COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB

November 18, 2026
Tim Davis, CAC Chair

The November meeting of the CAC was a hybrid meeting with members joining in-person and online on Thursday, November 12. The CAC continued their discussion on micromobility and safety education. They also received a briefing from member Rick Rybeck on Land Value Return and got a report on the recent Access for All Advisory Committee meeting from the AFA Liaison, Gail Sullivan.

DISCUSSION ON MICROMOBILITY AND SAFETY
Connor Young, CAC member representing Manassas, VA, provided the CAC with a thorough report on the current state of e-micromobility safety and regulation. Mr. Young provided a snapshot of national trends, Virginia state legislative activity, the benefits from the rise of e-micromobility, and the risks and challenges, including dramatic increases in fatalities and injuries. He detailed existing regulation in all three states, touched on potential non-regulatory solutions, and highlighted the efforts of his advocacy group, Active Prince William. In addition, Mr. Young told his story of e-bike use, including the confidence it has given him after the crash he suffered and recovered from. He remains an e-bike user who advocates for safer infrastructure and better education.

TPB staff also provided a presentation summarizing the status of micromobility and safety regulation, including a snapshot of the actions member jurisdictions are taking, emerging trends, and TPB's activities in this space. TPB's activities to date have included a micromobility workshop, the update of the Bicycle and Pedestrian Plan to include e-micromobility, the Street Smart campaign, and integrating safety concerns into the technical assistance programs.

Questions and comments included the following:

Safer infrastructure is important to include in the response to the increase in use, especially at intersections and cross-walks. There will be a mix of pedestrians, "acoustic" (traditional) bikes, and e-bikes and scooters. It's important to design for this.

There's lots of talk about classifications of e-bikes and scooters, but there is no clear distinction between Class 2 and Class 3 because the devices are sold with an application that allows the consumer to upgrade their product to something that can operate at higher speeds, the only way for law enforcement to assure the operator is keeping within the safety limit is to also examine the operator's phone. This raises 4th Amendment concerns about search and seizure.

There have been fatalities with these devices that seem unavoidable, much like the introduction of automobiles. It's going to be very difficult to manage and will take education and enforcement to address.

The data is going to be important to continue to collect. From the data provided, it looks like fatalities are growing alongside the increase in use. If there was a way to track this by looking at a rate per mile there may be a better comparison. Perhaps datasets that compare year-over-year within the same dataset, by trip type and location, would give a more accurate picture. Data collection should be uniform across the DMV. For example, the Maryland reporting, is there any way to make that

something the entire region collects? Is there a way to consolidate the information, house it, and provide analysis across the region?

Regarding age limits, it's obvious that children are using these devices. What can be done about that?
It is an enforcement problem. Children under a certain age do not need to carry and ID, so although you are supposed to be, say, fourteen, you do not need to prove it.

Regarding education, maybe it's time to think about providing education on e-micromobility more broadly?
DC currently provides instruction on how to ride a bike in public schools. We could teach second-graders, for example, about safe use in the same way we teach them to ride bikes. This is being done currently in Alexandria, so there are practices to explore. We can also show young people the data about injuries and fatalities and go over the rules of the road, so they understand. Maybe we can tie e-bike use to driver education, or incentivize safety programs in schools to do better on teaching e-micromobility safety, or award children who learn about safe practices?

"ACT LOCALLY" ROUND ROBIN

AFA Liaison Gail Sullivan shared her impressions of the meeting. She reported out on the parallel efforts to identify accessible transportation providers through the newly-launched Reach-a-Ride program and the Coordinated Public Transit Human Services Transportation Plan update. Ms. Sullivan was impressed with the openness of WMATA representatives to respond to customer's complaints about long wait times and was interested to learn about services available to older adults and individuals with disabilities through taxis and ride-sharing services.

LAND VALUE RETURN FOR TRANSPORTATION FUNDING AND LAND USE INTEGRATION

Rick Rybeck, CAC member representing the District of Columbia, provided a briefing on this topic, including an understanding of how infrastructure has traditionally been funded, the disparities this means of funding introduces in land values, and the use of land value return as a means of attenuating the disparities. He related the provision of transportation infrastructure to increases in land value and provided some ideas on how to correct the effects, such as sprawl and higher housing costs.

Members thanked Mr. Rybeck for his expertise and appreciated the presentation. Several CAC members mentioned they will share the presentation with others.

ATTENDANCE

CAC Members
Tim Davis, Chair
Ra Amin, Vice-Chair
Martha Fedorowicz
Heather Gaona
Dan Hardy
Kevin Jiang
Madeline Kaba
Monica Martinez-Lopez
Dorothy Menelas
Asa Orrin-Brown
Daniel Papiernik
Jeff Parnes
Lorena Rios
Rick Rybeck
Gail Sullivan
Connor Young

Staff
Laura Bachle
Rachel Beyerle
Cristina Finch
Amanda Lau
Tom Harrington
Taylor Robey
Kanti Srikanth