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

April 15, 2025
Daniel Papiernik, CAC Chair

The April meeting of the CAC was held virtually on Thursday, April 10. The meeting featured an overview of Commuter Connections, the Regional Bicycle and Pedestrian Plan, and a DMVMoves update. The committee also held their “Act Locally” round-robin.

COMMUTER CONNECTIONS OVERVIEW

Staff provided an orientation on TPB’s demand management programs. The presentation also showcased the latest incentive - Commuter Cash. A video was shared to demonstrate how it works. CAC members were polled about what mode they take typically to get to work. Poll results indicated driving and public transit as the top two modes.

Questions and comments included the following:

Do you track data on the financial benefits to individuals participating in the Commuter Connect programs?

The commuter has the ability to enter their commute metrics. We will do that for them if they seem on the fence and need an extra nudge to project what we think their savings will be, but we don’t do any analysis for them if they use our carpool or Commuter Cash programs. They can see those metrics if they track their trips.

Regarding the cash awards that are being offered, who provides the funds and are they available region-wide or only in Virginia?

The state DOTs provide the funding. It’s formula-driven based on population. We get approval every year to operate the program, including the incentives. Regarding the geography, the programs are available to the greater DC region. Anyone who is eligible to participate is eligible to claim the rewards.

Regarding Bike-to-Work Day, why the switch from Friday to Thursday?

What we have seen from our data is that Friday has become a very popular telework day, so our hope is that by moving it to Thursday we will see an uptick in participation.

Regarding the commuter survey, is that open to the public?

The survey is based on a statistically valid sample of employed households throughout the region. Households get a postcard with an access code to participate. We buy a list of households from a third-party vendor. It’s not public in the sense that anyone can complete the survey. The survey should be completed by June and results available in November or December.

Is there any pickup in the Commuter Connections program due to the return-to-work order?

Yes. It has been the busiest time since 2019. There has been a huge uptake. Metrics have generally doubled from January – March 2024.

Regarding E-ZPass rewards, those are only available in Virginia?

They are only available to commuters who use transponders issued in Virginia. The rewards are organized directly with the state DOTs. The other DOTs (Maryland) are currently working out arrangements with us to participate.

Is a trip eligible if it begins during the peak period but ends off peak? For example, if you begin at 9:15 but don't arrive until 10am?

Yes. As long as the trip starts in the peak window and the other criteria are met, the trip should earn points.

REGIONAL BICYCLE AND PEDESTRIAN PLANNING UPDATE

TPB planner Mike Farrell briefed the committee on current bicycle and pedestrian planning activities, including the upcoming update of the National Capital Trail Network (NCTN) and work on a regional bicycle and pedestrian plan in FY 2026 to update the plan from 2022. Staff opened a word cloud activity asking members to provide a one-word response to the question: “What are your chief concerns when walking or biking?” The leading answer was safety, followed by traffic, distance and infrastructure.



Questions and comments included the following:

Do we know which are the most traveled bicycle and pedestrian networks in the region?

Yes, there are lots of sources of information on that. There's the Regional Household Travel Survey, for example, and information at the facility level, such as the National Park Service trails, and there's data from the bike-share system. There is some count data on our website.

Regarding dockless bike-sharing, can they just leave them anywhere?

DC has a lock-to rule, which means scooters are required to be fixed to an object. DC is also putting in bike and scooter corrals at the ends of blocks to encourage bike and scooter parking. There are complaint lines you can use to report problems.

When you look at a bike trail, there is often no pedestrian trail next to it, so you are sharing the trail with cyclists. That is unsafe.

There is some movement toward building dual facilities when there is right-of-way. Sometimes, in more suburban areas, there isn't enough use to justify a dual facility. We try to ensure facilities are designed to the demand expected.

Why aren't there as many pedestrian and bicycle facilities in places like Charles and Prince George's Counties?

It's just harder to get people to walk or bike in areas that are more spread out, with land use patterns that make it harder, but there are trails planned as part of the National Capital trails system that do go into less developed areas.

Comment: There needs to be better infrastructure, such as pavement markings, to alert motorists they might encounter pedestrians and bicyclists. Signs are not enough.

How might we listen in to the meetings of the Bicycle and Pedestrian Subcommittee?

The meetings are live streamed on YouTube, so interested public can watch the meeting there.

Safety is directly tied to education. There needs to be bicycle education in the schools.

This is an issue that is being tackled at many levels. The District does provide bicycle education in the fifth grade as part of their physical education curriculum. There are bike rodeos and other events.

DMVMoves UPDATES

Vice-Chair Ra Amin summarized the information provided at the March meetings. Highlights included a new concept to create a more manageable and cost-effective approach to funding the capital budget. Rather than attempting to eliminate the full backlog of maintenance projects, staff presented a revised proposal that would allow Metro to sustain a reliable, high performing system without fully eliminating their backlog of maintenance projects, which can be cost prohibitive. This is what other systems do. The proposal also has some targeted investments, based on some assumptions, which includes rail automation and a regional bus priority program.

At the next DMVMoves meeting in May, members will discuss funding sources to finance these modernization efforts and receive recommendations from all the working groups on their action plans to enhance customer experience and cost savings through collaboration on fare policies, joint procurements, and other opportunities. The CAC will be spending more time in May and June discussing the proposals.

Questions and comments included the following:

Are intercity bus companies, like Greyhound, being included into these discussions?

We are not sure of the answer. We will find out.

ACT LOCALLY ROUND-ROBIN

Chair Papiernik opened discussion on the activities that members are doing in their local communities. Dan Hardy offered his expertise as a transportation professional. He offered to assist anyone with any questions offline to explain something they may want to understand better. Members have also been holding forums with elected and appointed officials in their communities, inventorying traffic signs in their neighborhoods; holding meet and greet events with candidates for public office and speaking with youth on advocacy and leadership.

ATTENDANCE

CAC Members

Daniel Papiernik, Chair
Ra Amin, Vice-Chair
Felicia Brannon
Tim Davis
Martha Fedorowicz
Heather Ganoa
Dan Hardy
Madeline Kaba

Jenene Lee
Mónica Martínez López
Dorothy Meneles
Felipè Millàn
Asa Orrin-Brown
Jeff Parnes
Lorena Rios
Rick Rybeck
Gail Sullivan

Staff

Dan Sheehan
Stacey King
Michael Farrell
Rachel Beyerle
Laura Bachle
Amanda Lau
Lyn Erickson