
COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

October 12, 2023
Richard Wallace, CAC Chair

The October meeting of the 2023 - 2024 TPB Community Advisory Committee (CAC) was held on Thursday, October 12. The committee received presentations about TPB's 2022 Bicycle and Pedestrian Plan and an update from WMATA on their Better Bus Network Redesign. The meeting was held virtually on WebEx.

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Michael Farrell, TPB Transportation Planner, provided an overview of the 2022 update of the Bicycle and Pedestrian Plan for the National Capital Region. The plan identifies the capital improvements, studies, actions, and strategies that the region proposed to carry out by 2045 for major bicycle and pedestrian improvements in state, local, and agency plans.

Member comments and questions included:

- **The importance of tracking investments in bicycling and pedestrian facilities, and education to increase mode share.** Related to the mode share data presented, two members asked about how investments in bicycling infrastructure are measured and their impact of mode share. TPB staff responded that it is difficult to track money being spent, as bicycle infrastructure may be a component of a road project. They noted that Montgomery County's bike mode by percentage of trips was stable over several years. TPB staff responded that the data is outdated (2017), but that there were limited facility expansions at the time. Another member shared their experiences in Rotterdam, Netherlands – they added that primary school students took a course to role play and pass a certification on safety. They noted cultural acceptance of the education program and observed bicyclists rode confidently.
- **How are different areas prioritized or infrastructure gaps addressed beyond TPB's Technical Assistance programs?** One member asked how areas are prioritized in the plan. TPB staff responded that projects are prioritized at the state level, but that TPB's technical assistance programs provide an opportunity to kickstart a project. Another member asked how agencies identify and plan infill for gaps in bicycling or pedestrian infrastructure. TPB staff referred to a staffer in Philadelphia that helped identify gaps in infrastructure and added that local jurisdictions are trying to catch up.
- **Highlighting the importance of TPB's work to raise or coordinate facility standards across the National Capital Region.** One member asked TPB staff to elaborate on how TPB's work can support consistent standards across the region. TPB staff mentioned that TPB previously supported Complete Streets policies in the region – and noted the progress of including bicycling and pedestrian elements to projects. They added that several organizations that produce design standards that are referenced in the Bicycling and Pedestrian Plan. They added that there are design solutions that can improve safety for shared facilities, but that speed limits are a major consideration.
- **CAC desire to stay connected with TPB's work on bicycle and pedestrian planning.** One member asked how CAC members could stay connected with the TPB's Bicycle and Pedestrian Subcommittee. TPB staff noted that their meeting is open to the public and would connect with CAC members on observing their meetings.

WMATA BETTER BUS NETWORK REDESIGN UPDATE

Allison Davis, WMATA Acting Senior Vice President, Planning and Sustainability, provided an update on Metro's Better Bus initiative. Better Bus seeks to rethink, redesign, and revitalize bus service to better serve the needs of customers in the region. The CAC last received an update on Better Bus in January 2023.

Member comments and questions included the following:

- **How is WMATA ensuring regional coordination with proposed changes and transfers?** One member asked how WMATA is working with local jurisdictions and their transit providers? WMATA staff said that as part of the compact, they are able to provide service to all jurisdictions. They added that they are redesigning with Cue, The Bus, and the Ride On redesign. In addition, ART and DASH have been involved. Another member asked about cross-jurisdictional transfers. WMATA staff noted that many routes end at Southern Avenue – but jurisdictional boundaries do not matter, just where you are trying to go. They added that they look at travel patterns to align bus routes to where people want to go.
- **Why were the majority of negative comments from DC residents?** One member noted that DC residents had the most negative sentiment towards the proposed network and asked for more information. WMATA staff noted that two key route proposals generated negative comments. They noted that comments were considered and changes in response were made as appropriate.
- **Will the proposed visionary network be included in Visualize 2050?** One member asked if the proposed network will be included in the National Capital Region Transportation Plan. WMATA and TPB staff said that the network will be included in the travel demand model used in Visualize 2050.

OTHER BUSINESS

- Marcela Moreno provided a summary of the October 2023 TPB meeting agenda.
- Vice Chair Amin announced that the next CAC meeting will take place on November 9 as a virtual meeting held on WebEx.

ATTENDEES

Members

Richard Wallace, *Chair*
Ra Amin, *Vice Chair*
Ashley Hutson, *Vice Chair*
Christina Farver
Daniel Papiernik
Gail Sullivan
Heather Gaona
Jacqueline Overton Allen
Jeffery Parnes
Kalli Krumpos
Maribel Wong

Mark Scheufler
Nancy Abeles
Rick Rybeck

Staff

Rachel Beyerle
Lyn Erickson
Michael Farrell
Marcela Moreno

Other

Allison Davis, WMATA