
**COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB**

June 20, 2024
Ra Amin, CAC Chair

The June meeting of the CAC was held virtually on Thursday, June 13. The meeting featured a presentation and discussion on the Regional Bus Stop Design Forum and the State of Public Transportation report. There was also a debrief among members on the Community Leadership Institute, and a discussion about the first DMVMoves meeting on level-setting and vision.

REGIONAL BUS STOP DESIGN FORUM

Pierre Gaunard, TPB Transportation Planner, recapped the presentation he gave last month of a workshop held by the Regional Public Transit Subcommittee on bus stop design held on April 23. CAC members got a closer look at the new types of stops, such as floating island stops and bulb-outs. Members discussed the differences between shared bus stops and island bus stops, highlighting the challenges and benefits of each design. Members provided feedback on the implemented bus stop designs and what might be the next steps for taking the prototypes forward. Members also commented on each of the designs regarding their safety and accessibility concerns.

Member questions and comments included the following:

Did feedback on any of the designs change after they were implemented? Are these all prototypes or do some exist?

Some of these designs have been implemented. There have been some changes after implementation. Temporary designs sometimes change before they become fixed. It varies by jurisdiction.

Will these designs be made mandatory?

Yes and no. There won't be anything mandatory across jurisdictions, but there does seem to be a need for some minimum standards. WMATA has a more uniform approach, and jurisdictions may tend to be more novel. There's interest in a standardized design, and in not making the stops too different to the point where WMATA may not serve the stop.

THE STATE OF PUBLIC TRANSPORTATION REPORT

Pierre Gaunard, TPB Transportation Planner, also gave a presentation on The State of Public Transportation report, highlighting the purpose of the report, its sections, and the data used. The report includes information on climate change adaptation and mitigation efforts in public transportation, including the installation of green infrastructure and solar carports. It was noted that transit agencies are transitioning to zero-emission bus fleets, with several already completed. Regional transit statistics include the number of buses, stops, and routes in Maryland, Virginia, and DC. The revenue sources for transit agencies primarily come from state and local government funding.

Member discussion included whether there was bias in the distribution of services, questioning why there wasn't more of a need for development in suburban areas outside of DC. Job creation and accessibility were acknowledged as important factors. Communication and community engagement were highlighted as areas that still need improvement. In both the design and the provision of

transit, the local community should be involved. A comment was made about how these transit needs get surfaced, noting that the TPB doesn't come up with a regional plan, but relies on incrementally incorporating input from different jurisdictions.

Member questions and comments included the following:

Community input and participation in public meetings is crucial for the transportation planning process and has direct impacts on the end results. Design of these transit services should always involve the public.

Is the increase in metrorail ridership equivalent to a decrease in metrobus ridership, or are those two numbers independent from each other? Is the increase on either of these two areas the result of a decrease in car ridership?

The answer is we don't know for sure. We hope it is. Metrorail ridership feeds riders into metrobus, and vice versa. They support each other. It's hasn't been a concern that they are trading off between each other. Overall, ridership is still down pre-pandemic.

Can micro-mobility accessibility to public transportation be tracked in the state of public transportation report? For example, we're seeing record high capital bikeshare usage this year and it'd be interesting to layer into the broader review of public transportation.

It's a topic that likely won't make it too much into the 2023 edition at this stage, but should get featured more prominently in the 2024 report. The first/last mile (and beyond) connections to transit are a big issue related to creating a sustainable and effective public transportation system. Data availability could be mixed for micro-mobility, but there's a lot on bikeshare we can collate.

COMMUNITY LEADERSHIP INSTITUTE RE-CAP

CAC members who attended the training shared their reflections, noting overall the value of the training. It is worthwhile for anyone in public service. One member stated that it should be a part of any new CAC member's orientation.

Members reflections included the following:

- How fundamental land use decisions are.
- The cost of doing things and the trade-offs that necessitates.
- How challenging it is to reconcile different group's concerns.
- The process of making difficult decisions for the entire region.
- The value in looking at scenarios.
- The importance of hearing different voices, especially the underrepresented.
- How challenging it is to get out of one's own box.

Chair Amin asked if participants had a particular activist lens going into the training, how that might have influenced their experience, and what they have used from the training to inform their activism. The jobs/housing balance was mentioned. During the mapping exercise, no one seemed interested in moving jobs further out where the housing is. That's a new perspective for members in less developed areas. The role play exercise stuck with many people; putting yourself in the shoes of another stakeholder. Other take-aways included how important it is to motivate people through aspirations, the importance of community input—who is at the table really matters, and how the whole area is critical— not just one corner of it.

DMVMOVES UPDATE

Chair Ra Amin, gave an update on the first meeting of the task force, noting that time was spent on level-setting; providing information on the current status of transit in the DMV. The meeting also discussed the concept of "world class transit" and asked participants to share their thoughts on what it means to them in two words. CAC members did the same exercise using a word cloud, oral comments and chat. Responses included access for all, reliable and frequent service, educating the public, incorporation of technology more, and seamless connectivity. Regarding involvement, members commented that car-drivers should not be left out of this discussion. For various reasons, some people cannot use transit. The discussion also touched on the importance of funding and budgeting for transit projects, with a focus on the need for consistency, predictability, and dedicated funding sources. Chair Amin promised to take these perspectives with him to the first Community Partners meeting June 21, and invited people to follow the initiative.

OTHER BUSINESS

CAC Chair Ra Amin deferred discussion on an "Act Locally" component to add to each meeting in which CAC members could share something about what they are doing in their communities, and an oral history of the CAC. Laura Bachle mentioned that members had asked for some meeting ground rules. She welcomed member's ideas on ground rules that would be useful.

ATTENDANCE

Members

Ra Amin, Chair
Daniel Papiernik
Zach Israel
Kalli Krumpus
Lorena Rios
Bernie LoCascio
Jeff Parnes

Gail Sullivan
Richard Wallace
Rick Rybeck
Tim Davis
Heather Gaona
Nancy Ables

Staff

Lyn Erikson
Leonardo Pineda
Pierre Gaunard
Laura Bachle
John Swanson