

# TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

## STAKEHOLDER ENGAGEMENT

This committee sought input from a wide range of stakeholders in local, regional, and federal government, advocacy groups, and received a letter from Councilmember Cheh. Stakeholder presentations to the committee included DDOT, Events DC, Public Service Commission, OMB, Washington Area Bicyclists Association, DC Sustainable Transportation, MetroLab Network, WMATA, Union Station Redevelopment Corporation, American Automobile Association, Greater Washington Partnership.

Additionally, the committee took over 10,319 responses from the District’s ReOpen DC Public Survey into consideration, interviewed 32 public transportation/ infrastructure officials/agencies, engaged 35 transportation industry experts, consulted 9 telecommunication organizations, and interviewed 37 transportation research and association members and organizations to obtain input and feedback on proposed recommendations and industry reopening requirements.

## STAGING RECOMMENDATIONS

In addition to the report’s primary guidance and universal safeguards (e.g., physical distancing of at least six feet, use of masks in public spaces, stringent sanitation and hygiene practices) the Committee proposes the following guidance for the subsectors listed below.

SUBSECTOR	STAGE 1	STAGE 2	STAGE 3
Transit	<p>Meet demand and allow for physical distancing</p> <ul style="list-style-type: none"> <li>Assign lanes and prioritize signals for the Lifeline Network bus corridors</li> <li>Institute skip-stop service</li> <li>Continue rear door boarding for bus transit except for riders needing extra assistance</li> <li>Reroute or reprioritize bus routes to areas of high usage</li> <li>Install more dedicated bus lanes, along high transit use corridors and transit-dependent communities, to improve efficiency and reduce passenger wait times</li> </ul>	<p>Continue to meet demand and allow for physical distancing</p> <ul style="list-style-type: none"> <li>Assign lanes and prioritize signals for the Lifeline Network bus corridors</li> <li>Institute skip-stop service</li> <li>Reroute or reprioritize bus routes to areas of high usage</li> <li>Bundle trips and integrate travel modes, including contactless and integrated fare payments through WMATA</li> </ul>	<p>Expand to meet demand and allow for physical distancing</p> <ul style="list-style-type: none"> <li>Reroute or reprioritize bus routes to areas of high usage</li> </ul>

	<ul style="list-style-type: none"> <li>Consider on-demand shuttle services for essential workers with schedules that do not match current transit operating levels - such as hospital and public safety workers</li> </ul>		
Shared and micro-mobility for hire	<p>Non-essential shared transit discouraged</p> <ul style="list-style-type: none"> <li>Encourage plastic shields for shared ride vehicles</li> <li>Prohibit passengers from sitting in front passenger seat by drive</li> <li>Consider limiting number of passengers to 1 person or 2 people if in same household.</li> </ul>	<p>Non-essential ridesharing and other transit can resume</p> <ul style="list-style-type: none"> <li>Encourage plastic shields for shared ride vehicles</li> <li>Prohibit passengers from sitting in front passenger seat by driver</li> <li>Consider limiting number of passengers to 1 person or 3 people if in same household</li> </ul>	<p>Non-essential ridesharing and other transit can resume</p> <ul style="list-style-type: none"> <li>Encourage plastic shields for shared ride vehicles</li> <li>Prohibit passengers from sitting in front passenger seat by driver</li> </ul>

## RECOMMENDED SAFEGUARDS

The Committee also recommends adoption of the sub-sector specific universal safeguards outlined below.

SUBSECTOR	STAKEHOLDER	ADDITIONAL RECOMMENDED MITIGATION GUIDELINES
All transportation and infrastructure	Individuals	<ul style="list-style-type: none"> <li>Use facial coverings in public spaces, on all transit and rail vehicles, and in shared mobility services</li> </ul>
	Businesses	<ul style="list-style-type: none"> <li>Install hand sanitizing stations at entrances and in common areas in transit hubs</li> <li>Block off middle seats on airplanes, trains and buses or otherwise seat passengers to prevent them from sitting directly next to each other to maintain physical distancing guidelines</li> </ul>
Roadways and public space	Businesses	<ul style="list-style-type: none"> <li>Reallocate public space to promote pedestrians, restaurants, and non-vehicles (e.g., bicycles, scooters)</li> <li>Reallocate traffic lanes to improve Lifeline bus service Dedicate more parking spaces to commercial delivery services</li> <li>Expand “multimodal mobility hubs” parking options</li> </ul>

- Continue to encourage commercial delivery services to make deliveries in off-peak hours

## OTHER RECOMMENDATIONS AND ‘BIG IDEAS’

The committee and its members have identified several additional initiatives and ideas for consideration, which include:

- **Use existing transportation infrastructure to expand Wi-Fi** (e.g., utility poles, bus stops)
- **Identify select streets to close off to cars and convert to outdoor seating** and retail space
- **Encourage local deliveries** of food and other goods by bicycles
- **Use food trucks and hand-washing stations** to bring amenities to every neighborhood to prevent the need for residents to travel by any method other than foot
- **Create sanitation and physical distancing “certification” program**, to increase passenger confidence, to rate how well transit and shared rides are adhering to guidelines
- **Invest in contactless entry and fare payments**
- **Establish expanded sidewalks through travel lane conversion on bridges** to promote physical distancing, especially Anacostia River crossings (Sousa, East Capital, Frederick Douglass, and Benning Road Bridges)
- **Re-program curbside lanes for e-scooter/bike lanes** along major corridors
- **Permit dock less e-bike and e-scooter providers** to increase fleet size for anticipated demand.
- **Allow taxis to deliver food and packages**
- **Convert existing on-street "bicycle route" system** to shared street network with rapid implementation of signage, barriers and traffic calming with a target speed of 10 mph
- **Reduce speed on local arteries from 25mph to 20mph** to protect more people walking in streets due to physical distancing
- **Experiment with on-demand transit**
- **Update bus lines and schedules** based on bus plan
- **Provide subsidies to ensure access to affordable bikeshare and transit services**, particularly for low-income areas
- **Enhance DFHV’s MedExpress and Transport DC services**
- **Enhance WMATA’s MetroAccess service**
- **Create “shovel ready” public space and roadway projects** and offer job training and employment to those unemployed