days a week. TRS enables callers with hearing and speech disabilities who use TTYs (also known as TDDs), and callers who use voice telephones to communicate with each other through a third party communications assistant. The Federal Communications Commission (FCC) has set minimum standards for TRS services. Title IV also requires closed captioning of federally funded public service announcements.

DDOT has established a TTY line for individuals with disabilities to communicate with DDOT and are able to report any grievances through this line as well.




The Process to Date

Beginning in 2012, DDOT initiated an asset inventory process to collect information regarding certain types of pathways, or assets, within the PROW and determine whether or not they supported the accessibility objectives in accordance with the “Public Right-of-Way Accessibility Guidelines” (PROWAG). Specific assets reviewed include, but are not limited to, sidewalks, crosswalks, bus stops, curb ramps, and accessible pedestrian signals. To date, the new asset inventory database has captured approximately seven percent of the District’s PROW. These areas were selected to be surveyed first because they are located near the types of land uses that generate high pedestrian usage, such as schools, hospitals, community centers. The majority of the assets within the surveyed PROW were found to have some non-compliant elements. Assets identified as needing immediate attention were referred to Cityworks, a District-wide reporting system that generates work orders, and the physical barriers were brought into compliance.

DDOT will continue to expand the asset inventory, and will take into account assets added as a result of new construction projects as they are completed around the District. The ADA Transition Plan team conducted a series of workshops with DDOT planners, inspectors, engineers or other staff in October 2015, to raise awareness of the requirement and commitment to transition the District into an accessible community and to recognize that everyone has ADA responsibilities with regards to all projects in the public right-of-way.

Next Steps

DDOT will continue collecting and analyzing the asset inventory for the remaining 93 percent of the District’s PROW. The ADA Transition Plan team is also exploring new applications for completing the asset inventory to, not only speed the process up, but also to make significant improvements to the accessibility of the PROW. Similar to the recent evaluation of assets, newly surveyed assets will undergo prioritization to identify those in urgent need of correction due to usage and safety. Those that are identified as needing immediate attention are screened through the Cityworks, a work order management system, to ascertain if any of the identified deficient assets need to be corrected through planned construction projects. If work is scheduled, the improved assets shall be recorded in the asset inventory database with the projected date of completion.



System Integration

DDOT has several systems that keep track of projects and/or inventory. These systems are not currently linked to each other. Therefore, it is difficult to know when accessibility improvements are made and when assets should be removed from other work order lists. The systems being used by the various administrations do not link with each other and this lack of connectivity negatively impacts the effectiveness of the ADA Transition Plan team. DDOT's Office of Performance along with the Office of Information Technology and Innovation (OITI) are currently working on integration of all tracking software applications used to track all projects within the District. No conclusive timeframe has been established regarding the extent of such integration, but there is a clear understanding that all of the systems should have a means of coordinating ADA needs with recent and upcoming project completions.

Meeting Immediate Needs

DDOT has established a policy to expedite accessibility projects to correct deficient assets that were subject to grievances or provide accessible assets where non-accessible features exist in areas frequented by people with disabilities or were subject to complaints. Rather than waiting until all assets are inventoried, anyone can now request that DDOT accelerate, or initiate projects that convert non-accessible pathways into accessible pathways. This element of the ADA Transition Plan has been presented to the ADA Transition Team Advisory Group, a group that was formed in 2014 to help convey the concerns of the community of people with disabilities. The Plan will also be presented to the public through on-going outreach efforts and posted to a website accessible from DDOT's home page.

ADA Training

DDOT has established an ADA Coordinator who is responsible for monitoring changes to ADA regulations and keeping all training curricula current. Bi-annual ADA training is required of all staff.

Efforts are underway to develop curricula to train all levels of DDOT staff, including consultants and contractors, regarding the details of the ADA, how it will impact their work, and what their responsibilities are in relation to compliance. The training will range from a high level overview to detailed field work guidelines to be used during construction. Computer Based-Training (CBT) is being developed to substitute instructor led training to provide more flexibility for course participants.

II. Purpose of the ADA Transition Plan and Compliance Requirements

Background


The purpose of the ADA Transition Plan is to provide a comprehensive strategy to guide the District of Columbia Department of Transportation (DDOT) and District residents to create accessible, barrier-free passageways within the PROW throughout the District as required by the Americans with Disabilities Act (ADA). Many factors must be considered in achieving complete ADA accessibility and it is understood that this plan is an effort to guide the work of future projects, rehabilitate areas that are inaccessible or unsafe to people with disabilities, and create a culture that considers accessibility for people with various disabilities as a normal practice for new development. It is also understood that the capital improvements needed to address deficient or non-accessible assets will take many years and that costs must be calculated into various budgets throughout several cycles and various divisions within the Department.

DDOT has reviewed multiple ADA transition plans prepared for other cities and states throughout the country to examine the best practices for scheduling and budgeting infrastructure improvements that meet the standards set forth in the ADA Accessibility Guidelines (ADAAG) and the Public Rights of Way Accessibility Guidelines (PROWAG).

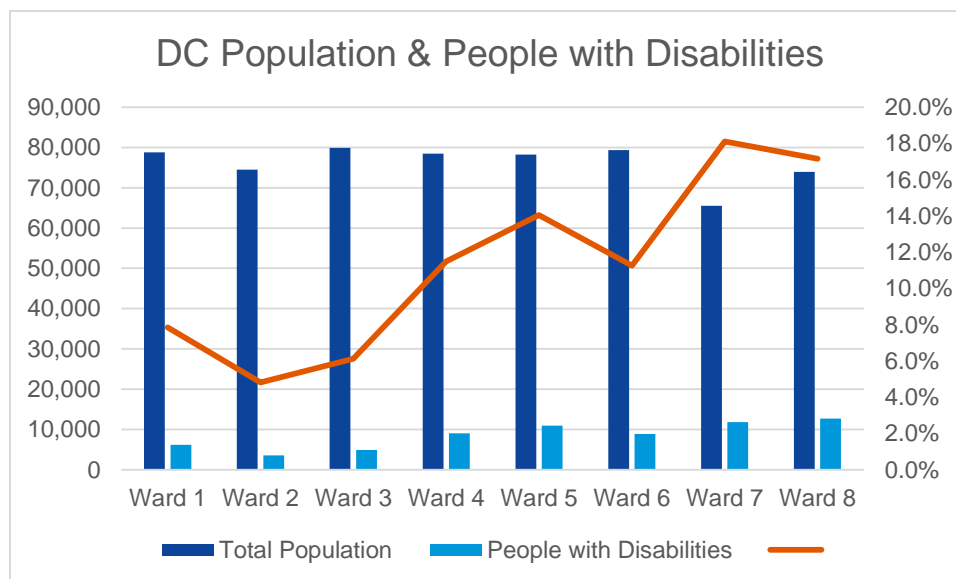
This plan provides DDOT with a comprehensive ADA compliance program to address the public right-of-way and reaffirms DDOT's commitment to continuously progress towards the goals and objectives of the ADA to remove identified barriers for people with disabilities.

The ADA Transition Plan is a "living" document. It is updated on an annual basis to demonstrate intentions to update the appropriate assets within the public right-of-way to achieve ADA accessibility. The intent of the annual update of the ADA Transition Plan is to include cost estimates of ADA projects planned for upcoming years, costs expended during the former year, and any changes to the grievance policy and/or prioritization system.

A comprehensive program to identify deficiencies in the District's PROW that adversely affect people with disabilities and address these deficiencies is a critical undertaking for the District government and its importance can be realized by taking a closer look at the District's population. As of the 2013 US Census, there were 608,630 residents in the District of Columbia, of those, 68,143 reported having a disability. (The population in



2014 was 660,000 and individuals with disabilities have likely increased as well.) Wards 7 and 8 had the highest percentage of people with disabilities with 18.1 percent and 17.2 percent of their total populations, respectively. As the nation's capital, millions of visitors tour the city from all over the world, and many of them have disabilities. It is extremely important that the District demonstrates its commitment to the ADA and works diligently to create accessible transportation facilities for all.



DDOT ADA Transition Plan provides the following elements:

1. **Self-Evaluation:** a description of the procedures involved with identifying the District's inventory of barriers within the PROW, primarily focusing on sidewalks, crosswalks, curb ramps, accessible pedestrian signals and bus stops.
2. **Removal Methods:** a description of how the DDOT plans to make the PROW accessible, including the recently approved drawings in DDOT's 2015 Standard Drawings (September 2015). These efforts are expected to take multiple years to accomplish.
3. **Schedule:** a recommended schedule for completing projects over the next year and outlying years. This schedule is subject to annual revisions beyond the current year. Capital Planning Projects will be included as they will be brought into ADA compliance as they are built (see Section IX for more information).

4. The name and contact information of DDOT's ADA Coordinator who is responsible for the review, implementation, and annual updates of the ADA Transition Plan.
5. Summary of the outreach activities that were used to provide members of the public with opportunities to provide input to the ADA Transition Plan. In addition, this plan includes plans for additional public outreach specifically to gather input regarding this plan, and the future updates to the ADA Transition Plan.


Compliance Requirements

DDOT has completed the following ADA requirements regarding to accessibility of assets in the PROW:

- Designated César Barreto as the ADA Coordinator. His contact information is provided below.

Mr. César Barreto
ADA Coordinator - District Department of Transportation
Office of Civil Rights & Infrastructure Project Management Administration
55 M Street, SE 4th Floor
Washington, DC 20003

Ph.: 202-671-2829
Cell: 202-423-1968
cesar.barreto@dc.gov

- Provided opportunities for the public to offer input regarding the District's ADA Transition Plan, which consisted of several public meetings in 2014 and 2015. These meetings are described in detail in Section VIII.
 - Established a grievance process that will allow members of the public to report potentially non-compliant assets in the PROW, which can lead to projects to address legitimate complaints. This process is described in Section VI, Grievance Program.
 - Adopted internal design standards, specifications, and details are found in Engineering Design and Construction Standards: APPENDIX 4: Task-D
- 

Findings Report provides a review of the DDOT Engineering Design and Construction Standards.

- The ADA Coordinator has developed the 2016 ADA Transition Plan and is responsible for annual updates. If the original plan is not accepted by the Federal Highway Administration (FHWA), the ADA Coordinator will correct deficiencies and resubmit to FHWA.
- The ADA Transition Plan, which is reviewed and updated on an annual basis, will include progress reports on improvements to accessibility to the public right-of-way. The estimated schedule of work is presented in Section X. The budget and potential funding sources are provided in Section XI. Both the schedule and budget are subject to change throughout the year as priorities shift.
- Assigned the ADA Coordinator to monitor and verify the progress of the plans identified in the ADA Transition Plan and to take action if there is a lack of progress. This is further described in detail in Section XII: Measures of Success.

Under the leadership of the Director, DDOT is committed to implementing the ADA Transition Plan to ensure that all facets of projects including feasibility studies, planning, design, construction, and inspection consider accessibility for all projects within the public right-of-way.




III. Methods for Implementation of ADA Compliance

DDOT reviewed 33 ADA Self Evaluations and Transitions Plans prepared for other cities and states and also reviewed 27 other related documents as a means of determining best practices. The findings are detailed in APPENDIX 4: Task “A” Findings Report – Review of Nationwide Self Evaluation and Transition Plans. The critical elements of a successful ADA Transition Plan are as follows:

1. Secure a commitment from top level management;
2. Identify/allocate adequate funding for successful implementation over multiple years;
3. Formulate a comprehensive plan at the start of the development of the ADA Transition Plan;
4. Designate an ADA Coordinator who is empowered and authorized to implement the plan;
5. Solicit appropriate input from staff, committees and stakeholders for incorporation into the plan;
6. Ensure compliance with the 2010 ADA Standards for Accessible Design at all levels and divisions of the organization;
7. Ensure the newly approved standard drawings are used and followed throughout all processes of construction including; feasibility studies, planning, design, construction, and inspection;
8. Monitor data collection of the asset inventory and provide management of data, prioritizations, tracking, and documenting of progress to update the annual plan and prepare reports;
9. Establish and adopt procedures to track public concerns and grievances in a timely manner with documentation of the resolution and implications to the organization;
10. Conduct comprehensive and on-going training at multiple levels. Training should include technical and support staff, in addition to policy, procedures and program administrators.

DDOT initiated the ADA Transition Plan by developing a software application to facilitate the collection of PROW assessments by conducting foot-on-ground surveys in 2012.



During the pilot phase of the project, data for 39 features were collected with various types of attributes, which proved to be extremely cumbersome during data analysis. Consequently, the initial set of data was deemed unusable.

During the first and current phases, the data collection effort analyzed fewer assets, as consistent with best practices of other state DOTs. The assets considered are provided below:

1. Bus Stops
2. Intersections
3. Curb Ramps
4. Accessible Pedestrian Signals
5. Sidewalks

These five primary assets were considered when surveying the PROW. Approximately seven percent of the District's PROW was inventoried during the first phase of the creation of the ADA Transition Plan. The second phase of inventory assessment is ongoing, and data collection will continue in all wards throughout the District.


The ADA Coordinator will be responsible for tracking the progress of the Asset Inventory and aligning potential ADA facility improvements as other potential improvement projects that are planned within the next year or those planned as the result of the grievance resolution.

Methods for Implementing the ADA Transition Plan Moving Forward

The following plan is recommended to move forward with implementing and updating the ADA Transition Plan.

1. The ADA Coordinator will provide multi-departmental Asset Inventory workshops to provide training for the following administrations and offices:

Reporting to the Chief Project Delivery Officer:

- a. Infrastructure Project Management Administration (IPMA)
 - b. Planning and Sustainability Administration (PSA)
 - c. Transit Delivery Administration (TDA)
 - d. Traffic Engineering & Safety Administration (TESA)
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Reporting to the Chief of Operations:

- a. Urban Forestry Administration (UFA)
- b. Public Space Regulations Administration (PSRA)
- c. Maintenance Administration (MA)
- d. Transportation Operations Administration (TOA)
- e. Parking & Ground Transportation Administration (PGTA)

Reporting to the Chief Administrative Officer:

- a. Administrative Services Administration (ASA)
- b. Office of Resource Allocation (ORA)
- c. Office of Contracting and Procurement (OCP)
- d. Office of the Chief Financial Officer (OCFO)


Reporting to the Chief Performance Officer:


- a. Office of Performance Management (OPM)
- b. Office of Customer Service (OCS)
- c. Office of Fleet & Facilities (OFF)
- d. Office of Information Technology & Innovation (OITI)

2. The data collection will continue utilizing the Asset Inventory software to establish the work plan for the following year.

- a) The software application's prioritization process will be modified to match the programming used in DDOT's Cityworks application
- b) The Asset Inventory will include potential cost calculations

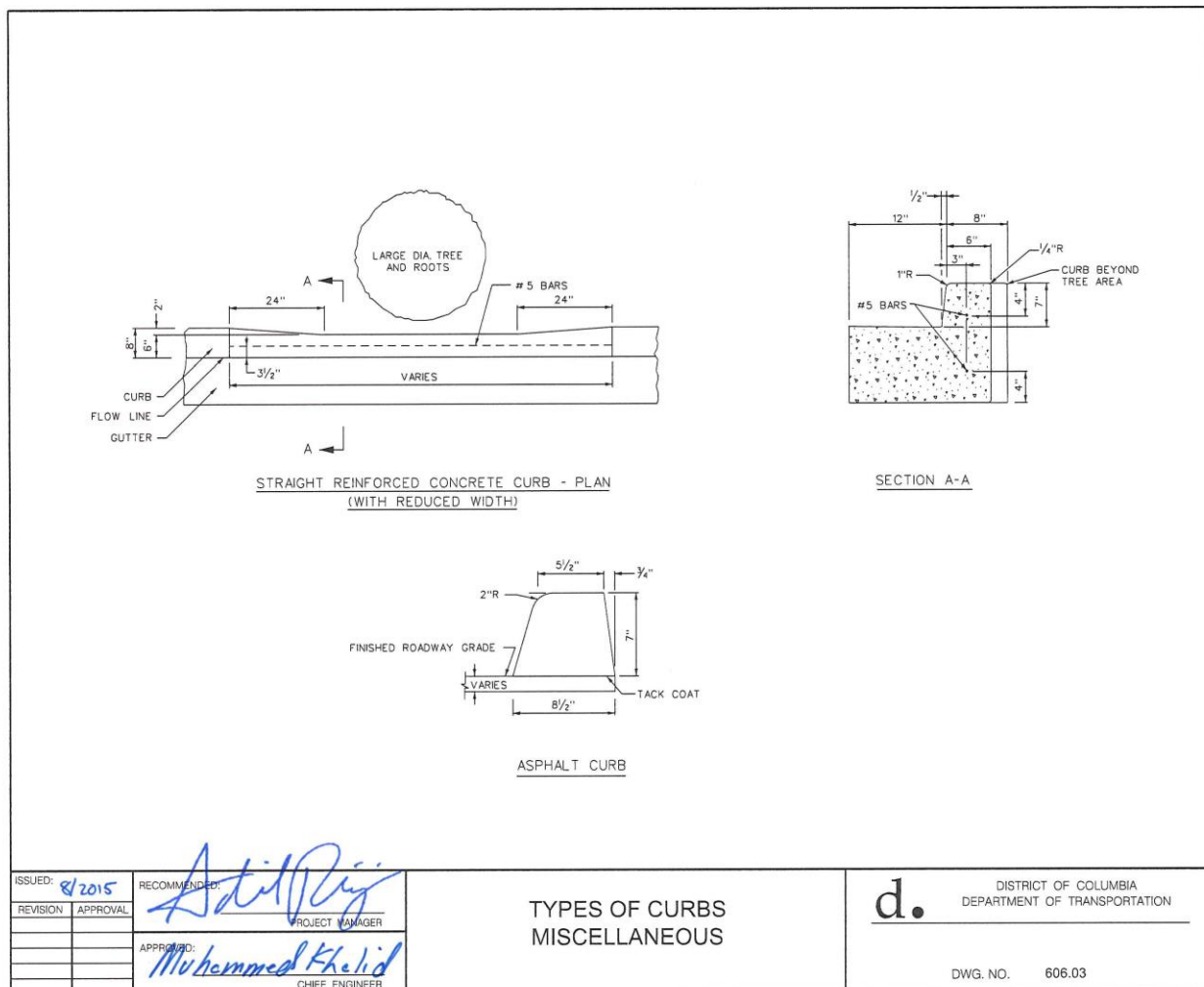
3. The ADA Transition Plan team will utilize DDOT's 311 tools, which include both telephone calls and web-based applications.

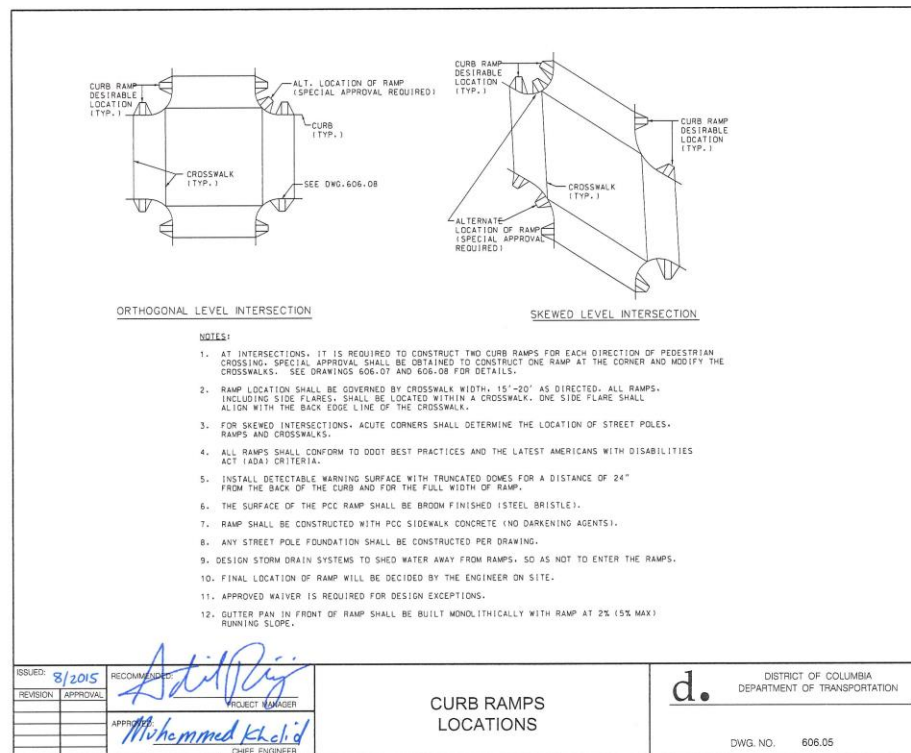
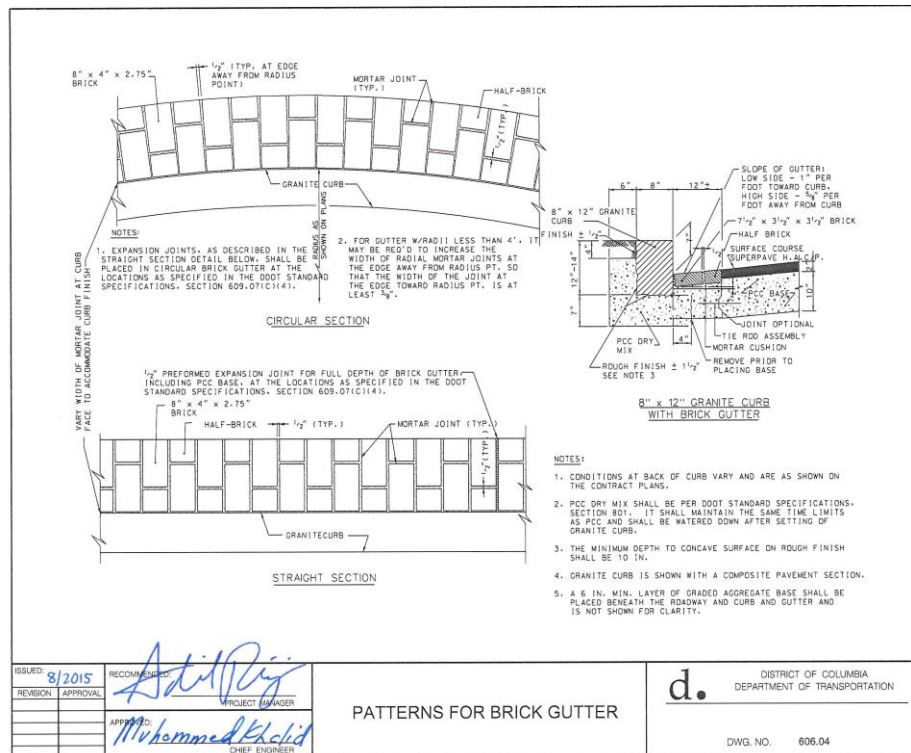
- a) Request modifications to the 311 system to address accessibility requirements
 - b) Conduct education campaign to inform the public about the expanded 311 system
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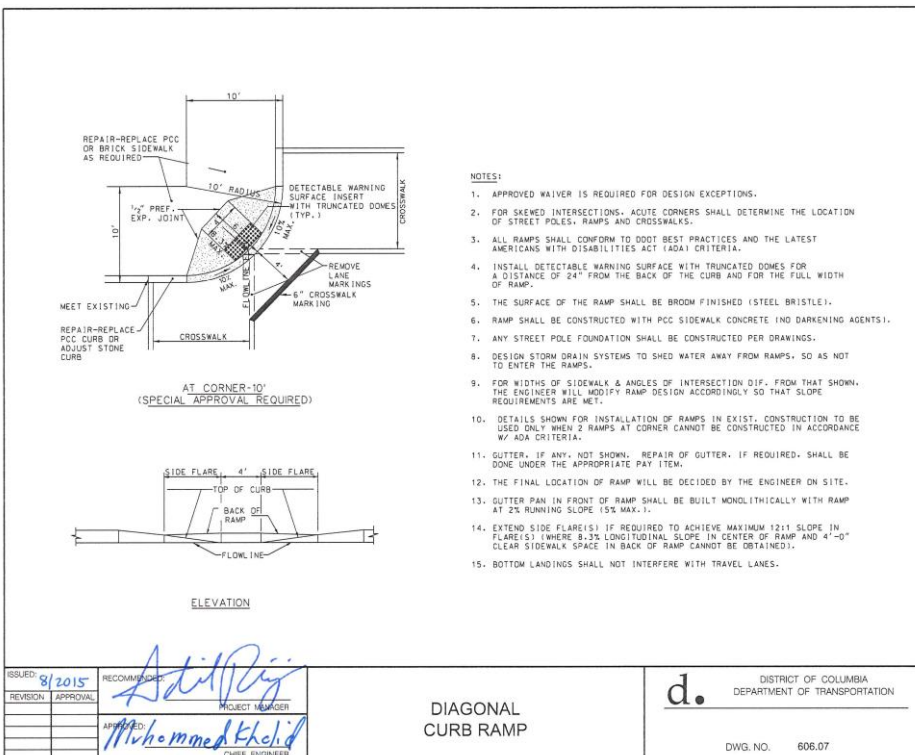
4. The ADA Transition Plan team will utilize the District's Cityworks Program (Riva Model – Proof of Concept).
 - a) Determine if GIS overlays can be used to illustrate upcoming projects in the asset database
 - b) Determine if areas not covered can be filled in with the asset database
 5. Grievances filed with the ADA Coordinator will be a priority.
 - a) Complaints investigated promptly
 - b) Legitimate complaints will generate work orders that will be completed through Cityworks
 - c) The ADA Coordinator will monitor the status of work orders to ensure projects are completed and are reported back to the grievant
 6. The ADA Transition Plan team will consider reports submitted to Vision Zero.
 - a) ADA concerns will be converted to Cityworks work orders and addressed accordingly
 - b) Valid safety concerns for accessibility will generate work orders completed through Cityworks
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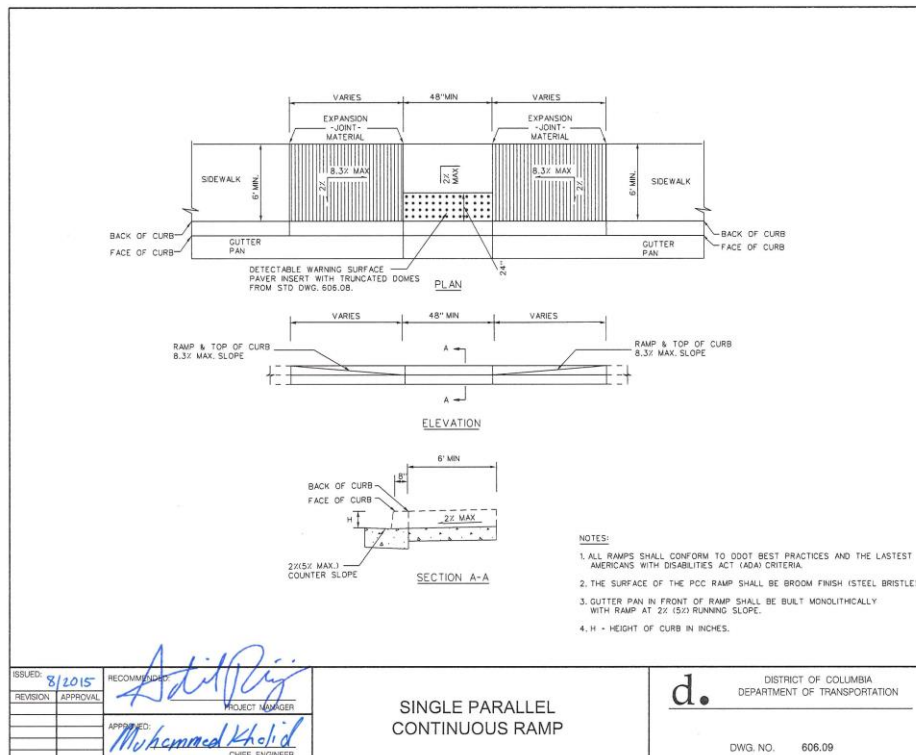
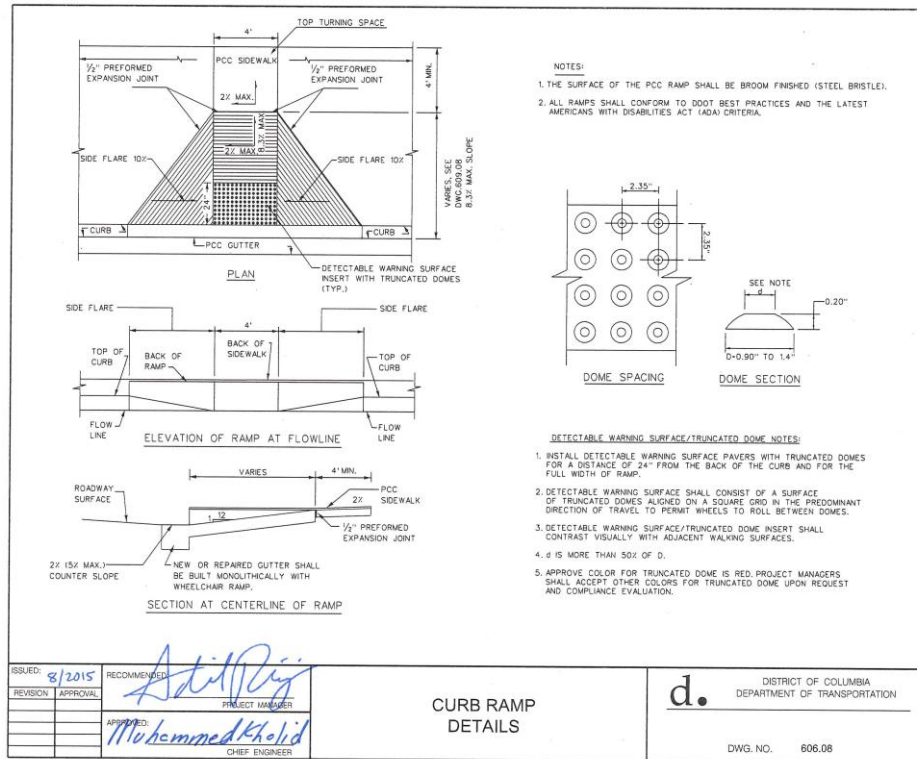
Methods for Ensuring ADA Compliance

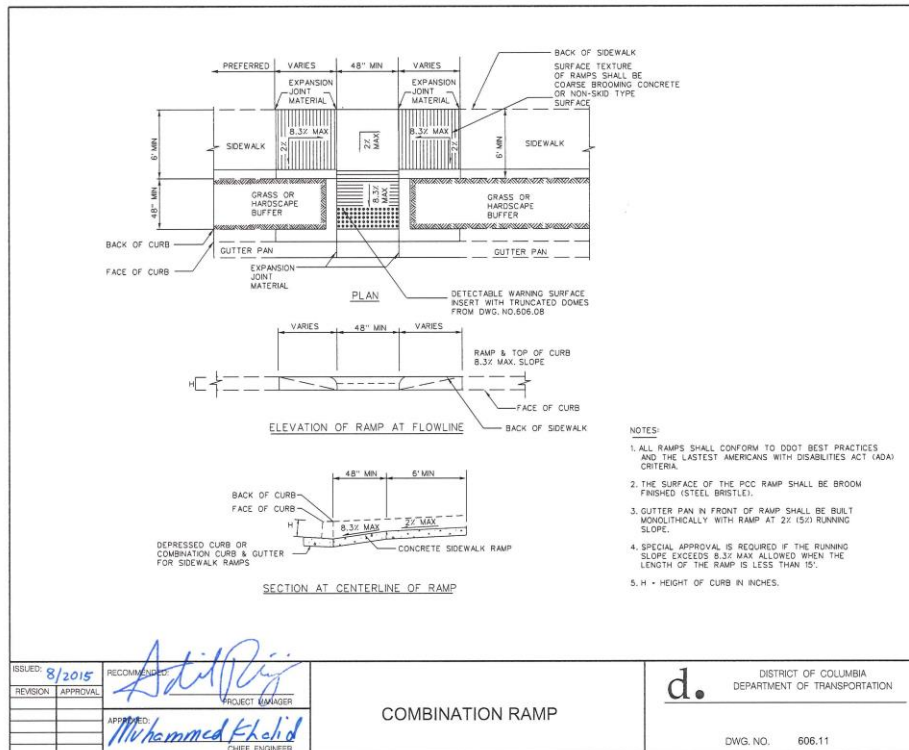
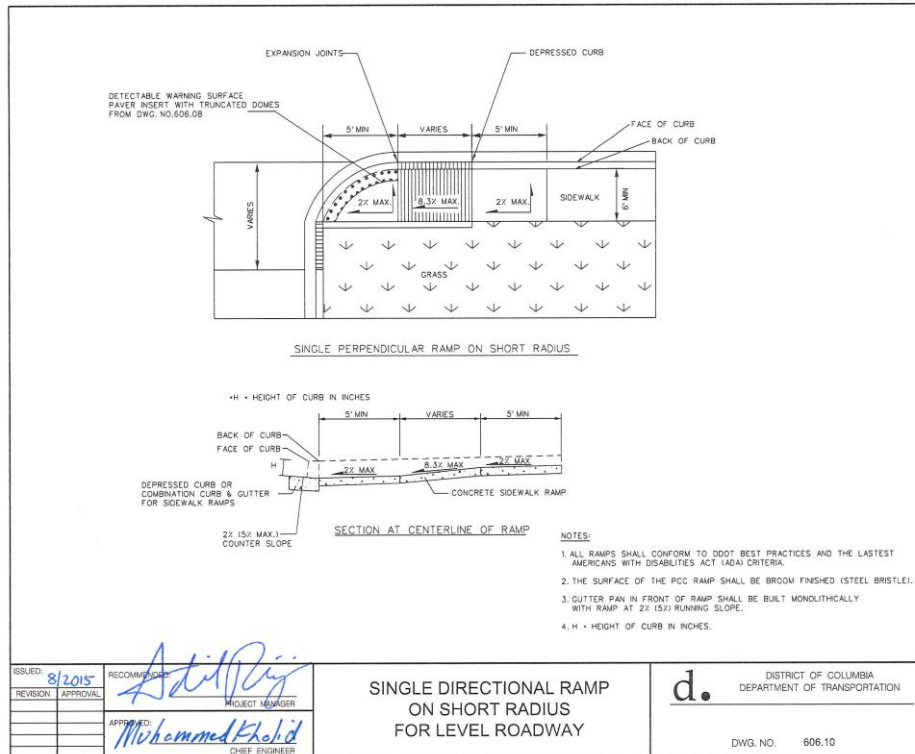
Administrations within DDOT will be following ADAAG (2010 standards) and PROWAG (latest editions) and have strengthened the standards for DDOT's 2015 Standard Drawings (September 2015). The following drawings will be used in bringing DDOT's assets into ADA compliance:

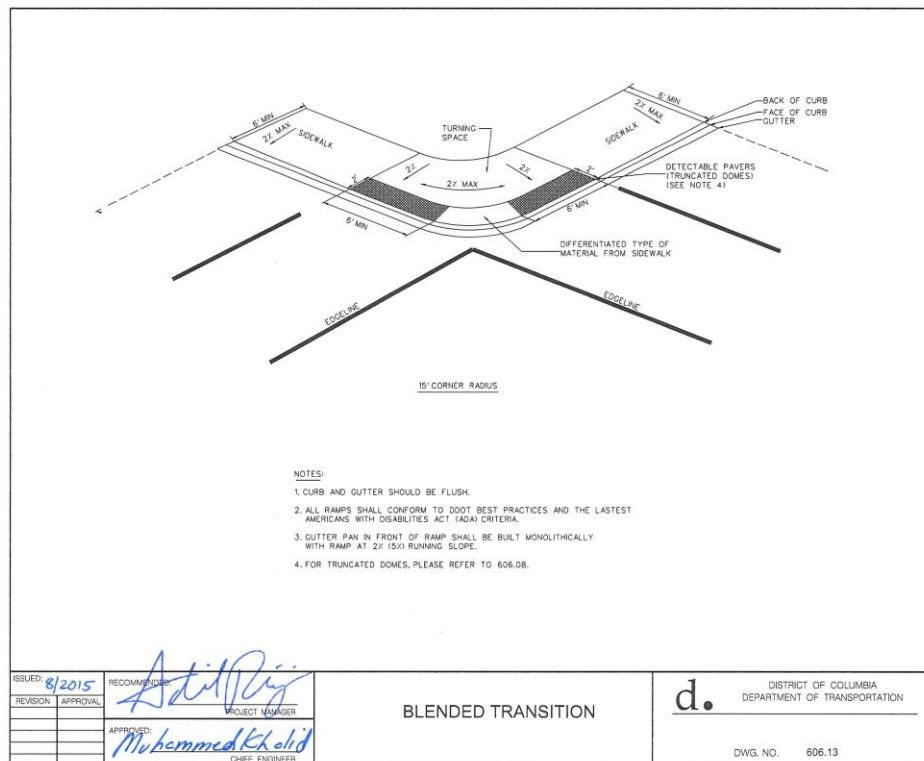
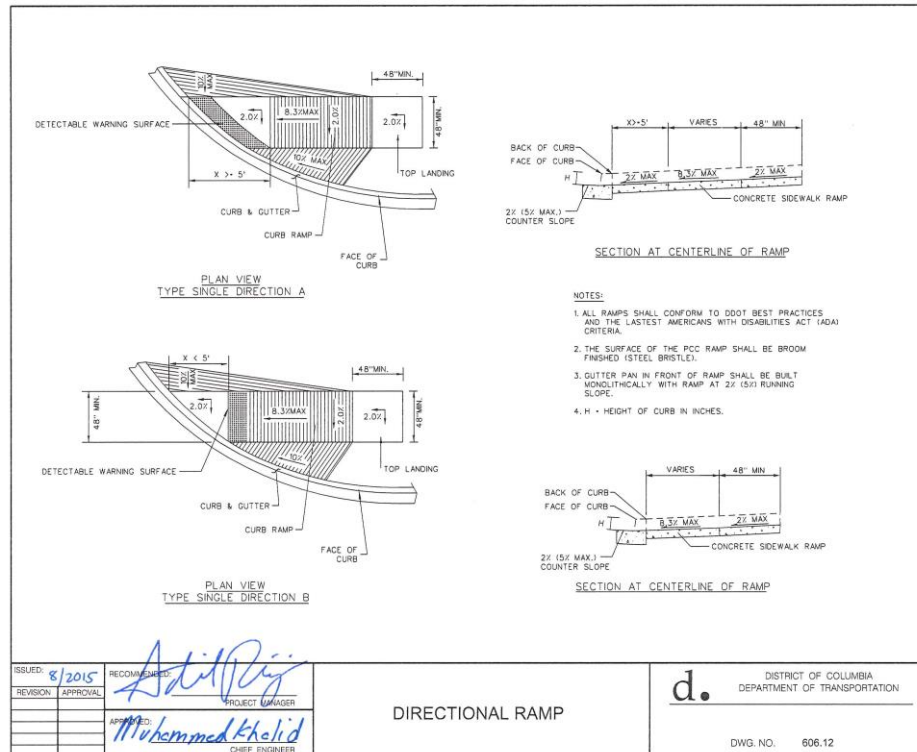













IV. Policies and Procedures

Completed

1. A general “Commitment to Non-Discrimination and Policy for Equal Access” has been developed and is included in the beginning of this document. It must be stressed to DDOT’s engineers, developers, inspectors, and contractors in the District that DDOT is commitment to implementing ADA compliance in the public right-of-way. The commitment is a general overview that all phases of construction, including feasibility, planning, design, construction and inspection will incorporate ADA compliance.
2. A grievance procedure has been established. The ADA Coordinator will track and monitor the resolution of complaints. The resolution of complaints needs to be timely and should be able to access funding already in place. For example, some complaints regarding non-compliance may need to be resolved immediately due to legitimate safety concerns, and cannot wait until the next budget cycle and project programming.
3. DDOT will ensure there is on-going participation by staff, contractors, and consultants regarding participation in ADA training. They will utilize DDOT University to track all training both inside and outside of the agency. For technical training involving inspections including measurements, a competency exam is recommended. This type of training should be a certification and renewable every two years is mandatory.

Planned

1. Each administration within DDOT will develop their own policies and procedures which will apply to planning, design, and construction, and also provide access for those people with disabilities to programs, services, and activities conducted by DDOT.
 2. The policies and procedures to be developed will guide the monitoring of activities by DDOT, to ensure their effectiveness and compliance with the ADA, and provide a method for escalation to another level of DDOT management if certain projects or activities prove to be ineffective.
 3. Explore possibilities of integration of the grievance and mitigation procedures into the Cityworks Software. This will serve to enhance timely resolution of complaints and communication between DDOT administrations. The system can also be reviewed by DDOT’s General Counsel for potential legal issues and emerging trends.
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4. A policy and procedure should be developed and implemented for an accommodations statement to appear on publications sent out and developed outside of the Communications Office. The time for requests to be fulfilled has been established at seven days.
5. A policy requiring ADA compliance standards will be developed and located on the DDOT website. Policies will be updated as legal trends and court decisions emerge.



V. Interdepartmental Coordination and Training

While DDOT is making progress towards the implementation of accessibility in the public right-of-way throughout the District, DDOT is planning to make administrative changes within its organization in order to become fully proficient in the implementation of ADA accessibility improvements throughout all of its functions. DDOT is reorganizing and realigning the Department and the Director is designating an Equity and Inclusion Officer, a senior-level executive in the Office of the Director, to ensure ADA compliance throughout the agency. This person will work directly with the Director and have oversight over the activities of the Office of Civil Rights. In addition, the following recommendations will support DDOT's progress toward full compliance with ADA regulations.

Policies

1. DDOT Administrations including IPMA, PSA, TDA, TESA, UFA, PSRA, TOA, and PGTA will develop specific policies and procedures manuals and will be instituted in the next year to include guidelines for implementing ADA accessibility in their daily activities.
2. The ADA Coordinator is the lead in monitoring and reporting on policy development and ensuring that each DDOT administration has its own policy and procedures.
3. The Training Office coordinates with the ADA Coordinator to prepare, deliver and track all training efforts regarding ADA policies and procedures.
4. DDOT's "Design and Engineering Manual" (DEM) (April 2009) incorporates the ADA policies and procedures so that the Architecture/Engineer/Construction (A/E/C) community is fully aware of the policies. Standards should exceed, or be consistent, with ADAAG and PROWAG.
5. Two million dollars in federal and two million dollars in local funding is made available for non-capital related projects so that staff has access to funding to ensure ADA compliance in their activities.

Staffing

1. DDOT is reorganizing and realigning the Department and the Director is designating an Equity and Inclusion Officer, a senior-level executive in the Office of the Director, to ensure ADA compliance throughout the agency. This person will work directly with the Director and have oversight over the activities of the Office of Civil Rights. This

does not remove the current reporting responsibilities of the Office of Civil Rights, but provides a level of support that is needed to emphasize the importance of ADA compliance throughout DDOT.

2. The ADA Office should consist of a full time team that can perform audits of all DDOT administrations. Prior to hiring any additional DDOT staff skilled in ADA compliance and its application for transportation infrastructure projects, DDOT can procure a program management contract with a reputable A/E firm to provide staff support to the ADA Office.
3. DDOT will utilize the Office of General Counsel, who have expertise in handling ADA compliance issues, and will provide commentary and participate in the drafting policies and action items for the agency.

Training

1. Training will continue to be provided to DDOT staff at all levels.
2. Training is to be offered on an annual basis, with refresher specialized courses available regularly throughout the year.
3. Training courses include real-world examples and field trips, if necessary, so that staff can view applications that directly relate to their specific monitoring and inspection responsibilities.
4. Training materials are to be made available, on-line, for staff use. Pocket manuals, checklists, guidelines for various applications, and standard drawings are to be made available for staff use after they receive training.
5. Training will be focused on the following areas:
 - a) Implementation of ADA policies in planning activities
 - b) Implementation of ADA Policies in Design and Construction to be consistent with “Design and Engineering Manual (April 2009)”
 - c) Interagency coordination for ADA compliance
 - d) Inspecting for ADA compliance in work zones and on construction sites
 - e) ADA compliance for developers, designers, and contractors for projects impacting the public right-of-way.

Completed ADA Training for DDOT Staff


Accessible Signal Training - June 3, 2012, well attended with about 40 participants. This course was taught by Janet Barlow, Certified Orientation and Mobility Specialist, Accessible Design for the Blind, and by Daniel Carter, PE – University of North Carolina Highway Safety Research Center.

This course presented information on current Accessible Pedestrian Signals (APS) technology and guidance on selecting features and designing installations. It consisted of seven modules:

- Accessible Pedestrian Signals (APS) and Accessible Public Rights-of-Way
- Travel Needs of Blind or Low Vision Pedestrians / Understanding Traffic Signals and Modern Intersection Design
- APS Features
- When to Install APS
- Designing Installations
- Installation, Operation, and Maintenance
- Public Education on APS

Advanced ADA Design Training – March 2-4, 2011.

The 3-day training was organized as follows:

- Day 1 included general training: guiding ADA principles, applicable laws and regulations, understanding the user, sidewalks (PAR, surfaces, slopes, etc.), curb ramps (design basics, types, advantages and disadvantages, etc.), detectable warning pavers, and accessible pedestrian signals (APS). In addition, curb ramp inspection forms were also part of discussion.
 - Day 2 provided a comprehensive and interactive training on advanced compliant curb ramp design using several DC on-street examples with ‘before’ and ‘after’ design solutions as well. Hands on, in field sessions were also conducted to provide a practical application of classroom instruction for the remediation of a challenging ADA PROW non-compliant condition for both design and post construction conditions.
 - Day 3 covered unique design examples with DC on-street examples. Topics reviewed included tabling, accessible lay-by designs, crosswalks, storm water management, and work zones. The training ended at mid-day on Day 3.
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In addition to the training, participants were asked to undertake a pre and post-knowledge assessment to indicate the state of their understanding of ADA compliance as applicable to the PROW. The pre-test had 10 questions covering basic ADA requirements while the post-test had 10 questions as well but covered more advanced ADA design elements. The results are shown in the table below:

	Pre-Test	Post-Test
Less than 5	35.5%	33.3%
Between 5-7	48.4%	58.3%
Greater than 7	16.1%	8.4%

The results indicate that awareness and basic ADA knowledge significantly improved among staff and consultants. However, further extensive training is required to educate both staff and consultants on curb ramp design issues (as opposed to utilizing a standard typical on every plan.)

ADA Inspection Training – Feb. 22, Feb. 29, Mar. 8 and Mar. 15, 2012.

The ADA Inspection Training was designed to assist employees responsible for creating pedestrian facilities that are accessible to all Americans. This often presents many challenges to those involved with roadway design and engineering services. Those seeking to design and/or modify existing facilities must take into account the requirements, guidelines, and special considerations of federal as well as the District Department of Transportation (DDOT) standards.

The various reference standards (2010 ADA Standards, Draft PROW Accessibility Guidelines, and DDOT Standards) created the need for DDOT staff to receive training in the best practices for compliance with ADA regulations. In order to meet ADA compliance requirements the District Department of Transportation (DDOT) Civil Rights Division planned an intensive training program to provide DDOT's engineering and technical staff with targeted, comprehensive, relevant, up-to-date, professional, and time-efficient training in ADA PROW compliance, incorporating specifications established in DDOT's Design and Engineering Manual and current DDOT ADA Coordinator issued guidelines. This course was intended to train DDOT employees in

ADA compliance as it applies to PROW by creating a hands-on classroom experience with sample review of numerous public space permit applications.

“ADA Compliance Counts” Workshops

Workshop 1: October 8, 2015 Participants: Wards 3 and 4

Workshop 2: October 8, 2015 Participants: Public Space Inspectors


Workshop 3: October 9, 2015 Participants: Wards 1 and 2

Workshop 4: October 13, 2015 Participants: Wards 5 and 6

Workshop 5: October 20, 2015 Participants: Wards 7 and 8

Workshop 6: October 22, 2015 Participants: Permitting Office

Monitoring

1. As part of the development of policies and action items, DDOT will further explore integration of existing database systems (e.g., Protrack, Cityworks, and Asset Inventory). This will benefit the overall monitoring of progress for ADA compliance.
 2. The Asset Inventory software tool that was developed to conduct the initial inventory will continue to be used to measure the District’s progress in complying with the ADA. Field inspectors will be trained to use these software tools.
 3. The ADA Coordinator will have the ultimate responsibility for coordinating the asset inventory collection, training of all inspectors, conducting system maintenance, and reviewing project plans, schedules, status, progress at quarterly intervals.
- 


VI. Grievance Program

Any person with a disability, or any parent or guardian who represents a minor person with a disability, who believes that they have been the subject of disability-related discrimination on the basis of the denial of access to facilities, programs, or services, may file a grievance or complaint.

DDOT provided training to the telephone operators who work the Customer Service Request (CSR) system, also known as 311, for data entry of ADA related complaints and is adapting the current Cityworks program to meet the tracking and monitoring portion of the requirement. It was discussed with the ADA Coordinator that the system should be able to record and track the following:

- Date of initial request
- Type of request/nature of concern
- Informal complaint or formal grievance
- Person(s) who made the request
- Contact information of person(s)
- Communication by DDOT regarding the request
- Action taken to meet and resolve the request with date(s)
- If resolved, date resolved and the method or methods used to resolve the issue and/or provide the accommodation
- If unresolved, entries should be tracked regarding the action taken, the results and a statement provided as to why assistance or resolution was not provided or was not successful
- Note of any unresolved complaints
- Inclusion of a strategy and timeline for the projected resolution of the unresolved complaint
- Expected expenditure of funds
- Actual expenditure of funds
- Follow-up activities such as permits or planned barrier removal

Cityworks is one of the tracking systems recommended to track accommodation requests for persons with disabilities including the type of request and whether the



accommodation was provided. The tracking system for accommodations will also provide information regarding the work order number and type of accommodation requests made over time and provide security and privacy for requests of a medical or sensitive nature to protect sensitive information. Cumulative tracking for examination of trends, development of longitudinal data, and additional data will inform DDOT and enable future planning and budgeting processes.

Grievance Procedures

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the District Department of Transportation (DDOT). The District of Columbia's Personnel Policy governs employment-related complaints of disability discrimination. The ADA Coordinator is responsible to ensure that reasonable accommodations are made for those individuals with disabilities. All grievances are handled in the strictest confidential manner.

A written complaint should be filed on the ADA Grievance Form attached hereto. The written complaint should contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem.

Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available for persons with disabilities upon request.

The complaint should be submitted by the grievant and/or his/her designee as soon as possible, to:

César Barreto

ADA Coordinator


55 M Street SE, 4th Floor, Washington, DC 20003

Phone: 202-671-2829

TTY: (202)671-2800 or 711

E-mail: cesar.barreto@dc.gov

Within 15 working days of the submitted complaint, César Barreto or his designee will respond in writing, and where appropriate, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of DDOT and offer options for substantive resolution of the complaint.



Within 60 working days of receipt, the ADA Coordinator or his designee will conduct the necessary investigation to validate the complaint and description of resolution. If appropriate, the ADA Coordinator or his designee will coordinate a meeting with the grievant to discuss the complaint and to reach an informal determination. Any determination will be documented in the ADA Complaint Form.

If an informal determination of the complaint is not reached, a written determination validating the complaint and the description of the resolution, if appropriate, shall be issued by the ADA Coordinator or his designee. A copy of the determination will be forwarded to the grievant, in an accessible format, within 90 days of the receipt of the ADA Complaint Form.

If the response by the ADA Coordinator or his designee does not resolve the issue, the grievant may request reconsideration if he/she is dissatisfied with the formulated determination. The request for reconsideration shall be prepared and filed with the ADA Coordinator within 10 working days of receiving the determination. The ADA Coordinator shall review the request for reconsideration, make a final determination, and forward a copy to the grievant within 90 days of filing the request for reconsideration.

If the grievant is dissatisfied with DDOT's handling of the grievance at any stage of the process or does not wish to file a grievance through the DDOT's ADA Complaint Form, the grievant may file a complaint directly with the United States Department of Justice or other appropriate state or federal agency. Use of DDOT's ADA Complaint Form is not a prerequisite to the pursuit of other remedies.

The determination of any specific complaint will require consideration of varying circumstances.

- The specific nature of the disability;
- The nature of the services, programs, or facilities at issue and the essential eligibility requirements for participation;
- The health and safety of others;
- The degree to which an accommodation would constitute a fundamental alteration to the program, service, or facility, or cause an undue hardship.

Accordingly, the determination of any one complaint does not constitute a precedent upon which DDOT is bound or upon which other complaining parties may rely.

The ADA Coordinator shall maintain ADA Complaint Files for a period of 5 years.



GOVERNMENT OF THE DISTRICT OF COLUMBIA**DEPARTMENT OF TRANSPORTATION****Office of Civil Rights****ACCESSIBILITY COMPLAINT/ GRIEVANCE FORM**

It is the policy of the District of Columbia Department of Transportation (DDOT), not to discriminate on the basis of disability in admission to, access to, or operations of its programs, services, or activities. All attempts will be made to resolve such matters through informal means at any stage of the process.

DDOT has established a grievance procedure to meet with the requirements of Section 504 of the Rehabilitation Act of 1973, as amended, and Title II of the Americans with Disabilities Act of 1990. This Accessibility Complaint form should be used by individuals wishing to file a complaint to DDOT on the basis of disability, regarding access to the services, activities, programs and facilities of DDOT.

Grievant:

Name:	Date:
Address:	
City:	Zip:
Phone Number:	Email:

Is the person filing the grievance the same as grievant? ☐ Yes ☐ No

If No - Name of person filing the grievance:

Address:	
City:	Zip:
Phone Number:	Email:

Location of Grievance Occurred:

Address:		
City:	Zip:	Date:
Description of Area:		

Has Complaint been filed with another agency?

☐ Yes

☐ No

If Yes;

Name of Agency:

Contact Person:

Date Filed:

Complaint:

Requested Action to correct complaint:

Grievance/ Complaint Received by:

Date Received:



VII. Standards and Regulations

Since the emphasis is on Public Right-of-Way, two documents most often referred to in planning ADA Transition Plans are the ADA Accessibility Guidelines (ADAAG) and the Public Rights of Way Accessibility Guidelines (PROWAG). However, DDOT has more stringent requirements in place and use their own ***“Design and Engineering Manual” (DEM)*** (April 2009) and the 2015 DDOT Standard Drawing (September 2015) as the primary references throughout DDOT’s Administrations. The DEM goes above and beyond the ADAAG and PROWAG requirements and is considered to be DDOT’s guideline of preference to be followed for accessibility compliance.

PROWAG is currently awaiting final rule making so it is functional as guidance. The proposed guidelines are developed specifically for pedestrian facilities in the public right-of-way and address conditions and constraints that exist in the public right-of-way. It is expected that PROWAG will become the minimum Federal requirement soon. However, as this guidance cannot be diminished in the administrative rulemaking finalization, it does set forth what can be regarded as baseline standards for ADA compliance. Depending on the modifications and contents of the final regulations, the ADA Transition Plan may also have to be revised. Similarly, when other regulations are implemented, the ADA Transition Plan will also need to be updated to reflect those changes. If DDOT chooses to abide by the requirements set forth in their own ***“Design and Engineering Manual (DEM)”***, which is more rigorous than ADAAG and PROWAG, it is anticipated that no changes to the ADA Transition Plan will be necessary.

The goal of the District is to make all pedestrian access routes in the public right-of-way accessible to people with disabilities. Sidewalks, street crossings, and other elements in the public right-of-way can pose challenges to accessibility.



VIII. Public Outreach and Advisory Group

Two public meetings were conducted in an effort to allow District residents to participate in the development of the ADA Transition Plan. In addition, DDOT collaborated with multiple organizations to plan three events to inform the public of the ADA Transition Plan and give them an opportunity to participate.

The ADA Transition Team conducted a brief presentation, including a participatory activity in which attendees were asked to prioritize the areas they felt needed the most attention in regards to accessibility.


The events were held at Mt. Pleasant Library on September 30, 2014 and Matthews Memorial Baptist Church October 2, 2014.

In addition, the team attended these events to share information packets:

- Gallaudet Homecoming
- Mayor's Disability Awareness Expo
- Columbia Lighthouse for the Blind 5K

DDOT ADA Transition Plan Advisory Group Initiative

An advisory group for the DDOT ADA Transition Plan was established to provide a committee of interested citizens and experts to review the direction of the plan, its findings, recommendations, and conclusions. The group serves as a barometer of the community and provides important feedback regarding the direction of the plan and can offer suggestions for improvement. The group is also a conduit to the community to raise awareness of the plan and solicit input.



Advisory Group Members

The ADA Transition Plan Advisory Group is made up of 11 individuals who expressed interest in joining the committee. Advisory Group members include persons with disabilities, organizations that represent persons with disabilities, and other interested stakeholders. Below is a list of the individuals on the Advisory Group.

Mr. H. Clifton Grandy

Mr. Clarence "Buddy" Moore

Mr. William Haynes

Mr. Bernard Crawford

Mr. Jerry Wall

Mr. William Staderman, Ph.D.

Ms. Donna Smith

Ms. Angela C. Belfort

Mr. Siavosh Hedayati, M.S., R.T.C.

Mr. Oliver Washington


Mr. Michael Arrington

Meetings

The Advisory Group has held two meetings to date at DDOT Headquarters, 55 M Street, SE, Washington, DC 20003 from 10 AM to 12 noon. The purpose of the first meeting, conducted on December 18, 2014, was to provide an overview and discussion of the DDOT ADA Transition Plan team's progress. A follow up meeting was held on January 22, 2015 to discuss the layout of the final report, and for the group to provide any suggestions and concerns regarding the plan, address any concerns that might be raised during plan implementation. The group is also encouraged to provide input to the DDOT ADA Transition Plan team.

Duties of the ADA Transition Team Advisory Group

The Advisory Group serves an important function for DDOT in their review and provides recommendations to enhance ADA compliance analysis. Similar to past meetings with



the Advisory Group, future discussions, recommendations and suggestions from the Advisory Group will be open and topics will not be restricted as long as they pertain to the ADA Transition Plan and its implementation. The group's recommendations will be evaluated and incorporated to help improve the final plan. Methods for communicating information and input from the Advisory Group will be established to allow members to provide their input to DDOT for further plan updates.

Accommodations

Advisory Group members needing special accommodations to participate in the meetings held to date were able to contact DDOT to make such arrangements. For future meetings, members needing accommodations (e.g., meeting handouts in Braille) should contact César Barreto, the ADA Coordinator, at (202)671-2829.

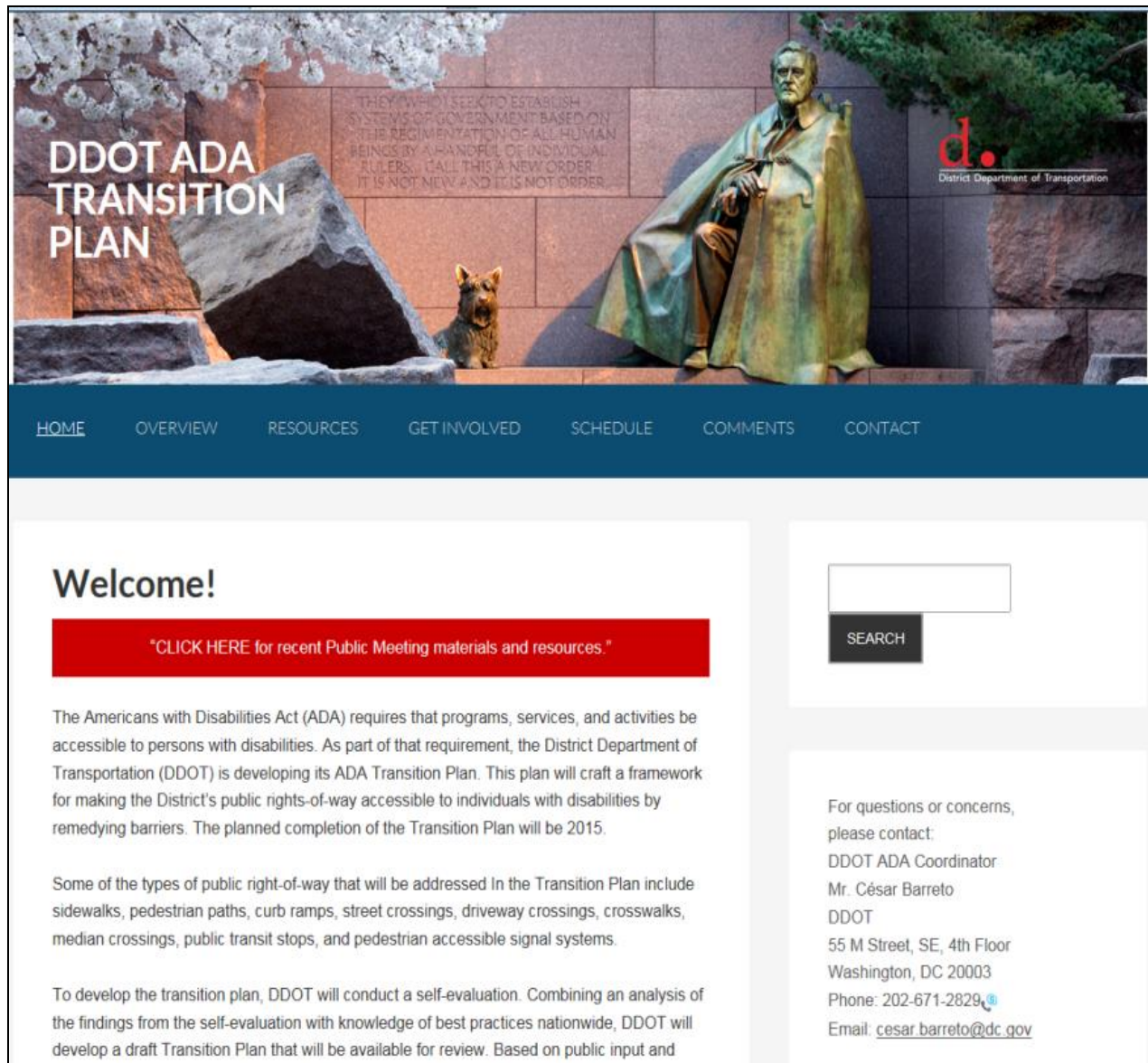
The following chart indicates some examples of the comments that were provided during the public outreach effort for the ADA Transition Plan.

DDOT ADA Transition Plan Public Meetings – Public Comments					
What barriers or difficulties have you encountered that do not allow you access as a pedestrian?	What do you think is the most important barrier to be removed?	What other barriers would you like removed?	List any other areas that you feel are important for accessibility:	List any areas or improvements that have assisted you with access that you find to be helpful:	Other comments or concerns?
5th Street NE, Florida Ave., NE to K St. NE. The sidewalks are no good – curb assembly.	When construction is being done, it is difficult to get by.	Poles are blocking sidewalks.	Wheelchairs – also bus stops and seats available.	N/A	Remember - this could be you, your parents, your grandparents or your children.
Uneven sidewalks & curbs, lengthy crosswalks, snow banks in winter.	Uneven sidewalks & curbs, lengthy crosswalks, snow banks in winter.	Uneven sidewalks & curbs, lengthy crosswalks, snow banks in winter.	Bicycles on sidewalks.	Proactive ANC's & Commissions.	More public outreach & forums.

DDOT ADA Transition Plan Public Meetings – Public Comments					
What barriers or difficulties have you encountered that do not allow you access as a pedestrian?	What do you think is the most important barrier to be removed?	What other barriers would you like removed?	List any other areas that you feel are important for accessibility:	List any areas or improvements that have assisted you with access that you find to be helpful:	Other comments or concerns?
Two unpaved alleys on both sides of 1200 Talbert St. SE 20020.	Fallen stone wall on Mt. View near Talbert Street entrance.	N/A	At least one sidewalk on all streets. Pave alleys, especially when resident calls it in.	N/A	N/A
Crumbled sidewalks, steep curb ramps, signs covered by tree branches. No signs indicating elders and disabled persons crossing. Curb not cut for wheelchairs. My daughter is disabled. Excessive speeding drivers.	Speeding drivers. More signage. Lights like at Metro in front of Recreation Center.	Stop signs at intersections on top of hills- 18th Pl. & Erie. Stop sign at bottom of hill at Morris Rd. by OLPH Church (Elvans Rd.)	Double parking, blocking sidewalks with cars not moving- 24104 block of 18th St. cars parked over 12 months.	Crossing Street before corners.	Thank you!

The ADA Transition Plan team developed a website to provide community stakeholders with information regarding upcoming meetings, a portal for collecting comments, and a tool for connecting to resources. This website will be updated to include the ADA Transition Plan as submitted to the Federal Highway Administration and comments will be solicited from the public.

The website address is <http://adaplanddotdc.com>.



IX. Inventory of Barriers

The DDOT Asset Inventory System collects and stores public right-of-way assets in a digital form in an enterprise database. This spatial data is then served up through a customized web application capable of viewing the status and priority of assets along with a variety of reporting tools. It is planned to move forward collecting/maintaining five principle asset types (sidewalks, curb ramps, crosswalks, bus stops, and accessible pedestrian signals). Asset collection/assessment is performed in one of two ways: (1) Collection and attribution via field equipment and (2) Desktop heads up digitization and attribution through the web application.

The system establishes compliance standards based on attributes collected/stored per asset when compared against criteria dictated by the PROWAG, ADAAG, or the Design and Engineering Manual (DEM). This estimate, along with the non-compliant count, allows the system to calculate a rough cost of repairs necessary to bring assets into compliance. The Asset Inventory system calculates a priority ranking for non-compliant assets based on its use and condition. The more an asset is used, the higher the priority. The assets considered unsafe and in poor condition are the highest priorities.

Non-compliant assets with the highest priority rank can be aligned with current and future capital improvement projects in the public right-of-way. In order to align the non-compliant ADA assets with capital program projects, we will facilitate data-sharing between the Asset Inventory system and the capital projects system. The Asset Inventory Evaluation System uses a DDOT street referencing system that is also utilized by their Protrack system (DDOT project tracking). This can allow for the exchange of project data from Protrack to the ADA system in future system upgrades. Additionally, future ADA system upgrades should provide a mechanism for the exchange of non-compliant asset information with ProTrack to establish scheduling of repairs.

Additional recommendations to the self-evaluation process include:

1. The ADA Coordinator maintains a series of Asset Management workshops to provide DDOT staff with appropriate knowledge of how to collect ADA compliance information.
2. An inspector must be required to complete ADA information prior to closing an intake page. Consistency of inspection results due to the properly completed forms provides a more thorough and reliable database, and allows for photographs of all assets in the database to be viewed.

3. The capability and methodology will be developed to allow the field inspector to edit their own work in order to make corrections in the office or in the field.
4. The Asset Inventory software tool has a feature that allows the user to edit assets following their construction and are considered accessible. This feature color codes the point of the asset to show compliance and the history remains with the asset. This allows DDOT to see progress in achieving accessibility in the PROW.
5. Reporting differences among inspections teams are to be noted and clarified. A quality control (QC) audit is used to review the consistency and reliability of all data collected among the different inspectors. The data collected should be consistent, reliable, and accurate between surveyors.
6. The ADA Coordinator manages additional desk and field QC audits following the completion of the reporting and management features of the software.



X. FY '16 Action Plan for ADA Accessibility Improvements

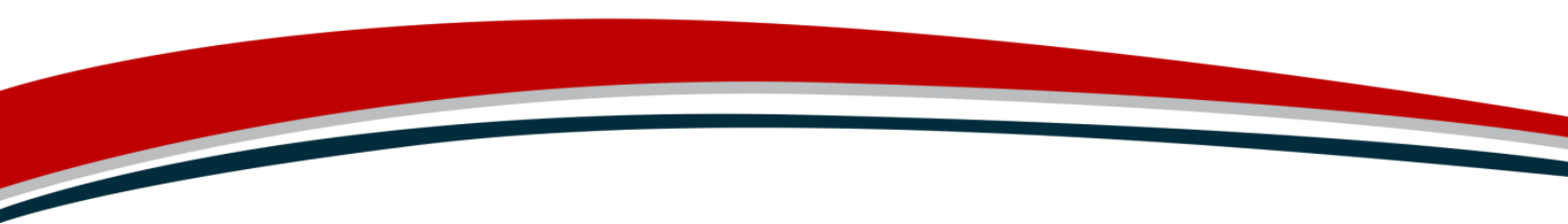
Full ADA compliance of all transportation assets in the District is not expected within the next year or even next several years. Rather, the expectation is that this process is a transition that will take place continuously as the 2010 standards and PROWAG become standards for all future transportation projects in the District. DDOT will continuously review the Inventory of Barriers and determine which assets are priorities to be brought up to acceptable ADA standards according to the 2010 standards, PROWAG, and the Design Engineering Manual that DDOT holds all administrations accountable to upholding.

Consistent and comprehensive data collection and management is to be used to collect field data; provide centralized access to and management of data, prioritize, track, monitor, document progress, update plans, and prepare reports. Data collection and management was defined as a key component for a successful plan. The importance of an electronic method for data collection and reporting is of paramount importance and the use of web based software to design and document the implementation of the transition plan. The importance of the capability of the web based program is to produce a wide variety of reports and the items required for an effective transition plan.

When developing the schedule for projects to complete to bring the District's public right-of-way into ADA compliance, DDOT should first determine if there are any existing projects planned that may absorb additional work identified as non-compliant and include it with the budgeted project.

If there are no plans to modify the area which has been determined non-compliant, DDOT must identify funding sources to cover these expenses.

If the work planned is the result of a grievance or a complaint, it is important to bring the area into compliance in a timely manner but also provide clear and concise information to the grievant. Especially if the construction is to be absorbed into another project and may result in a delay, it is important to communicate specific timelines from start to completion.



DDOT FY16 SIDEWALK UPGRADES

Scheduled Work for FY 2016 – ADA Improvements

DDOT -FY16 SIDEWALK ESTIMATES								
NO	WORK TYPE	FUNDING (LOCAL OR FEDERAL)	WARD	BLOCK	STREET NAME	FROM	TO	EST. COST
1	CURB & GUTTER REPAIR	LOCAL	1	2001	KALORAMA ROAD NW	Connecticut Ave	20th Street	\$ 366,396.80
2	SIDEWALK REPAIR	LOCAL	1	1767	COLUMBIA ROAD NW	18th Street	Champlain Street	\$ 233,981.00
3	SIDEWALK REPAIR	LOCAL	1	2524	17TH STREET NW	Euclid Street	Fuller Street	\$ 159,277.56
4	SIDEWALK REPAIR	LOCAL	1	2101	NEW HAMPSHIRE AVENUE NW	V St	W Street	\$ 95,423.89
5	CURB & GUTTER REPAIR	LOCAL	1	1818	KALORAMA ROAD NW	18th St	19th Street	\$ 87,576.50
6	CURB & GUTTER REPAIR	LOCAL	1	642	HOBART PLACE NW	5th St	Georgia Ave	\$ 61,248.87
7	SIDEWALK REPAIR	LOCAL	1	453	MANOR PLACE NW	Park Place	Warder Street	\$ 49,089.07
8	SIDEWALK REPAIR	LOCAL	1	527	HARVARD STREET NW	GEORGIA AVENW	5th Street	\$ 49,037.37
9	SIDEWALK REPAIR	LOCAL	1	609	PRINCETON PLACE NW	Park Place	Warder Street	\$ 43,306.26
10	SIDEWALK REPAIR	LOCAL	1	3560	WARDER STREET NW	Newton Place	Manor Place	\$ 35,563.00
11	SIDEWALK REPAIR	LOCAL	1	3644	WARDER STREET NW	Quebec Street	Rock Church Road	\$ 35,563.00
12	SIDEWALK REPAIR	LOCAL	1	1500-1599	W STREET NW	15th Street	14th Street	\$ 26,726.06
13	SIDEWALK REPAIR	LOCAL	1	439	PARK ROAD NW	Manor Place	Park Road	\$ 17,383.05
14	SIDEWALK REPAIR	LOCAL	1	3626	PARK PLACE NW	Otis Place	Newton Place	\$ 11,343.94
15	SIDEWALK REPAIR	LOCAL	1	453	NEWTON PL NW	Warder Street	Park Place	\$ 8,927.66
16	SIDEWALK REPAIR	LOCAL	1		COLUMBIA RD NW	BELMONT RD NW	KALORAMA RD NW	\$ 12,794.76
17	SIDEWALK REPAIR	LOCAL	2	2100-2103	VIRGINIA AVENUE NW	20th Street	21st Street	\$ 256,292.38
18	CURB & GUTTER REPAIR	LOCAL	2		PENNSYLVANIA AVENUE NW	14th Street		\$ 165,721.33
19	SIDEWALK REPAIR	LOCAL	2	1314	14TH STREET NW	N Street	Rhode Island Ave	\$ 123,218.06
20	SIDEWALK REPAIR	LOCAL	2	441	G STREET NW	5th Street	4th Street	\$ 118,625.38
21	SIDEWALK REPAIR	LOCAL	2	555	4TH STREET NW	F Street	E Street	\$ 102,490.30
22	SIDEWALK REPAIR	LOCAL	2	1248	10TH STREET NW	M ST	N ST	\$ 57,950.92
23	SIDEWALK REPAIR	LOCAL	2	1669	32ND STREET NW	Reservoir Road	Q Street	\$ 53,377.33
24	SIDEWALK REPAIR	LOCAL	2	2501	7TH STREET NW	T Street	Florida Ave	\$ 51,833.15
25	SIDEWALK REPAIR	LOCAL	2	1300	22ND STREET NW	O Street	Newport Street	\$ 50,359.65
26	SIDEWALK REPAIR	LOCAL	2	1200	S STREET NW	12th Street	13th Street	\$ 38,062.77
27	SIDEWALK REPAIR	LOCAL	2	1229	19TH STREET NW	N Street	Jefferson Place	\$ 34,192.95
28	SIDEWALK REPAIR	LOCAL	2		9TH ST NW	GST NW	GPL NW	\$ 20,575.23
29	SIDEWALK REPAIR	LOCAL	2	940	H STREET NW	10th Street	9th Street	\$ 47,882.10
30	SIDEWALK REPAIR	LOCAL	2	3241	M STREET NW	Potomac Street	Wisconsin Ave	\$ 63,250.00
31	SIDEWALK REPAIR	LOCAL	2		11TH STREET NW	EST NW	FST NW	\$ 38,962.00
32	SIDEWALK REPAIR	LOCAL	2		H ST NW	9TH ST NW	10TH ST NW	\$ 47,882.10
33	SIDEWALK REPAIR	LOCAL	2		I ST NW	6TH ST NW	7TH ST NW	\$ 37,950.00
34	SIDEWALK REPAIR	LOCAL	2		PENNSYLVANIA AVENUE NW	10th Street		\$ 31,647.93
35	SIDEWALK REPAIR	LOCAL	3	5550	CONNECTICUT AVENW	Mokinley Street	Morrison St	\$ 84,150.00
36	SIDEWALK REPAIR	LOCAL	3		21ST STREET	VIRGINIA AVENW	E STREET NW	\$ 222,862.94
37	SIDEWALK REPAIR	LOCAL	3	3001	CONNECTICUT AVENW	Devonshire Place	Cathedral Ave	\$ 147,479.05
38	SIDEWALK REPAIR	LOCAL	3	4700	WARREN STREET NW	47TH STREET	48TH STREET	\$ 89,901.20
39	CURB & GUTTER REPAIR	LOCAL	3	3114	MASSACHUSETTS AVENUE NW	Observatory Lane	30th Street	\$ 62,480.39
40		LOCAL	3	3019	MACOMB STREET NW			\$ 60,500.00
41		LOCAL	3	3400 - 3499	29TH STREET NW	ORDWAY STREET	DEAD END	\$ 56,650.00
42		LOCAL	3	5010	38TH STREET NW	GARRISON STREET		\$ 58,960.00
43	SIDEWALK REPAIR	LOCAL	3		LEGATION STREET NW	41ST STREET	42ND STREET	\$ 55,058.16
44	SIDEWALK REPAIR	LOCAL	3	2900-3000	CLEVELAND AVENUE NW	29TH ST NW	WOODLAWN DR NW	\$ 49,012.13
45	SIDEWALK REPAIR	LOCAL	3	4120	42ND ST NW	Van Ness Street	Nebraska Ave	\$ 39,644.78
46	SIDEWALK REPAIR	LOCAL	3	3300	CLEVELAND AVENUE NW	34th Street	33rd Place	\$ 36,740.00
47	CURB & GUTTER REPAIR	LOCAL	3		GARFIELD STREET NW AND BELLEVUE TERRACE NW			\$ 25,102.00
48	SIDEWALK REPAIR	LOCAL	3		FULTON ST NW	34th Street		\$ 19,712.00
49	SIDEWALK REPAIR	LOCAL	3	3600	MASSACHUSETTS AVENUE NW	Garfield Street	36th Street	\$ 15,272.93
50	SIDEWALK REPAIR	LOCAL	3	4500	CONNECTICUT AVENW	Appleton Street	Albemarle Street	\$ 9,862.09
51	CURB & GUTTER REPAIR	LOCAL	3	5000	LOWELL STREET NW	Lowell Lane	Weaver Terrace NW	\$ 8,066.66
52	SIDEWALK REPAIR	LOCAL	3		ALBEMARLE STREET NW	Nebraska Avenue		\$ 2,548.34
53	SIDEWALK REPAIR	LOCAL	3	4600-4799	FULTON STREET NW	49th Street	Foxhall Road	\$ 2,151.12
54	SIDEWALK REPAIR	LOCAL	3		29TH STREET NW	Woodley Road		\$ 1,613.34
55	SIDEWALK REPAIR	LOCAL	3	3701	UPTON STREET NW	37th Street	38th Street	\$ 1,210.00
56	SIDEWALK REPAIR	LOCAL	3		32ND STREET NW	ALBEMARLE STREET	BRANDYWINE STREET	\$ 84,480.00
57	SIDEWALK REPAIR	LOCAL	3		34TH STREET NW	MASSACHUSETTS AVE NW	FULTON ST NW	\$ 59,730.00
58	SIDEWALK REPAIR	LOCAL	3		SHERER PL NW	Chain Bridge Road	Nebraska Ave	\$ 83,160.00
59	SIDEWALK REPAIR	LOCAL	3	4953	W STREET NW	MacArthur Blvd	Potomac Ave	\$ 60,720.00
60	SIDEWALK REPAIR	LOCAL	4	430	PEABODY STREET NW	4th Street	5th Street	\$ 93,190.53
61	SIDEWALK REPAIR	LOCAL	4	327	CEDAR STREET NW	Blair Road	Maple Street	\$ 88,913.64
62	SIDEWALK REPAIR	LOCAL	4		KENNEDY ST NW	1ST ST NW	2ND ST NW	\$ 84,143.20
63	SIDEWALK REPAIR	LOCAL	4	641	INGRAM Street NW	7th Street	5th Street	\$ 82,804.05
64	SIDEWALK REPAIR	LOCAL	4	1300	VAN BUREN STREET NW	13th ST NW	14TH ST NW	\$ 71,707.88
65	CURB & GUTTER REPAIR	LOCAL	4	2742	STEPHENSON LANE NW	29th Street	Nebraska Ave	\$ 62,134.62
66	SIDEWALK REPAIR	LOCAL	4	6418	5TH STREET NW	TUCKERMAN ST NE	UNDERWOOD ST NE	\$ 48,352.24
67	SIDEWALK REPAIR	LOCAL	4	715	VAN BUREN STREET NW			\$ 48,031.59
68	CURB & GUTTER REPAIR	LOCAL	4	6112	32ND STREET NW	Stephenson Place	Rittenhouse Street	\$ 46,720.52
69	SIDEWALK REPAIR	LOCAL	4	3910	8TH STREET NW	Shepherd Street	Randolph Street	\$ 44,847.00
70	SIDEWALK REPAIR	LOCAL	4	4520	GEORGIA AVENUE NW	Buchanan Street	Allison Street	\$ 44,752.60
71	SIDEWALK REPAIR	LOCAL	4		13TH STREET NW	VAN BUREN ST	ASPEN ST	\$ 43,697.03
72	SIDEWALK REPAIR	LOCAL	4	900	WEBSTER STREET NW	Georgia Ave	9th Street	\$ 36,868.54
73	SIDEWALK REPAIR	LOCAL	4	4332	3RD STREET NW	Webster Street	Vannum Street	\$ 28,568.93
74	SIDEWALK REPAIR	LOCAL	4	8200-8299	WEST BEACH TERRACE NW	Dead End	West Beach Drive	\$ 25,738.63
75	SIDEWALK REPAIR	LOCAL	4	5711	27TH STREET NW	Nebraska Ave	Northampton Street	\$ 25,212.00
76	SIDEWALK REPAIR	LOCAL	4	6201	5TH STREET NW	Robboro Place	Rittenhouse Street	\$ 25,010.23
77	SIDEWALK REPAIR	LOCAL	4	5600	2ND STREET NW	Longfellow Street	Kennedy Street	\$ 24,554.40
78	SIDEWALK REPAIR	LOCAL	4		TUCKERMAN STREET SE	EASTERN AVE	KANSAS AVE	\$ 21,223.20
79	SIDEWALK REPAIR	LOCAL	4	5426	30TH STREET NW	Kanawha Street	Military Road	\$ 16,793.34

80	SIDEWALK REPAIR	LOCAL	4	5655	MORELAND STREET NW	Northampton Street	Dead End	\$	16,133.34
81	SIDEWALK REPAIR	LOCAL	4	4120	13TH STREET NW	Upshur Street	Taylor Street	\$	13,519.56
82	SIDEWALK REPAIR	LOCAL	4	1911	SUDBURY ROAD NW	Sudbury Place	Yorktown Road	\$	7,920.00
83	SIDEWALK REPAIR	LOCAL	4	4205	18TH STREET NW	Varnum Street	Upshur Street	\$	60,500.00
84	SIDEWALK REPAIR	LOCAL	4	1800	ALLISON ST NW	18th Street	Blagden Avenue	\$	58,740.00
85	SIDEWALK REPAIR	LOCAL	4	3100-3300	BANNING RD NE	31ST STREET	Bladensburg Road	\$	61,160.00
86	SIDEWALK REPAIR	LOCAL	4		DECATUR STREET NW	KANSAS AVENUE NW	7TH STREET	\$	58,594.60
87	SIDEWALK REPAIR	LOCAL	4		FARRAGUT STREET NW	5TH STREET	7TH STREET	\$	100,122.20
88	SIDEWALK REPAIR	LOCAL	5		SOUTH DAKOTA AVENUE	26TH ST NE, MYRTLE AVE NE	IRVING STREET	\$	228,925.84
89	SIDEWALK REPAIR	LOCAL	5		SARGENT RD, NE	GALLATIN STREET	GALLOWAY	\$	121,549.40
90	SIDEWALK REPAIR	LOCAL	5	1908	SHEPHERD STREET NE	19th Street	20th Street	\$	96,685.03
91	SIDEWALK REPAIR	LOCAL	5	767	KENNEDY STREET NE	Chillum Place	8th Street	\$	69,305.34
92	SIDEWALK REPAIR	LOCAL	5	2718	CENTRAL AVENUE NE	30th Street	Bladensburg Road	\$	66,533.50
93	CURB & GUTTER REPAIR	LOCAL	5	1619	EVARTS STREET NE	Saratoga Ave	17th Street	\$	59,243.70
94	SIDEWALK REPAIR	LOCAL	5	2700-2799	30TH STREET NE	Franklin Street	Evarts Street	\$	50,890.63
95	SIDEWALK REPAIR	LOCAL	5	1436	CHANNING STREET NE	Saratoga Ave	Douglas Street	\$	43,522.40
96	SIDEWALK REPAIR	LOCAL	5	1252	DELAFIELD PLACE NE	Sargent Road	13th Street	\$	28,233.34
97	CURB & GUTTER REPAIR	LOCAL	5	814	21ST STREET NE	I Street	H Street	\$	26,876.94
98	SIDEWALK REPAIR	LOCAL	5	1800	PROVIDENCE STREET NE	Capitol Ave	Gallaudet Street	\$	25,098.12
99	SIDEWALK REPAIR	LOCAL	5	656	6TH STREET NE			\$	24,339.83
100	SIDEWALK REPAIR	LOCAL	5		30TH STREET NE	SOUTH DAKOTA AVE	YOST PLACE	\$	21,356.26
101	SIDEWALK REPAIR	LOCAL	5	1000	PERRY STREET NE			\$	61,050.00
102	SIDEWALK REPAIR	LOCAL	5	1925	UPSHUR STREET NE			\$	58,960.00
103	SIDEWALK REPAIR	LOCAL	5	3209	WALNUT STREET NE			\$	60,280.00
104	SIDEWALK REPAIR	LOCAL	5	5102	11TH STREET NE	GALLOWAY ST NE	Hamilton Street	\$	58,190.00
105	SIDEWALK REPAIR	LOCAL	5	2828	27TH STREET NE			\$	58,300.00
106	SIDEWALK REPAIR	LOCAL	5	1300-1399	PERRY STREET NE	13th ST NE	14TH ST NE	\$	60,115.00
107	SIDEWALK REPAIR	LOCAL	5		SARGENT RD NE	GALLOWAY ST NE	EASTERN AVENUE	\$	60,500.00
108	SIDEWALK REPAIR	LOCAL	5		SHEPHERD STREET NE	18th Street	18th Place	\$	60,390.00
109	SIDEWALK REPAIR	LOCAL	6	700	A STREET NE			\$	211,885.15
110	SIDEWALK REPAIR	LOCAL	6		A STREET NE	3RD STREET	4th Street	\$	214,430.62
111	SIDEWALK REPAIR	LOCAL	6	1610	MARION STREET NW			\$	186,373.26
112	SIDEWALK REPAIR	LOCAL	6	500	E ST NE			\$	164,129.27
113	SIDEWALK REPAIR	LOCAL	6		5TH STREET NW	O Street	P Street	\$	151,627.44
114	SIDEWALK REPAIR	LOCAL	6	1756-1820	E STREET NE			\$	89,115.29
115	SIDEWALK REPAIR	LOCAL	6	213	MORGAN STREET NW			\$	73,002.71
116	SIDEWALK REPAIR	LOCAL	6	1630	D STREET NE			\$	71,805.26
117	SIDEWALK REPAIR	LOCAL	6	1603	CST SE	16th Street	17th Street	\$	55,588.50
118	SIDEWALK REPAIR	LOCAL	6	1721	7TH STREET NW			\$	43,621.78
119	SIDEWALK REPAIR	LOCAL	6	1519	6TH STREET NW	Q Street	P Street	\$	39,581.64
120	SIDEWALK REPAIR	LOCAL	6		6TH ST SE	D ST SE	PENNSYLVANIA AVE SE	\$	30,897.78
121	SIDEWALK REPAIR	LOCAL	7		Potomac Ave, S.W.	SOUTH CAPITOL	FIRST ST	\$	299,383.34
122	SIDEWALK REPAIR	LOCAL	7	2828	LEINFANT SQUARE SE	MINNESOTA AVE SE	PENNSYLVANIA AVE SE	\$	175,724.19
123	SIDEWALK REPAIR	LOCAL	7		FRANKFORD STREET SE	32ND STREET	Branch Ave	\$	138,997.54
124	SIDEWALK REPAIR	LOCAL	7	317	59TH STREET NE			\$	89,271.80
125	CURB & GUTTER REPAIR	LOCAL	7	330	37TH STREET SE	Ridge Road	37th Place	\$	74,354.28
126	SIDEWALK REPAIR	LOCAL	7	305	47TH STREET NE	Dix Street	Olay Street	\$	37,112.30
127	SIDEWALK REPAIR	LOCAL	7	3000	V PLACE SE	31ST STREET	PARK DR	\$	28,300.95
128	SIDEWALK REPAIR	LOCAL	7	5920	FOOTE STREET NE			\$	24,587.17
129	SIDEWALK REPAIR	LOCAL	7	3101	LYNDALE PLACE SE	MINNESOTA AVE SE	Branch Ave	\$	21,113.84
130	SIDEWALK REPAIR	LOCAL	7	1800	CENTRAL PLACE, N.E	Capitol Ave	West Virginia Ave	\$	17,376.32
131	SIDEWALK REPAIR	LOCAL	7	2834	FORT BAKER DRIVE SE			\$	297,000.00
132	SIDEWALK REPAIR	LOCAL	7	29	46TH STREET SE			\$	71,500.00
133	SIDEWALK REPAIR	LOCAL	7	5800	FOOTE STREET NE AND 58TH STREET NE			\$	66,550.00
134	SIDEWALK REPAIR	LOCAL	8	1342-1399	VALLEY PLACE SE	MOUNT VIEW PL	HIGH STREET	\$	171,157.13
135	SIDEWALK REPAIR	LOCAL	8	700	HOWARD ROAD SE			\$	149,982.15
136	SIDEWALK REPAIR	LOCAL	8		IVANHOE STREET SE	IRVINGTON ST	IRVINGTON ST	\$	130,168.59
137	SIDEWALK REPAIR	LOCAL	8	46	GALVESTON PLACE SW			\$	116,013.34
138	SIDEWALK REPAIR	LOCAL	8	2200 - 2258	HUNTER PLACE SE	MORRIS RD	HOWARD STREET	\$	93,336.22
139	SIDEWALK REPAIR	LOCAL	8		CHESTER STREET SE	VALLEY PLACE	MAPLEVIEW PLACE	\$	83,072.00
140	SIDEWALK REPAIR	LOCAL	8	2000-2099	FENDALL STREET SE			\$	73,291.77
141	SIDEWALK REPAIR	LOCAL	8	2425	25TH STREET SE			\$	70,926.16
142	SIDEWALK REPAIR	LOCAL	8	4100-4199	1ST STREET SE	DANBURY STREET	ATLANTIC STREET	\$	69,510.75
143	SIDEWALK REPAIR	LOCAL	8	1621	17TH PLACE SE			\$	65,810.18
144	SIDEWALK REPAIR	LOCAL	8	4004	1ST STREET SW			\$	57,655.15
145	SIDEWALK REPAIR	LOCAL	8	1217	PLEASANT STREET SE			\$	56,107.92
146	SIDEWALK REPAIR	LOCAL	8	10-199	DANBURY STREET SE	1ST STREET SE	SOUTH CAPITOL STREET SE	\$	39,576.10
147	SIDEWALK REPAIR	LOCAL	8	4717	1ST STREET SW			\$	38,485.66
148	SIDEWALK REPAIR	LOCAL	8	202	SAVANNAH STREET SE			\$	37,814.65
149	SIDEWALK REPAIR	LOCAL	8	2809	BUENA VISTA TERRACE SE			\$	36,666.66
150	SIDEWALK REPAIR	LOCAL	8	760	CHESAPEAKE STREET SE			\$	34,664.66
151	SIDEWALK REPAIR	LOCAL	8		FENDALL STREET SE	U STREET	GOOD HOPE RD	\$	23,070.66

BUDGET		\$10,700,000.00	
WARD		\$ ALLOCATED	\$ ESTIMATED
1		\$ 1,337,500.00	\$ 1,293,638.79
2		\$ 1,337,500.00	\$ 1,340,273.56
3		\$ 1,337,500.00	\$ 1,337,067.11
4		\$ 1,337,500.00	\$ 1,339,953.84
5		\$ 1,337,500.00	\$ 1,340,345.31
6		\$ 1,337,500.00	\$ 1,332,058.70
7		\$ 1,337,500.00	\$ 1,341,271.71
8		\$ 1,337,500.00	\$ 1,347,309.74
		\$ 10,671,918.75	

[illegible]

Traffic Signal Upgrades with Accessible Pedestrian Signals

The following signals have been identified for installation or modification of signals. They will follow the Design and Engineering Manual (DEM) for ADA compliance when the work is completed.

No.	Location	Qd.	Ward	Type	Status	Additional Comments	Planned NTP to Construct
1	19th St & H St	NW	2	Installation	Initial submittal reviewed. Waiting for 90% plan submittal.	65% Plan; ADA and communication comments need to be incorporated	
2	5th St & Quincy St & Rock Creek Church Rd	NW	4	Modification	Final design received. Abdi reviews, then to Bill's final approval.	100% Plan; Consultant addressed all comments	
3	S Capitol St & Livingston Rd, SE	SE	8	Modification	Final design received. Needs final review & approval.	All comments (ADA & Comm) sent to Brudis 9.8.14	
4	4th St & Virginia Ave	SE	6	Installation	Final design received. Needs final review & approval.	All comments (ADA & Comm) sent to Brudis 9.8.14	
5	41st and East Capitol Street	NE/SE	7	HAWK	Final design submitted 6.2.15. Yigzaw reviewed, To Bill for final plan approval.	90% Plan; Consultant addressed comments; Harvey to review communication plan	Fall 2015
6	Connecticut Ave & Wyoming Ave, NW	NW	1	HAWK	65% plan reviewed. Waiting for next submission.	65% Plan; NTP issued 8.5.14. Awaiting 90% plan submittal	Fall 2015
7	Georgia Avenue and Sheridan Street	NE	4	Installation	S-2262 Reviewed 90% plan, comments to consultant next week. Promised to build Spring 2015.	90% Plan; Old 2009 drawings from E. Robinson.	NTP to Const.

8	Minnesota Avenue and Metro Bus Exit	NE	7	Installation	90% plan submitted 6.1.15. Yigzaw reviewed. Harvey to review communication plan. To Bill for final plan approval.	90% Plan; NTP issued 10.1.14. 90% complete under Minn. Ave project Phase II.	E.O. June 2015
9	5th Street and Harvard Street	NW	1	Modification	S-108-A Reviewed 100% plan; communication plan to revise, then to Bill for approval.	90% Plan; BAI to address communication plan comments	
10	Wisconsin Avenue and Ingomar Street	NW	3	HAWK	S-2407 Ready for Bill's review & Approval. Comm sent to Harvey for review 9.29.14	Comm comments received 10.1.14	UC
11	18th St, R St and Minn. Ave	SE	8	RRFB	S-2405 Ready for Bill's review & Approval. 9.26.14	NTP issued 7.22.2014. Design first round received	
12	New Hampshire Ave and Otis PL	NW	1	RRFB	S-2406 Bill's final approval. 9.26.14	NTP issued 7.22.2014. UC in FY2015	
13	7th St and New Hampshire Ave and Shepherd St	NW	4	Modification	S-321-C Plans look good. Ready for Bill's review & approval. Comm sent to Harvey for review 9.26.14	Comm comments received 10.1.14	E.O. June 2015
14	13th Street and Spring Rd/Kansas Avenue & 13th Street and Quebec Pl/Kansas Avenue	NW	1	Modification	S-2360-A, S-2361-A Plans look good. Ready for Bill's review & Approval. Comm sent to Harvey for review 9.26.14	Comm comments received 10.1.14	
15	Southern Avenue and Massachusetts Avenue/Byers	SE	8	Modification	S-1933-C completed/BUILT	Replacement of old infrastructure and span cable	
16	11th St, Vermont Ave and S St	NW	1	Modification	Needs ADA & upgrade of infrastructure	Proposal requested 9.30.14. Proposal received 10.1.14. NTP not issued yet.	

17	13th St and Taylor St	NW	1	Installation	No signal. Warranted? Yes. Baker 12/2003.	Proposal requested 9.30.14. Proposal received 10.1.14. NTP not issued yet.	
18	S. Capitol St & Atlantic St	SE	8	Modification	2nd submission 1.5.15. Under review.	ADA & infrastructure upgrade. NTP issued 10.08.14. Yigzaw 5.1.15	
19	S. Capitol St & Elmira St	SE	8	Modification	Awaiting 2nd submission. Initial review 1.5.15.	ADA & infrastructure upgrade. NTP issued 10.08.14. Yigzaw 5.1.15	
20	New York Avenue and Montana Avenue	NE	5	Modification	WaR review , then Bill's approval.	Separate Master/Sub. Make Phase based. UC in FY2015	
21	4555 Overlook Ave and Shepherd Pkwy	SW		Modification	CityWorks issue; In-house evaluation w/ Bill & Anthony; Infrastructure upgrade needed. Proceed to design.	0% Plan; NTP 5.19.15	
22	Georgia Avenue and Webster Street	NW		Installation	School crossing warrant met by DCI study.	0% Plan; NTP 6.1.15	
23	18th St and Benning Rd	NE		Installation	Because of PHB as well as Streetcar service, a full signal is recommended by SWA study.	NTP 7.20.15	
24	Michigan Ave and Perry Pl	NE		HAWK	Peak Hr. and PHB warrant met by SWA study	NTP 7.20.15	
	3rd and I St, SW	SW		Modification	CityWorks issue, Per Anthony & Wasim; Need Infrastructure upgrade for ADA compliance. Perform Signal Modification design for whole intersection, use west-leg ped. signal	NTP 7.27.15	

					now, shelve reminder for future when funding available.		
25	SB MLK Approach - Advance signal	NW	8	Advance warning sign	S-337-G. <u>Final plans received.</u> Yigzaw reviewed. To Bill for final plan approval.	NTP issued 8.16.2014. First round Design received, Comments 10.16.14. Final Plan 11.10.14	
26	Eastern Ave and Laurel St	NW	4	Installation	Not signalized. Warranted? Yes. Baker 10/2004. No submission yet; To Abdi when submission comes.	NTP 12.31.14, Finish design, hold on construction, low priority	
27	Irving St, Hobart Pl and Michigan Ave	NW	1	Modification	Needs upgrade of infrastructure. 65% submittal on 5.19.15, under review.	65% plan; NTP 12.31.14	
28	Maryland Ave and 10th St	NE		Installation	100% submittal on 6.4.15. To Bill for final plan approval (Street light issue).	100% Plan; NTP 3.11.15. Abdi 3.25.15	E.O. July 2015
29	3000 Block of Bladensburg Rd	NE		HAWK	ADA issues on 4.28.15, 65% submittal 6.2.15, Abdi to review soon.	65% plan; NTP 4.13.15. Abdi 5.1.15	Fall 2015
30	Bladensburg Rd and T St	NE		RRFB	Ongoing; ADA issue with JMT;	60% Plan; NTP issued 3.25.15. Yigzaw on 5/1/15	Fall 2015
31	11th St, I-695, M St, SE	SE		Modification	Design started/ ongoing.	0% Plan; NTP 5.26.15	
	Southern Avenue and UMC Eme Entr	SE		HAWK	Only HAWK signal warrant met based on SWA study report. Design started/ ongoing.	0% Plan; NTP 7.7.15	
32	Canal Rd and Reservoir	NW		Installation	Awaiting construction NTP	100% Plan; PEPCO letter to be issued/ NOI	E.O. June 2015
33	27th, O St and Pennsylvania Ave	SE		Modification	100% Plan; design completed by Rohit.	100% Plan; Yigzaw final review	UC

Schedule of Property Development

The District of Columbia is one of the richest, best educated, technologically connected, and fastest growing cities in the nation. In the recent past as a state, it has grown three times faster than the national average. A direct outcome of this population growth has been a boom in building construction. From office development, to retail development, to expansive residential development; D.C. has prospered. All of this building development must engage in a permitting approval process before any construction can be undertaken. The District Department of Transportation's (DDOT) authority in the building process is to protect the public safety and welfare during construction, and to see that the integrity and compliance of the public right-of-way is maintained. Within DDOT the Public Space Regulation Administration is delegated the responsibility to ensure developer's proper adherence to the permitting process and DDOT's standards for design, materials, and construction methods. All building projects impact the public right-of-way to some degree. When construction activity is completed, the public right-of-way must be properly restored. Most major building projects actually incorporate substantial sidewalk upgrades adjacent to their development; which typically includes ADA compliant access to building entrances, new sidewalks, new landscaping, new street lighting and often new traffic signals, and the addition of public amenities in the public right-of-way. These restoration activities are required to comply with all current DDOT design standards. This includes satisfying all applicable ADA compliance requirements. ADA compliance is assessed within DDOT at several nodes in the building construction process. DDOT publishes its design standards and criteria online, which allows developers, architects, and contractors to refer to them when beginning the design phase, whether for permanent infrastructure or for temporary traffic control during construction. When property development proposals are submitted to DDOT for initial review, such as through a zoning modification request, general ADA obligations are brought to bear. Projects that have a significant impact are assigned to a plan review process, called a Preliminary Design Review Meeting. This is a formalized, online, inter-departmental review where staff of all affected services and programs can participate, including ADA. At the time of public space permit application all submitters are notified of their public space obligations and their plans are reviewed for adherence to all standards, including ADA compliance. Applications are not approved until the reviews are complete and the submitted plans, including any revisions required as part of the review process, are determined to be in compliance. Upon commencement of building construction the Public Space Inspections team is tasked with ensuring that the finalized streetscape plans are honored and that all construction complies with DDOT standards.

The following chart is a snapshot of the very fluid planned property development in the District. The extensive quantity of projects represents tremendous future growth. As properties are redevelopment and new streetscapes are constructed DDOT is able to take advantage of the opportunity to significantly multiply its ability to progress in fulfilling its commitment to provide a complete pedestrian way that is accessible to all.

Case				Status		
	Case No.	Project Name Applicant Address	Land Use Program (x amt of residential, x amt of office, x amt of retail etc.)	Phase	Status	Pending DDOT Reportin g Due Date
ZC	06-11L 14-00576	GWU Hillel 2300 H St. NW	17,000 square foot facility 9,1250 SF of leased office space to GWU	Hearings	Hearing	6/13/2014
BZA	18878	Alba 12th Street, LLC 1017 12th Street NW	10-story; 15,144 sf office 0 vehicle parking	Hearing	Waiting for Zoning Order	12/30/2014
BZA	18891	14th & H, LLC 1401 Florida Ave NE 1402-1410 H Street NE	6-story mixed use; 34 DU 0 vehicle parking	Hearing	Waiting for Zoning Order	1/29/2015
BZA	18916	Carver Terrace 4700 block of East Capitol Street SE	178 Senior DU 21 Townhomes 160 parking spaces	Permitting	Awaiting CTR	2/3/2015
ZC BLRA	14-12 15-00606	Angelika Theater Site Edens 1309 5th Street	Consolidated: 38,000-42,000 SF theater 104,000-112,000 office 0 parking spaces Stage 1: 260,000-290,000 SF office or retail 300-475 parking spaces	Hearings	Handover Memo	2/17/2015
BLRA	15-00610	900 11th St SE	49 DU/27 parking spaces	Analysis	Permitting	3/20/2015
ZC	14-22	Walter Reed Zoning	Proposed zoning for 66-acre LRA land	Hearings	Waiting for Zoning Order	3/23/2015
ZC	14-07	Shapiro Site Edens 1250 4th Street NE	420-520 dwelling units 39,600 SF retail 400-550 vehicle parking spaces 142-175 bicycle parking spaces	Permitting	Handover Memo	4/16/2015
BLRA	15-00612	KIPP DC 5300 Blaine St NE	PCS - 1000 students/106 staff/72 parking spaces	Analysis	Permitting	4/20/2015

BZA	18905	Jemal's 9th Street Gang of 3 LLC 1218 9th Street NW	Historic row house conversion to commercial use 20,095 sf 0 vehicle parking	Hearing	Waiting for Zoning Order	4/21/2015
BZA	18915	Aminta, LLC 1330-1336 Pennsylvania Ave SE	4-story mixed use; residential retail 10 DU 0 vehicular parking, 4 bicycle parking	Hearing	Waiting for Zoning Order	4/21/2015
BLRA LTR	14-00603	2800 8th St NE	Self-Storage	Pre- Process	Permitting	4/23/2015
ZC SO	14-18 14-20357	Brookland Manor Rhode Island Avenue NE, Montana Avenue NE, Brentwood Road NE, Saratoga Avenue NE, Downing Street NE, and 14th Street NE	535 existing DU; 2,235 proposed 50,000 sf of existing retail; 226,000 sf proposed retail	Hearing	Waiting for Zoning Order	4/27/2015
ZC BLRA	14-14 14-00602	Jemal's CDC 501 H Street NE	6-story mixed use; 29,725 sf residential 13,482 sf retail 26 DU 8 vehicle parking spaces	Hearing	Waiting for Zoning Order	5/4/2015
ZC	15-01	320 Florida Ave NE	325 dwelling units 8,650 sf retail 153 vehicle parking spaces	Hearing	Waiting for Zoning Order	5/25/2015
ZC	05-38B	View at Waterfront Mill Creek Residential 1162-1198 6th Street , SW	Modification of existing PUD 260 new DUS (down from 324) 5,200 SF retail (down from 8,300) 290 vehicle parking spaces (down from 569)	Hearings	Waiting for Zoning Order	6/1/2015
ZC	15-11	One M Street SE	115,858 SF Office 165 DU 4,851 SF Retail 228 parking spaces (101 residential + 127 office/retail)	Hearings	Waiting for Zoning Order	6/15/2015
ZC SO BLRA	14-21 & 11-15D 15-23238 15-00617	Barry Place 900 Block of Barry Place NW	275-320 DU 9,000 SF Retail 140 Parking Spaces	Hearing	Handover Memo	6/17/2015
ZC	06-46B	Square 701 Jair Lynch 1250 Half Street SE	4 scenarios: 445 residential DU & 60,100 SF retail, 430 residential DU & 68,000 SF retail, 365 residential DU, 80 key hotel, & 60,100 SF retail, or 350 residential DU, 80 key hotel, & 68,000 SF retail.	Permitting	Waiting for Zoning Order	6/22/2015

ZC	14-19	300 M St. NE	400 DU 12,000 SF retail 126 parking spaces	Hearings	Waiting for Zoning Order	6/29/2015
BLRA	15-00619	DGS Kenilworth Recreation Center 1300 44th St. NE	Rec center 17 parking spaces	Analysis	DDOT Report	7/1/2015
BLRA	15-00620	Tilden Hall 3945 CT Ave NW	101 DU - 18 parking spaces 25 DU building addition	Analysis	DDOT Report	7/1/2015
BZA	18967	Buddhist Congregational Church of America 5401 16th St NW	11,000 SF building addition	Analysis	Hearing	7/14/2015
BZA	19030	1826 12th St NW	Convert SFH to Flat	Analysis	Hearing	7/14/2015
BZA	19046	1511 28th St SE	SFH - 2nd Story Addition	No Comment	Hearing	7/14/2015
BZA	19052	2905 28th St NW	SFH - Deck with staircase	No Comment	Hearing	7/14/2015
BLRA	15-00618	Fort Davis Recreation Center 1400 41st Street, SE	Recreation center renovation and addition of a surface parking lot.	Analysis	DDOT Report	7/17/2015
BZA SO	19020	Jemal's Bulldog 1011 K Street NW	downtown 200 room hotel; 4,000 sf restaurant	Analysis	Hearing	7/18/2015
ZC	15-04	Totten Mews PUD	40 townhomes 40 vehicle parking and bicycle parking	Hearing	Hearing	7/20/2015
BZA	19024	1012 Harvard St NW	10 DU 3 parking spaces (5 required)	Hearings	Hearing	7/21/2015
BZA	19054	Barbara Chambers Children's Center 1470 Irving St NW	Add catering service to existing CDC	Analysis	Hearing	7/21/2015
BZA	19058	3416 Wisconsin Ave. NW Starbucks	Expand an existing prepared food shop from 18 to 28 seats	Pre- process	Hearing	7/21/2015
BZA	19060	1614 Wisconsin Ave NW	New fast food establishment	Analysis	Hearing	7/21/2015
BLRA	15-00624	Columbia Place 901 & 915 L Street NW				7/23/2015
NEPA		FBI Bldg. Exchange GSA 935 Pennsylvania Ave NW	TOS review of exchange of the FBI bldg. for private development	Analysis	Awaiting CTR	8/5/2015
BLRA ZC	15-00625	2715 Pennsylvania Avenue NW	mixed use building in Georgetown; 8 rental DU 5,750 sf restaurant no vehicular parking; bicycle parking	Scoping	DDOT Report	8/10/2015
BLRA SO	15-00626 15-23823	1522 22nd St NW	Convert existing office to residential use 197 DU/10,600 SF retail/116 parking spaces	Analysis	DDOT Report	8/10/2015
BZA BLRA	18610 15-00627	1063 Wisconsin Avenue, N.W.	Variance from FAR to subdivide existing buildings for nonresidential use	Permitting	Permitting	8/10/2015
BLRA	15-00631	1100 Maine Ave SW	Fish Wharf	Permitting	Permitting	

BLRA	15-00629	Deanwood Hills 5201 Hayes St NE				
BLRA	15-00603	2100 K St NW				
BLRA	15-00628	646-654 H St. NE	26 DU 5,800 SF Retail	Pre- Process	Early DDOT Feedback	8/17/2015
ZC	15-07	MRP 315 H Street NE	8-story mixed use; 6,000 sf retail 125 DU 29 vehicle parking; bicycle parking TBD	Analysis	Reviewing CTR/DDO T Report	8/31/2015
BZA BLRA	19004 15-00622	16th and Oates St NE or 920 Bladensburg Road NE	Medical Dialysis Building - Parking relief (20 proposed/25 required)	Analysis	Hearing	9/5/2015
BZA	18985	2701 11th St NW	3 DU Apt.	Analysis	Hearing	9/8/2015
BZA	19029	1338 Fairmont St NW	4 DU Apt.	Analysis	Hearing	9/8/2015
BZA	19034	1931 11th St NW Industrial Bank	Accessory parking lot - 9 spaces	Analysis	Hearing	9/8/2015
BZA	19061	1106 Montello LLC 1140 Florida Ave NE	Conversion to 7 dwelling apartment building Variance for 0 parking spaces (4 required)	Pre- Process	Early DDOT Feedback	9/8/2015
BZA	19062	1106 Montello LLC 1112 Montello Ave NE	Additional dwelling unit (9 DU total for this lot) Variance from size of parking space (2 compact spaces instead of 1 full space)	Pre- Process	Early DDOT Feedback	9/8/2015
BZA	19063	2306-2308 16th St. SE	3 new single family homes	Analysis	DDOT Report	9/8/2015
BZA	19064	1007 F St. NE	Deck	No Comment	DDOT Report	9/8/2015
BZA	19065	2131 Observatory Pl. NW	SFH two-story addition and second- story deck	No Comment	DDOT Report	9/8/2015
ZC	08-33C	Conference Center Associates Irving/Michigan/N Capitol	Hotel	Pre- Process	Early DDOT Feedback	9/14/2015
BZA	19057	1851 9th St. NW	29 dwelling units No parking (according to attorney, no zoning relief since 31 parking credits but only 9 spaces required) previous use - school	Hearings	Hearing	9/15/2015
BZA	18979	400 K St NE	Convert carriage house to artist studio	Analysis	Hearing	9/15/2015
BZA	18983	5236 Sherrier PI NW	SFH - Additional Principal Structure Parking and use variances	Analysis	Hearing	9/15/2015
BZA	19044	1508 Caroline St NW	SFH - Rear Addition and Basement Entrance	No Comment	Hearing	9/15/2015
BZA	19066	1100 Euclid St. NW	Existing flat to 3 DU apartment	Pre- Process	Early DDOT Feedback	9/15/2015
BZA	19068	727 Hobart Pl. NW	Convert Church to Four flats with no parking	Pre- Process	Early DDOT	9/15/2015

					Feedback	
BZA	19091	Embassy of Kyrgyz Republic	Conversion of a SFH to a chancery & deck extension	Pre-Process	Early DDOT Feedback	9/15/2015
BZA	19040	6002 Clay St NE	New SFH on vacant lot	Analysis	Early DDOT Feedback	9/15/2015
BZA	19051	1609 Levis St NE	New SFH	Analysis	Hearing	9/15/2015
BZA	19041	4926 Foote St NE	New SFH on vacant lot	Analysis	Early DDOT Feedback	9/15/2015
BZA	19042	4275 6th St SE	New SFH on vacant lot	Analysis	Early DDOT Feedback	9/15/2015
BZA	19018	2026 N. Capitol St NW	Flat - 3rd story addition/deck expansion	No Comment	DDOT Report	9/22/2015
BZA	19053	Ridge Lofts, LLC 446-452 Ridge St. NW	4 flats (8 DU) No parking (4 required) - no alley access, historic, no curb cuts on street	Hearings	Hearing	9/22/2015
BZA	19055	Valor Minnesota, LLC 4409 Minnesota Ave. NE	30 townhomes 1 SFH	Hearing	Hearing	9/22/2015
BZA	19021	Amazing Love Health Services 702 15th St. NE	medical office use 8 public parking spaces to meet zoning standards	Hearings	Hearing	9/22/2015
BZA	19069	4005 Anacostia Ave. NE	Conversion of cellar to accessory DU	Analysis	Early DDOT Feedback	9/22/2015
BZA	19070	1207 Kenyon St. NW	Four room boarding house	Analysis	Early DDOT Feedback	9/22/2015
BZA	19074	1329 Holbrook St. NE	Two-story garage addition	Analysis	Early DDOT Feedback	9/22/2015
BZA	19075	2118 2nd St. NW	Addition	No Comment	Early DDOT Feedback	9/22/2015
BZA	18138C	201 Allison St. NW	Continue operation of a private school in R-5	Pre-Process	Early DDOT Feedback	9/22/2015
BZA	18275A	1200 Potomac Ave. SE	Allow office use in R-5 zone	No Comment	Early DDOT Feedback	9/22/2015
BZA	19056	3324 Dent Pl. NW	2 single family dwellings	Analysis	Early DDOT Feedback	9/29/2015
BZA	19076	1544 9th St. NW	Convert SFH to restaurant	Pre-Process	Early DDOT Feedback	9/29/2015
BZA	19078	4108 Garrison St. NW	Rear addition	No comment	No Contact Yet	9/29/2015

BZA	19079	2002 11th Street LLC and Industrial Bank	10-story mixed use; 33 DU existing bank to remain	Scoping	Applicant Scoping Meetings	9/29/2015
BZA	19082	37-39 Missouri Ave. NW	16 DU 16 parking spaces	Pre-Process	Early DDOT Feedback	10/13/2015
BZA	19084	1028 D St. NE	SFH with no parking			10/13/2015
BZA	19083	2205 16th St. SE	4 DU Apt. - Parking Variance (1 space)	Analysis	Early DDOT Feedback	10/13/2015
BZA	19085	1336 Emerald St. NE	SFH - 3rd Floor Addition	No Comment	DDOT Report	10/13/2015
BZA	19087	602 A St. NE	SFH - 2nd Floor Addition	No Comment	DDOT Report	10/13/2015
BZA	19086	215 A St. NE	Addition			10/13/2015
ZC	13-09	Stanton Square Hornig Brothers Stanton Rd/Elvans Rd/Pomeroy Rd	128 dwelling units 42 townhomes 130,000 SF community space	Analysis	Awaiting Scoping Form	
EMS SO	14-14605 (Resubmitted)	DC United Stadium	20,000-25,000 seat stadium Public alley and street closing	Permitting	Permitting	
SO	14-21786	Department of the Navy	Transfer of Jurisdiction and utility easement for Magazine Road and Overlook Road, SE	Analysis	DDOT Report	
SO	14-7194	Eisenhower Memorial	New presidential memorial	Analysis	DDOT Report	
BLRA	15-00609	Bancroft ES Modernization 1755 Newton St NW	Facilities upgrade	Analysis	DDOT Report	
ZC	15-02	Holy Redeemer Madison Home 3112 7th St NE	41 townhomes Holy Redeemer College to remain 58 vehicular parking	Analysis	Awaiting CTR	
ZC	15-03	1315 Clifton Street NW	155-170 dwelling units 36 vehicle parking spaces (52-57 spaces required)	Analysis	Awaiting CTR	

ZC	15-05	Riverside Baptist 7th St. and Maine Ave.	10-story mixed use; 11,455 sf church 6,900 sf retail 170 DU 135-170 vehicle parking; TBD bicycle parking	Analysis	Awaiting CTR	
ZC	15-09	Residents of Lanier Heights and ANC -1C	Map amendment to rezone properties from R-5-A to R-4 to limit pop-up developments	Analysis	Early DDOT Feedback	
ZC	15-10	Deanwood Hills PUD 5201 Hayes Street NE	150 DU; affordable housing apartments 75 vehicle parking; bicycle parking	Analysis	Awaiting CTR	
ZC	15-13	Watkins Alley 1309-1323 E St SE	45 row houses 45 parking spaces	Scoping	Internal Scoping Review	
ZC	15-14	DC Water Headquarters	167,180 sf office building	Scoping	Applicant Scoping Meetings	
ZC	15-16	MRP Rhode Island Avenue Investors 680 Rhode Island Ave NE	1,550 proposed DU 245,000 sf proposed retail	Scoping	Applicant Scoping Meetings	
SO	15-23283	Square 70 1255 22nd Street LP	Alley closing to facilitate residential infill addition w/ 113 DU/90K SF	Analysis	DDOT Report	
SO	15-25098	Square 5603	Proposed closure of portions of Fairlawn Avenue, SE	Analysis	Early DDOT Feedback	
SO	15-26384	1319 South Capitol St SE - Square 653	Alley closing - 227 DU/2,569 SF retail	Analysis	Analysis	
ZC	15-XX	Kenilworth Court 4500 Quarles St. NE	430 DU 430 parking spaces	Scoping	Awaiting CTR	
ZC	15-XX	810 O Street NW	60 DU 6,452 SF retail 60 parking spaces	Scoping	Awaiting CTR	
ZC		Takoma Metro Development 7000 Eastern Ave NW EYA	208 DU 148 Parking spaces 106 Metro parking spaces to replace 158 existing spaces	Analysis	Awaiting CTR	
NEPA		Foreign Mission Center Department of State Walter Reed Campus	1.1 Million SF Chanceries	Analysis	Reviewing TIS/DDOT Report	
NEPA		National China Garden	addition of garden & impact of two large events/year on transportation network	Scoping	Awaiting Scoping Form	
BZA PS		Evarts/Reed 2607 Reed St. NE	vaults, sidewalk, RPP	Pre- Process	Early DDOT Feedback	
NEPA		Federal Triangle South NEPA Study	TIS review for relocation of GSA Regional Office and Cotton Annex	Analysis	Reviewing CTR/DDO T Report	

NEPA		National Air and Space Museum	museum (building façade & PS changes)	Pre-Process	Early DDOT Feedback	
BZA		816 Potomac Avenue, SE	Residential DU expansion in 2 phases	Scoping	Awaiting Scoping Form	
DMPED		Stevens School 2425 N Street NW	school for children with disabilities who require bussing	Pre-Process	Early DDOT Feedback	
BZA		5th & I NW Peebles Corporation	155 hotel rooms 60 DU (condos) 86 parking spaces (zoning requires 90~)	Scoping	Awaiting Scoping Form	
ZC		251 H St NW AIPA	Consolidated: X Office 0 parking spaces Stage 1: X Office 34 parking spaces	Scoping	Awaiting Scoping Form	
BZA		2100 South Dakota Ave	Self-Storage	Pre-Process	Early DDOT Feedback	
LTR		4001 South Capitol St	50,000 SF medical office 195 DU 5,500 SF retail 31,000 office 278 parking spaces (122 medical office, 45 general office, 96 residential below grade, 15 surface) 68 long-term bike parking	Scoping	Internal Scoping Review	
NEPA 106		Potomac Hill Diplomatic Center Master Plan & NEPA Study 2300 E Street, NW	Office - 2,500 - 3,000 employees 400 parking spaces	Analysis	Awaiting CTR	
LTR		818 Michigan Ave NE	Parking garage	Pre-Process	Early DDOT Feedback	
ZC		Sorsum Corda Bounded by M Street, L Place, N Cap, and 1st Street NW	1,300 dwelling units 24,000 SF retail 58,000 flex space 980 vehicle parking spaces	Analysis	Awaiting CTR	
ZC		Meridian International Center 1630 Crescent Place NW	140 DU 9,000 SF meeting space 105 resident vehicle parking spaces 35 Center visitor vehicle parking spaces	Analysis	Awaiting CTR	
ZC		301 Florida Ave NE Ditto Development	56 DU 4,500 square feet retail 0 vehicle parking spaces No on-site loading	Analysis	Awaiting CTR	

NEPA		MLK Library Expansion 901 G Street NW	30,628 SF addition for meeting/event space	Analysis	Awaiting CTR	
NEPA		Smithsonian South Campus Independence Ave b/w 7th St & 12th St	No substantial change in building program Alterations to site access	Pre-Process	Early DDOT Feedback	
ZC		National Rehabilitation Hospital 110 Irving Street NW	60,000 SF addition No change in staff or patient capacity	Analysis	Awaiting CTR	
ZC		300 Morse St	Mixed-Use	Pre-Process	Early DDOT Feedback	
BZA		3701 New Hampshire Ave NW	20-30 dwelling units 4,000 SF retail 0 parking	Analysis	Awaiting CTR	
ZC	13-14A	McMillan Sand Filtration Site Phase II Jair Lynch Parcels 2/3	236 dwelling units 18,600 SF retail 222 vehicle parking spaces 87 bicycle parking spaces	Pre-Process	Early DDOT Feedback	
ZC	13-14B	Parcel 4 Modification	Changes to parking and access for grocer	Pre-Process	Early DDOT Feedback	
ZC		965 Florida Ave NW MRP	Mixed-Use Grocery Residential	Pre-Process	Early DDOT Feedback	
ZC		500 Morse St NE	Mixed-Use	Pre-Process	Early DDOT Feedback	
ZC		Gallaudet/JBG Union Market	Mixed-Use	Pre-Process	Early DDOT Feedback	
ZC	15-12	1401 Pennsylvania Ave SE CAS Riegler	Mixed-Use	Pre-Process	Early DDOT Feedback	
NEPA		Armed Forces Retirement Home	2,280,477 SF of residential 1,191,391 SF of office 290,650 of medical office space 264,086 SF of retail space 214,000 SF assisted living facility 126,391 SF hotel and conference center 40,978 SF heating plant	Scoping	Internal Scoping Review	
ZC SO		411 New York Ave NE	Hotel	Pre-Process	Early DDOT Feedback	
BZA		Eckington Mews	30 DU/30 vehicle spaces/15 bicycle spaces potential stub alley closing	Pre-Process	Early DDOT Feedback	
BZA		Washington International School	450 students/ 110 staff	Pre-Process	Early DDOT Feedback	
BZA		1355-1357 U Street	30 DU/Parking Variance	Scoping	Awaiting	

		NW			CTR	
ZC		Canal Park Square 767	166 DU (118 market rate rentals, 48 affordable) 1,121 SF retail 108 parking spaces	Scoping	Awaiting Scoping Form	
ZC		800 K Street NW	Office building rehabilitation	Pre-Process	Early DDOT Feedback	
ZC		The Yards Parcel O	mixed use condo and rental buildings	Pre-Process	Early DDOT Feedback	
ZC		Georgetown Day School	mixed use school retail residential	Pre-Process	Early DDOT Feedback	
ZC		The Yards Parcel P2b	wine-pub 0 vehicular parking	Pre-Process	Early DDOT Feedback	

Sample of the Database of Intersections in DC

	STREET1 NAME	STREET2 NAME	INTERSECTION
1	22ND ST NW	VIRGINIA AVE NW	22ND ST NW & VIRGINIA AVE NW
2	VIRGINIA AVE NW	22ND ST NW	VIRGINIA AVE NW & 22ND ST NW
3	12TH ST NW	K ST NW	12TH ST NW & K ST NW
4	K ST NW	12TH ST NW	K ST NW & 12TH ST NW
5	13TH ST NW	K ST NW	13TH ST NW & K ST NW
6	K ST NW	13TH ST NW	K ST NW & 13TH ST NW
7	HIGHLAND TER NW	THOMAS CIR NW	HIGHLAND TER NW & THOMAS CIR NW
8	THOMAS CIR NW	HIGHLAND TER NW	THOMAS CIR NW & HIGHLAND TER NW
9	K ST SE	SOUTH CAPITOL ST BN	K ST SE & SOUTH CAPITOL ST BN
10	K ST SE	K ST SW	K ST SE & K ST SW
11	K ST SW	SOUTH CAPITOL ST BN	K ST SW & SOUTH CAPITOL ST BN
12	K ST SW	K ST SE	K ST SW & K ST SE
13	SOUTH CAPITOL ST BN	K ST SW	SOUTH CAPITOL ST BN & K ST SW
14	SOUTH CAPITOL ST BN	K ST SE	SOUTH CAPITOL ST BN & K ST SE
15	22ND ST SE	EAST CAPITOL ST BN	22ND ST SE & EAST CAPITOL ST BN
16	EAST CAPITOL ST BN	22ND ST SE	EAST CAPITOL ST BN & 22ND ST SE
17	16TH ST NW	O ST NW	16TH ST NW & O ST NW
18	O ST NW	16TH ST NW	O ST NW & 16TH ST NW
19	20TH ST NW	HILLYER PL NW	20TH ST NW & HILLYER PL NW
20	HILLYER PL NW	20TH ST NW	HILLYER PL NW & 20TH ST NW
21	23RD ST NW	F ST NW	23RD ST NW & F ST NW
22	F ST NW	23RD ST NW	F ST NW & 23RD ST NW
23	CONNECTICUT AVE NW	R ST NW	CONNECTICUT AVE NW & R ST NW
24	R ST NW	CONNECTICUT AVE NW	R ST NW & CONNECTICUT AVE NW
25	27TH ST NW	VIRGINIA AVE NW	27TH ST NW & VIRGINIA AVE NW
26	VIRGINIA AVE NW	27TH ST NW	VIRGINIA AVE NW & 27TH ST NW
27	ADAMS MILL RD NW	HARVARD ST NW	ADAMS MILL RD NW & HARVARD ST NW
28	HARVARD ST NW	ADAMS MILL RD NW	HARVARD ST NW & ADAMS MILL RD NW
29	27TH ST NW	WHITEHURST FWY NW	27TH ST NW & WHITEHURST FWY NW
30	27TH ST NW	K ST NW	27TH ST NW & K ST NW

Total number of intersections in the District is 17,654.

The City-Wide Safe Routes to Schools Construction Project


The City-Wide Safe Routes to Schools Construction Project is intended to improve the safety of the roadways and intersections along the routes to schools within the District. The work will involve installation of ADA ramps, missing sidewalks, curbs and gutters, repainting crosswalks and other civil work as needed to enhance safety. The locations for this contract will be decided through a process that prioritizes missing sidewalks near schools, parks, recreation centers and transit stops. The prioritized project list developed through this process will be given to the contractor after receiving the Notice to Proceed Letter at which time the contractor shall execute construction of these improvements. The District has committed \$1.8 million dollars to these improvement projects for the base year.

The Capital Bikeshare Improvement Program

The District Department of Transportation (DDOT)'s bikesharing program, in partnership with BikeArlington, the City of Alexandria and Montgomery County is called Capital Bikeshare. Capital Bikeshare allows cyclists to take a bicycle from more than 350 stations across the Washington, DC, metro region and return it to any station near your destination. Users can join Capital Bikeshare for 24 hours, 3 days, 30 days, or a year, and have access to the fleet of bikes 24 hours a day, 365 days a year. The first 30 minutes of each trip are free. Each additional 30 minutes incurs an additional fee. The stations are solar powered and use wireless technology to allow for easy installation and adjustments.

DDOT drafted the Capital Bikeshare Development Plan for the District's portion of the Capital Bikeshare system. This plan was drafted to create goals for the program, describe measures that track progress toward goal achievement, analyze how well the system is performing, generate system expansion scenarios and financial forecasts for the near term, and recommend an expansion strategy for the next six years that best meets the goals and addresses system performance gaps.

The Capital Bikeshare Development Plan involves upgrading bike sharing docking locations where they are currently located on an unimproved surface. Currently 13 of the over 200 capital bikeshare locations are located on unimproved pads of dirt, grass, gravel or mulch, and many potential future locations are limited because the existing sidewalk infrastructure does not provide ample space for station location. In addition to the thirteen locations that have been identified, it is anticipated that other stations will be included and improved when funding is available. The District has committed \$170,000 to these improvement projects for the base year.




XI. Recommendations for Budget and Funding

DDOT will continue to apply for federal funding to bring assets into ADA compliance. Local funds will be budgeted for local infrastructure repairs. A contingency fund will be established for assets that are high priorities because of safety concerns or as a result of a grievance of complaint that has been filed regarding non-ADA compliance.

With so many projects and new development occurring in the District, the ADA Transition Plan team will streamline their training efforts to educate the DDOT staff and contractors to consider ADA compliance during every phase of a project including feasibility studies, planning, designing, construction and inspection, will inevitably allow the District to realize progressive ADA compliance.

The following questions will be considered when the ADA Coordinator attempts to identify potential funding sources:

1. Have accessibility improvements been incorporated into existing programmed work plans?
 2. Have accessibility improvements been incorporated into existing programmed maintenance plans?
 3. Have stand-alone accessibility improvement projects been processed through the Transportation Improvement Program?
 4. Are there instances in which an accessibility improvement was found to be “unduly burdensome?”
 5. Are the accessibility improvements technically not feasible or impractical?
- 

XII. Measures for Success


GRIEVANCES – The ADA Coordinator will track any grievances or complaints that were filed during the previous year with regards to accessibility in the PROW. In addition to the original complaint, the ADA Coordinator will track decisions, work completed, costs, and response time. These activities will provide guidance in planning for future budgeting and serve as an indicator of progress towards making the city more accessible for individuals with disabilities.

COSTS – All work orders, especially when new construction is required, will be tracked to capture the ongoing investment in providing accessibility. This information will be used for applying for federal grants to help support DDOT's efforts to improve accessibility for persons with disabilities in using the public rights-of-way.

TRAINING – The ADA Coordinator will be responsible to coordinate all ADA staff training. The training will be provided to all levels of the organization to ensure an awareness of the ADA regulations and requirements. The ADA Coordinator will use DDOT University to track who has completed the training and will identify staff still needing the training. The training curricula will be reviewed and updated on an annual basis. Bi-annual training is required.

CHANGES – The ADA Coordinator will stay abreast of all accessibility requirements, such as monitoring the Access Board's website. The Access Board is responsible for developing and updating the PROWAG. These guidelines are used by the U.S. Department of Justice and the U.S. Department of Transportation (DOT) in setting enforceable standards that must be followed. Any changes to the standards will be posted at the website: www.access-board.gov. The Federal Highway Administration offers periodic webinars to inform DOT of any changes in their requirements. The ADA Coordinator will participate in these webinars and make any changes to the ADA Transition Plan as needed.

DATA COLLECTION – The ADA Coordinator will contract for the services of on-going data collection and database management. The priority for data collection will focus on transportation assets in proximately to land uses with high foot traffic, such as schools, hospitals, and shopping centers, as well as high volume pedestrian and bus passageways. In addition, the data collection coverage will be balanced among all the Wards of the District. Although this database will be maintained and managed by a contractor, the data will be owned by DDOT. This database will have geographic attributes that allow new and corrected transportation asset that are ADA compliant to



be mapped in a GIS format. DDOT is currently reviewing the possibility of integrating the database with their CityWorks program.

INSPECTIONS/AUDITS – The ADA Coordinator, or designated DDOT staff or contractor, will conduct weekly audits in the field to inspect new construction meant to address deficiencies, and transportation facilities or assets identified as a high priority for correction, which resulted in a work order issuance.

PUBLIC OUTREACH EFFORTS – The ADA Coordinator will conduct annual public meetings to report efforts made to improve ADA accessibility throughout the District. These public meetings will provide a fully transparent look at the progress, or lack thereof, and provide full disclosure of obstacles, challenges, successes and costs. In addition, the ADA Transition Team Advisory Group will be convened on an annual basis, at a minimum. If needed, members of the group may request more meetings. The ADA Coordinator will also be responsible for tracking public comments submitted to the Transition Team website: <http://adaplanddotdc.com>.

ANNUAL UPDATE TO THE ADA TRANSITION PLAN – The ADA Transition Plan will be updated annually and submitted to the FHWA for review and acceptance. The deadline for the annual submission will be at the end of the month in which the first ADA Transition Plan was originally accepted.



XIII. Transition Plan Update Process

The ADA Transition Plan is a “living” document and will require annual updates. The following list refers to the original table of contents and indicates suggestions for possible updates to the plan.

Annual Update to the ADA Transition Plan		
Section:	Report:	Changes:
DDOT Commitment to Non-Discrimination and Equal Access Under the Americans with Disabilities Act	N/A	N/A
I. Executive Summary	N/A	Annual Update
II. Purpose of the ADA Transition Plan and Compliance Requirements	N/A	N/A
III. Methods for Implementation of ADA Compliance	N/A	Annual Update
IV. Policies and Procedures	List any Policy and Procedure change, or newly developed policies of DDOT Administrations, related to the ADA Transition Plan.	Indicate how this will impact the ADA Transition Plan.
V. Interdepartmental Coordination and Training	List all courses available and report all training conducted from previous year.	Establish goals for training staff. Publish a calendar for next year.
VI. Grievance Program	Report all grievances/ complaints from the previous year, including resolutions & responses.	Indicate any changes in procedures for collecting grievances/ complaints.
VII. Standards and Regulations	Review PROWAG and the 2010 standards for updates.	Update field assessments as necessary.
VIII. Public Outreach and Advisory Group	List all public meetings held and include all public	Publish calendar of public outreach for the next year,

Annual Update to the ADA Transition Plan		
Section:	Report:	Changes:
	commentary.	including Advisory Group meetings.
IX. Inventory of Barriers	Generate reports on Asset Inventory, including projected costs.	Review the Capitalworks Program to pursue projects to cover asset improvement.
X. Action Plan for ADA Accessibility Improvements for the following fiscal year.	Asset Inventory Report will indicate potential projects and costs.	Projecting which projects may be scheduled for the following year.
XI. Recommendations for Budget and Funding	Review expenditures from previous years and identify funding sources.	Project the work to be done for the following year, including what is planned in the Capital Works Program.
XII. Measures of Success	N/A	Additional reports as needed.
XIII. Transition Plan Update Process	The ADA Transition Plan will be update on an annual basis.	Any variations to the asset inventory, projects accomplished, costs will be reported.

APPENDIX 1: List of Acronyms

504:	Section 504 of the Rehabilitation Act of 1973 is a national law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any Federal department or agency. Section 504 forbids organizations and employers from excluding or denying individuals with disabilities an equal opportunity to receive program benefits and services. It defines the rights of individuals with disabilities to participate in, and have access to, program benefits and services.
ADA:	Americans with Disabilities Act
ADAAG:	Americans with Disabilities Act Accessibility Guidelines
APS:	Accessible Pedestrian Signal
ANSI:	American National Standards Institute
AASHTO:	American Association of State Highway and Transportation Officials
Caltrans:	California Department of Transportation
DC:	District of Columbia
DDOT:	District Department of Transportation
DEM:	Design and Engineering Manual
DOJ:	Department of Justice
DPW:	Department of Public Works
FHWA:	Federal Highway Administration
GIS:	Geographic Information System
GPS:	Global Positioning System
MEF:	Maximum Extent Feasible
MUTCD:	Manual of Uniform Traffic Control Devices for Streets and Highways
PAR:	Pedestrian Access Route

PPSA:	Policy, Planning and Sustainability Administration
PSRA:	Public Space Regulatory Administration
QA:	Quality Assurance
QC:	Quality Control
QA/QC:	Quality Assurance/Quality Control
PROWAG:	Public Rights-of-Way Accessibility Guidelines
ROW:	Right-of-Way
SHA:	State Highway Administration
TOA:	Transportation Operations Administration
TCP:	Traffic Control Plan
UFA:	Urban Forestry Administration
UFAS:	Uniform Federal Accessibility Standards
WMATA:	Washington Metropolitan Area Transit Authority



APPENDIX 2: Glossary of Disability-Related Terms

The following definitions were taken from the Americans with Disabilities Act (ADA) and other reference materials. They are commonly used terms and may have various definitions depending on context.

A

Access Aisle

An accessible pedestrian space located between elements, such as parking spaces, seating, and desks that provides clearances appropriate for use of the elements.

Administrative Authority

A governmental agency that adopts or enforces regulations and guidelines for the design, construction, or alteration of buildings and facilities.

Access Barriers

Any obstruction that prevents people with disabilities from using standard facilities, pedestrian access routes, equipment or resources.

Access Board

An independent federal agency devoted to accessibility for people with disabilities. The Access Board developed the accessibility guidelines for the ADA and provides technical assistance and training on these guidelines. The agency also is referred to as the Architectural and

Transportation Barriers Compliance Board.

Accessible

Refers to a site, facility, work environment, pedestrian access route, service, or program that is easy to approach, enter, operate, participate in, and/or use safely and with dignity by a person with a disability.

Accessible Element

An element that is provided to accommodate people with disabilities (for example, telephone, controls, and the like).

Accessible Pedestrian Signals (APS)

These signals provide information in non-visual format, which includes audible tones or verbal messages, and/or vibrotactile information.

Accessible Route

A continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Interior accessible routes may include corridors, floors, ramps, elevators, lifts, and clear floor space at fixtures. Exterior accessible routes may include parking

access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts.

Accessible Space

Space that allows for the accommodation of people with disabilities around an object.

Accessibility

As required by the Americans with Disabilities Act, removal of barriers that would hinder a person with a disability from entering, functioning, and working within a facility. Required restructuring of the facility cannot cause undue hardship for the employer.

Affirmative Action

A set of positive steps that employers use to promote equal employment opportunity and to eliminate discrimination. It includes expanded outreach, recruitment, mentoring, training, management development and other programs designed to help employers hire, retain and advance qualified workers from diverse backgrounds, including persons with disabilities. Affirmative action means inclusion, not exclusion. Affirmative action does not mean quotas and is not mandated by the ADA.

Alteration

Modification made to an existing building or facility that goes beyond normal maintenance activities and effects or could affect usability.

Alternate Pedestrian Access Route

A temporary accessible route used when the existing pedestrian access route is blocked by construction, alteration, maintenance, or other temporary condition(s).

Americans with Disabilities Act (ADA)

A comprehensive, federal civil rights law that prohibits discrimination on the basis of disabilities in employment, state and local government programs and activities, public accommodations, transportation, and telecommunications.

An individual must meet one of the following three tests: (a) have a physical or mental impairment that substantially limits one or more of the major life activities of such individual; (b) have a record of such impairment; or (c) be regarded as having an impairment. (Same as Section 504 of the Rehabilitation Act of 1973 and the Fair Housing Amendments of 1988.)

Americans with Disabilities Act Amendments Act (ADAAA)

Enacted on September 25, 2008, and becoming effective on January 1, 2009, making a number of significant changes to the definition of “disability” and directing the U.S. Equal Employment Opportunity Commission (EEOC) to amend its ADA regulations to reflect the changes made by the ADAAA. The final regulations were published in the Federal Register on March 25, 2011.

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

Scoping and technical requirements to be applied during the design, construction, and alteration of buildings and facilities covered by titles II and III of the ADA to the extent required by regulations issued by federal agencies, including the Department of Justice and the Department of Transportation.

Assistive Devices

Tools that enable individuals with disabilities to perform essential job functions, e.g., telephone headsets, adapted computer keyboards, enhanced computer monitors.

Assistive Technology

Technology used to assist a person with a disability, e.g., wheelchair, hand splints, computer-based equipment.

Auxiliary Aids and Services

Under titles II and III of the ADA, includes a wide range of services and devices that promote effective communication or allows access to goods and services. Examples of auxiliary aids and services for individuals who are deaf or hard of hearing include qualified interpreters, note takers, computer-aided transcription services, written materials, telephone handset amplifiers, assistive listening systems, telephones compatible with hearing aids, closed caption decoders, open and closed

captioning, telecommunications devices for deaf persons (TDDs), videotext displays, and exchange of written notes. Examples for individuals with vision impairments include qualified readers, taped texts, audio recordings, Braille materials, large print materials, and assistance in locating items. Examples for individuals with speech impairments include TDDs, computer terminals, speech synthesizers, and communication boards.

B**Backslope**

A sideslope that goes up as the distance increases from the roadway (cut slopes).

Barriers

Obstacles that prevent people with disabilities from fully participating in society.

Barrier Removal

Removal, rearrangement, or modification of objects positioned or structured in a manner that impedes access.

Braille

System of embossed characters formed by using a Braille cell, a combination of six dots consisting of two vertical columns of three dots each. Each simple Braille character is formed by one or more of these dots and occupies

a full cell or space. Some Braille may use eight dots.

C

Circulation Path

An exterior or interior way of passage from one place to another for pedestrians, including, but not limited to, walks, hallways, courtyards, stairways, and stair landings.

Civil Rights Act of 1991

Federal law that capped compensatory and punitive damages under title I of the ADA for intentional job discrimination. The law also amended the ADA's definition of an employee, adding "with respect to employment in a foreign country, such term includes an individual who is a citizen of the United States."

Clear Floor Space

The minimum unobstructed floor or ground space required to accommodate a single, stationary wheelchair and occupant.

Clear Width

The unobstructed width within a pedestrian circulation path. The clear width within a pedestrian circulation path must meet the accessibility criteria for a pedestrian access route.

Covered Entity

Under the ADA, "covered entity" is an entity that must comply with the law.

Under title I, covered entities include employers, employment agencies, labor organizations, or joint labor-management committees. Under title II, covered entities include state and local government instrumentalities, the National Railroad Passenger Corporation, and other commuter authorities, and public transportation systems. Under title III, covered entities include public accommodations such as restaurants, hotels, grocery stores, retail stores, etc., as well as privately owned transportation systems.

Counter Slope

The slope of the gutter or roadway at the foot of a curb ramp or landing where it connects to the roadway, measured along the axis of the running slope extended.

Cross Slope

The slope that is perpendicular to the direction of travel (see running slope).

Crosswalk

A marked or unmarked pedestrian crossing, typically at an intersection, that connects the pedestrian access routes on opposite sides of a roadway. A crosswalk must meet accessibility criteria.

Curb Extension

A curb and sidewalk bulge or extension into the parking lane used to decrease the length of a pedestrian crossing and

increase visibility for the pedestrian and driver.

Curb Ramp

A short ramp cutting through a curb or built up to it.

D

Detectable Warning

A standardized tactile surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on a circulation path.

Direct Threat

A significant risk to the health or safety of a person with a disability or to others that cannot be eliminated by reasonable accommodation.

Disability

The limitation of normal physical, mental, social activity of an individual. There are varying types (functional, occupational, [learning](#)), degrees (partial, total), and durations (temporary, permanent) of disability with respect to an individual: a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment.

Discrimination

Act of making a difference in treatment or favor on a basis other than individual merit.

E

Egress, Means of

A continuous and unobstructed way of exit travel from any point in a building or facility to a public way. A means of egress comprises vertical and horizontal travel and may include intervening room spaces, doorways, hallways, corridors, passageways, balconies, ramps, stairs, enclosures, lobbies, horizontal exits, courts and yards. An accessible means of egress is one that complies with these guidelines and does not include stairs, steps, or escalators. Areas of rescue assistance or evacuation elevators may be included as part of accessible means of egress.

Element

An architectural or mechanical component of a building, facility, space, or site, or public right-of-way, e.g., telephone, curb ramp, door, drinking fountain, seating, or water closet.

Entrance

Any access point to a building or portion of a building or facility used for the purpose of entering. An entrance includes the approach walk, the vertical access leading to the entrance platform, the entrance platform itself, vestibules if provided, the entry door(s) or gate(s),

and the hardware of the entry door(s) or gate(s).

Escort Services

(Also called transportation services.) Provides transportation for older adults to services and appointments. May use bus, taxi, volunteer drivers, or van services that can accommodate wheelchairs and persons with other special needs.

Essential Job Functions

The fundamental job duties of the employment position that the individual with a disability holds or desires. The term essential functions, does not include marginal functions of the position.

Equal Employment Opportunity

An opportunity to attain the same level of performance or to enjoy equal benefits and privileges of employment as are available to an average similarly-situated employee without a disability.

Existing Facility

Refers to buildings that were constructed before the ADA went into effect. A public accommodation's building constructed before the effective date of title III does not have to be fully accessible unless the removal of barriers, including structural ones, is readily achievable.

F

Facility

All or any portion of buildings, structures, site improvements, complexes, equipment, roads, walks, passageways, parking lots, or other real or personal property located on a site.

FM Sound Amplification System

Electronic amplification system consisting of three components: a microphone or transmitter, monaural FM receiver and a combination charger and carrying case. It provides wireless FM broadcast from a speaker to a listener who has a hearing impairment.

Functionally Disabled

A person with a physical or mental impairment that limits the individual's capacity for independent living.

Furnishing Zone

A linear portion of the sidewalk corridor, adjacent to the curb, that contains elements such as trees, signal poles, utility poles, street lights, street signs, controller boxes, hydrants, parking meters, driveway aprons, planting strips, or street furniture.

Frontage Zone

A linear portion of the sidewalk corridor, adjacent to the edge of the right-of-way.

G

Grade

The slope parallel to the direction of travel that is calculated by dividing the

vertical change in elevation by the horizontal distance covered.

Grade Break

The intersection of two adjacent surface planes with different grade elevations.

Gutter

A trough or dip used for drainage purposes that runs along the edge of the trail or street and curb or curb ramp.

H

Health

The state of complete physical, mental, and social well-being and not merely the absence of disease or infirmity. It is recognized, however, that health has many dimensions (anatomical, physiological, and mental) and is largely culturally defined. The relative importance of various disabilities will differ depending upon the cultural milieu and the role of the affected individual in that culture. Most attempts at measurement have been assessed in terms of morbidity and mortality.

Hearing Impairments

Complete or partial loss of ability to hear caused by a variety of injuries or diseases including congenital defects.

I

Impairment

Term used in the ADA definition of disability. Includes any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more body systems, such as neurological, musculoskeletal, special sense organs, respiratory (including speech organs), cardiovascular, reproductive, digestive, genitourinary, immune, circulatory, hemic, lymphatic, skin, and endocrine; or any mental or psychological disorder, such as an intellectual disability (formerly termed "mental retardation"), organic brain syndrome, emotional or mental illness, and specific learning disabilities.

Interpreter

Professional person who assists a deaf person in communicating with hearing people.

Intersection

An area where two or more pathways or roadways join together.

Island

A pedestrian refuge within the right-of-way and traffic lanes of a highway or street; also used as a loading stop for light rail or buses.

J

Job Analysis

A formal process in which information about a specific job or occupation is collected and analyzed.

Job Description

A detailed summary, usually written, of the major components of a job. A typical job description consists of six major components: essential job functions, knowledge and critical skills, physical demands, environmental factors, the roles of the ADA and other federal laws such as the Occupational Safety Health Act (OSH Act), and any explanatory information that may be necessary to clarify job duties or responsibilities.

Job Related and Consistent with Business Necessity

Standard used to determine whether a qualification standard or employment policy concerns an essential aspect of the job and is required to meet the needs of the business.

K

None at this time.

L**Landing**

A level paved area, within or at the top and bottom of a stair or ramp, designed to provide turning and maneuvering space for wheelchair users and as a resting place for pedestrians.

Learning Disability

A disorder in one or more of the basic psychological processes involved in understanding or in using language,

spoken or written, which may manifest itself in an imperfect ability to listen, think, speak, read, write, spell, or to do mathematical calculation. The term includes such conditions as perceptual handicaps, brain injury, and minimal brain dysfunction.

M**Major Life Activity**

Term used in the ADA definition of disability. It refers to activities that an average person can perform with little or no difficulty. Major life activities include, but are not limited to: caring for oneself, performing manual tasks, seeing, hearing, eating, sleeping, walking, standing, sitting, reaching, lifting, bending, speaking, breathing, learning, reading, concentrating, thinking, communicating, interacting with others, and working; and the operation of a major bodily function, including functions of the immune system, special sense organs and skin; normal cell growth; and digestive, genitourinary, bowel, bladder, neurological, brain, respiratory, circulatory, cardiovascular, endocrine, hemic, lymphatic, musculoskeletal, and reproductive functions. The operation of a major bodily function includes the operation of an individual organ within a body system.

Marginal Job Functions

Functions that are not considered essential to a job. Employers must

consider removing marginal job functions as an accommodation under the ADA, but do not have to remove essential functions as an accommodation.

Marked Crossing

A crosswalk or other identified path intended for pedestrian use in crossing a vehicular way.

Maximum Extent Feasible

Applies to the occasional case where the nature of an existing facility makes it virtually impossible to comply with applicable accessibility standards through a planned alteration.

Median

An island in the center of a road that provides pedestrians with a place of refuge and reduces the crossing distance between safety points.

Mental Health

The capacity in an individual to function effectively in society. Mental health is a concept influenced by biological, environmental, emotional, and cultural factors and is highly variable in definition, depending on time and place. It is often defined in practice as the absence of any identifiable or significant mental disorder and sometimes improperly used as a synonym for mental illness.

Mental Illness/Impairment

A deficiency in the ability to think, perceive, reason, or remember resulting in loss of the ability to take care of one's daily living needs.

Midblock Pedestrian Crossing

A marked pedestrian crossing located between intersections.

Minimum Clearance Width

The narrowest point on the sidewalk or trail. A minimum clear width is created when significant obstacles, such as utility poles or tree roots, protrude into the sidewalk and reduce the design width.

Mitigating Measures

Medical treatment or devices that lessen the effects of an impairment. When determining whether a person is substantially limited in a major life activity, we ignore the beneficial effects of mitigating measures except ordinary eyeglasses or contact lens. Mitigating measures include things such as: medication, medical supplies, equipment, or appliances, low-vision devices (defined as devices that magnify, enhance, or otherwise augment a visual image, but not including ordinary eyeglasses or contact lenses), prosthetics including limbs and devices, hearing aid(s) and cochlear implant(s) or other implantable hearing devices, mobility devices, and oxygen therapy equipment and supplies; use of assistive technology; reasonable accommodations or "auxiliary aids or

services," learned behavioral or adaptive neurological modifications; or psychotherapy, behavioral therapy, or physical therapy.

Mobility Impairment

Disability that affects movement ranging from gross motor skills such as walking to fine motor movement involving manipulation of objects by hand.

N

None at this time.

O

None at this time.

P

Passenger Loading Zone

An area provided for pedestrian to board/disembark a vehicle.

Path of Travel

An accessible pathway for people with disabilities to move through or access spaces.

Pedestrian

A person walking or traveling by means of a wheelchair, electric scooter, crutches or other walking devices or mobility aids. Use the term pedestrian is meant to include all people with disabilities regardless of which equipment they may use to assist their self-directed locomotion.

Pedestrian Access Route (PAR)

A pedestrian access route is a continuous, unobstructed walkway within a pedestrian circulation path that provides accessibility. The route is a corridor of accessible travel through public right-of-ways that has a specified minimum width and cross slope.

Pedestrian Circulation Path

An exterior or interior way of passage provided for pedestrian travel. Pedestrian circulation paths are required to contain a continuous pedestrian access route that connects to all adjacent pedestrian facilities, elements and spaces that are required to be accessible.

Pedestrian Facilities

Walkways such as sidewalks, crosswalks, walking and hiking trails, shared use paths, pedestrian separations and other improvements for pedestrian travel.

People with Disabilities

A term to describe a group of individuals with conditions that prevents them from performing a task or function because of a physical or mental impairment without an accommodation. When describing a group with a certain disability always refer to the people with the particular disability like, people with hearing disabilities.

Person with a Disability

A term to describe an individual who meets one of the following criteria designating what is a disability. If they have a physical or mental impairment that substantially limits one or more major life activities, have a record of such impairment, or are regarded as having such impairment. When describing an individual with a certain disability always refer to them as a person with the particular disability like, person with a hearing disability.

Physical or Mental Impairment

Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological; musculoskeletal; special sense organs; respiratory, including speech organs; cardiovascular; reproductive; digestive; genito-urinary; hemic and lymphatic; skin; and endocrine; or any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities (Americans with Disabilities Act of 1990).

Private Facility

A place of public accommodation or a commercial facility subject to title III of the ADA and 28 C.F.R. part 36 or a transportation facility subject to title III of the ADA and 49 C.F.R. 37.45.

Protruding Objects

These are objects that may project into circulation paths in a manner that is

hazardous to people with vision impairments. Unlike requirements for pedestrian access routes, these criteria would apply to the full circulation space of sidewalks and other pedestrian paths. Objects mounted on walls or post with leading edges above the standard sweep of canes above 27 inches and below the standard head room clearance would be limited to a 4 inch protrusion.

Public Accommodations

Entities that must comply with Title III. The term includes facilities whose operations affect commerce and fall within at least one of the following 12 categories: places of lodging (e.g., inns, hotels, motels) (except for owner-occupied establishments renting fewer than six rooms); establishments serving food or drink (e.g., restaurants and bars); places of exhibition or entertainment (e.g., motion picture houses, theaters, concert halls, stadiums); places of public gathering (e.g., auditoriums, convention centers, lecture halls); sales or rental establishments (e.g., bakeries, grocery stores, hardware stores, shopping centers); service establishments (e.g., laundromats, dry-cleaners, banks, barber shops, beauty shops, travel services, shoe repair services, funeral parlors, gas stations, offices of accountants or lawyers, pharmacies, insurance offices, professional offices of health care providers, hospitals); public

transportation terminals, depots, or stations (not including facilities relating to air transportation); places of public display or collection (e.g., museums, libraries, galleries); places of recreation (e.g., parks, zoos, amusement parks); places of education (e.g., nursery schools, elementary, secondary, undergraduate, or postgraduate private schools); social service center establishments (e.g., day care centers, senior citizen centers, homeless shelters, food banks, adoption agencies); and places of exercise or recreation (e.g., gymnasiums, health spas, bowling alleys, golf courses).

Public Entity

Entities that must comply with Title II. The term is defined as: any state or local government; any department, agency, special purpose district, or other instrumentality of a state or local government; or certain commuter authorities as well as AMTRAK. It does not include the federal government.

Public Facility

A facility or portion of a facility constructed by, on behalf of, or for the use of a public entity subject to title II of the ADA and 28 C.F.R. part 35 or to title II of the ADA and 49 C.F.R. 37.41 or 37.43.

Public Use

Describes interior or exterior rooms or spaces that are made available to the general public. Public use may be

provided at a building or facility that is privately or publicly owned.

Q**Qualified Individual with a Disability**

An individual with a disability who, with or without reasonable modification to rules, policies, or practices, the removal of architectural, communication, or transportation barriers, or the provision of auxiliary aids and services, meets the essential eligibility requirements for the receipt of services or the participation in programs or activities provided by a public entity (Americans with Disabilities Act of 1990).

R**Ramp**

A walking surface which has a running slope greater than 1:20.

Ramp Connection

A pavement at the end of a ramp, connecting to a main lane of a roadway.

Rehabilitation Act of 1973

The Rehabilitation Act that prohibits discrimination on the basis of a disability by the federal government, federal contractors, by recipients of federal financial assistance, and in federally conducted programs and activities.

Section 504 states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that either receives Federal financial assistance or is conducted by any Executive agency or the US Postal Services. This applies to programs in cities that receive federal funds.

Readily Achievable

Easily accomplishable and able to be carried out without much difficulty or expense. In determining whether an action is readily achievable, factors to be considered include nature and cost of the action, overall financial resources and the effect on expenses and resources, legitimate safety requirements, impact on the operation of a site, and, if applicable, overall financial resources, size, and type of operation of any parent corporation or entity. Under Title III, public accommodations must remove barriers in existing facilities if it is readily achievable to do so.

Reasonable Accommodation

Under Title I, a modification or adjustment to a job, the work environment, or the way things usually are done that enables a qualified individual with a disability to enjoy an equal employment opportunity. Reasonable accommodation is a key nondiscrimination requirement of the ADA.

Rest Area

A level portion of a trail that is wide enough to provide wheelchair users and others a place to rest and gain relief from the prevailing grade and cross-slope demands of the path.

Right-of-Way

The rights, title, and interest in real property necessary for the construction and maintenance of the project. Private property rights may be acquired by donation or acquisition and be feeing-simple, easement, or other form of use agreement acceptable to the parties. The property rights must be of sufficient duration to match the design life of the project, and in a form that can be recorded on the land records.

Running Slope

The slope that is parallel to the direction of travel (see cross slope).

S

Section 508 of the Rehabilitation Act

Legislation that requires federal agencies to develop, procure, and use accessible electronic and information technology.

Sensory Impairment

A disability that affects touch, sight, or hearing, or both.

Self-Evaluation

Required by Title II, this is used to identify, review and analyze public programs, activities and services provided by city government and public entities to document the status of each to determine if any are discriminatory.

Shared-Use Path

A facility separated from motorized vehicular traffic that may be used by bicyclists, pedestrians and others such as equestrians in certain conditions.

Sidewalk

A walkway along a highway, road, or street intended for use by pedestrians.

Signage

Displayed verbal, symbolic, tactile, and pictorial information.

Sign Language

Manual communication commonly used by people with hearing disabilities. The gestures or symbols in sign language are organized in a linguistic way. Each individual gesture is called a sign. Each sign has three distinct parts; the handshape, the position of the hands, and the movement of the hands. American Sign Language (ASL) is the most commonly used sign language in the United States. People with hearing disabilities from different countries speak different sign languages.

Site

A parcel of land bounded by a property line or a designated portion of a public right-of-way.

Site Improvement

Landscaping, paving for pedestrian and vehicular ways, outdoor lighting, recreational facilities, and the like, added to a site.

Slip Resistant Surface

Slip resistance is based on the frictional force necessary to permit a person to ambulate slipping. A slip resistant surface does not allow a shoe heel, wheelchair tires, or a crutch tip to slip when ambulating on the surface.

Space

A definable area, e.g., room, toilet room, hall, assembly area, entrance, storage room, alcove, courtyard, or lobby.

Specific Learning Disability

Disorder in one or more of the basic psychological processes involved in understanding or in using language, spoken or written, which may manifest itself in difficulties listening, thinking, speaking, reading, writing, spelling, or doing mathematical calculations. Frequent limitations include hyperactivity, distractibility, emotional instability, visual and/or auditory perception difficulties and/or motor limitations, depending on the type(s) of learning disability.

Speech Impairment

Problems in communication and related areas such as oral motor function, ranging from simple sound substitutions to the inability to understand or use language or use the oral-motor mechanism for functional speech.

Stable Surface

Stability is the degree to which a surface remains unchanged by contaminants or applied force, so that when the contaminant of force is removed the surface returns to its original condition. A stable surface is not significantly altered by a person walking or maneuvering a wheelchair.

Street Furniture

Sidewalk equipment or furnishings, including garbage cans, benches, parking meters and telephone booths.

Substantially Limits

A comparative term used in the ADA definition of disability. An impairment is a disability if it substantially limits the ability of an individual to perform a major life activity as compared to most people in the general population. An impairment need not prevent, or significantly or severely restrict, the individual from performing a major life activity in order to be considered substantially limiting.

Surface

The material on which person walks or wheels in the pedestrian environment.

T**Traffic Calming**

Design techniques that have been shown to reduce traffic speeds and may include lane narrowing, curb extensions, surface variations and visual clues in the vertical plane.

Transit Facility

A capital facility intended to improve the efficiency of public transportation or encourage the use of public transportation.

Transition Plan

A requirement that all state and local governments employing 50 or more people have a plan detailing the structural changes necessary to achieve program accessibility.

Transitional Segments

Segments of a pedestrian circulation path that blend between existing undisturbed pedestrian facilities.

Transportation Services

(Also called escort services.) Provides transportation for older adults to services and appointments. May use bus, taxi, volunteer drivers, or van services that can accommodate wheelchairs and persons with other special needs.

Truncated Domes

Small domes with truncated tops that are detectable warnings used at transit

platforms, curb ramps, and hazardous vehicular ways.

U

Undue Burden

With respect to complying with Title II or Title III of the ADA, significant difficulty or expense incurred by a covered entity, when considered in light of certain factors. These factors include: the nature and cost of the action; the overall financial resources of the site or sites involved; the number of persons employed at the site; the effect on expenses and resources; legitimate safety requirements necessary for safe operation, including crime prevention measures; or any other impact of the action on the operation of the site; the geographic separateness, and the administrative or fiscal relationship of the site or sites in question to any parent corporation or entity; if applicable, the overall financial resources of any parent corporation or entity; the overall size of the parent corporation or entity with respect to the number of its employees; the number, type, and location of its facilities; and if applicable, the type of operation or operations of any parent corporation or entity, including the composition, structure, and functions of the workforce of the parent corporation or entity.

Undue Hardship

With respect to the provision of an accommodation under Title I of the ADA, significant difficulty or expense incurred by a covered entity, when considered in light of certain factors. These factors include the nature and cost of the accommodation in relationship to the size, resources, nature, and structure of the employer's operation. Where the facility making the accommodation is part of a larger entity, the structure and overall resources of the larger organization would be considered, as well as the financial and administrative relationship of the facility to the larger organization. Employers do not have to provide accommodations that cause an undue hardship.

Uniform Federal Accessibility Standards (UFAS)

One of two standards that state and local governments can use to comply with title II's accessibility requirement for new construction and alterations. The other standard is the ADA Accessibility Guidelines.

Universal Access

Access for all people regardless of ability or stature.

U.S. Department of Justice

Federal agency that is responsible for enforcing titles II and III of the ADA.

U.S. Department of Transportation

Federal agency that enforces nondiscrimination in public and private

transportation. Nondiscrimination includes access to public bus, train and paratransit, as well as privately operated bus and shuttle transportation. The ADA does not cover air transportation, which is subject to the Air Carrier Access Act.

V

Vehicular Way

A route intended for vehicular traffic, such as a street, driveway, or parking lot.

Vertical Clearance

The minimum unobstructed vertical passage space required along a sidewalk or trail.

Visual Impairments

Complete or partial loss of ability to see, caused by a variety of injuries or diseases including congenital defects. Legal blindness is defined as visual acuity of 20/200 or less in the better eye with correcting lenses, or widest diameter of visual field subtending an angular distance no greater than 20 degrees.

W

Walkway

An exterior pathway with a prepared surface intended for pedestrian use, including general pedestrian areas such as plazas and courts and a continuous portion of the pedestrian access route

that is connected to street crossings by curb ramps.

Wheelchair

Wheeled mobility device used by people with limited or no ability to walk. Wheelchairs can be manually propelled or battery powered.

Work Zone

An area of construction, maintenance or utility work activities.

X

None at this time.

Y

None at this time.

Z

None at this time.

APPENDIX 3: Tasks A-H Findings Reports

