

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

The Access for All Advisory Committee (AFA) met virtually on Monday, May 4, 2026. The committee received an update from the WMATA Access Advisory Committee and DMVMoves, discussed the future of the Reach-A-Ride Program, received an update on the bicycle and pedestrian plan, and in the member spotlight, learned more about DATA Mobility Partners. The committee was also advised about scheduling for the update of the Coordinated Human Service Transportation Plan.

REPORT FROM THE WMATA ACCESSIBILITY ADVISORY COMMITTEE (AAC) LIAISON

Glenn Millis, WMATA, gave the report on behalf of Deborah Fisher. Mr. Millis shared information on the Systemwide Accessibility Update. Highlights included accessibility testing of WMATA's modernized website, quality testing of WMATA's wayfinding application, testing of Metrorail and the bus system by people who are using wheelchairs to audit accessibility, and physical improvements to bathrooms and public spaces.

DMVMOVES

Pierre Gaunard, TPB Staff, gave an update on the DMVMoves initiative, which is now moving into implementation. He shared some highlights of the work plan for the years ahead on the goals and milestones, how the work is being organized and coordinated through six topically based committees, and the reporting structure for tracking progress. He briefly touched on the status of the work in all the committees.

REACH-A-RIDE PROGRAM UPDATE

Dan Sheehan, Transportation Operations Program Director, recapped the feedback that has been received to date on the possible future use of this FTA-funded program. He reviewed the history of how the program was used in the past, and presented three possible options for future use:

- Develop a mobility manager-focused platform, including conducting regional stakeholder assessment and a peer review of programs such as Allegheny County's MATCH
- Update and modernize the public-facing clearinghouse, contract a certified mobility manager for warm transfers, and prioritize data accuracy and ease of use
- Document lessons learned and determine whether any elements of the program can be transitioned, or sunset responsibly.

Polling indicates that there is a preference for re-tooling to program to be a "help the helper" wholesale offering for mobility managers. A decision and further work will need to start by the end of May.

Do the participating transportation providers apply for this program or is it just information offered to the public?

Any provider that provides specialized transportation services can be listed on the resource.

Do you see an opportunity for autonomous vehicles to be part of the list of providers in the future?

There isn't a specific plan to add autonomous vehicles currently. We would follow the recommendation of FTA and our partners on including them. The challenge is consistent policies on the use of autonomous vehicles among the jurisdictions. We don't see this particular program addressing that issue.

One challenge will be providing these services to older adults with limited or no English. There is the technical aspect of asking for help and then accessing the services. It may mean finding ways to work with family members to help. Just having the translation often isn't enough.

BICYCLE AND PEDESTRIAN PLAN UPDATE

Michael Farrell, TPB staff, updated the committee on the status of the plan, which is updated every four years. In addition to updating continuing content, the new plan will have discussion of emerging facility types, a better existing facilities layer, and an interactive bike/ped network dashboard. The plan will be a “fresh start” meaning that all the data will be the most recent information from all jurisdictional plans. Regarding how the AFA might participate in the plan update, the facilities are provided by the participating jurisdictions, but the policies and strategies set in the plan are where there is room for input. If there are priorities the AFA members would like to see highlighted, that would be good information to have.

Can you contrast what the low-stress routes are? How do they differ from, say, high-stress routes? And where are accessibility considerations taken in? Are there some routes that a person with a slighter disability might use?

There is a tremendous range of walking and bicycling facilities around the region, from sidewalks to separate paths, to low-volume roads, to high volume roads with no room for bikes. So that high volume with no shoulders would be high stress. There are some low-volume roads that are signed for bike routes. Those are examples of a low-stress route. Regarding accessibility, it's woven into all of the bicycle and pedestrian planning work that is being done, but this plan is at a pretty high level. The exact use of any given route is up to the jurisdiction. We do emphasize that accessibility is a plan policy.

AFA FORUM

Committee members received a presentation from Terri Lamb, with DATA Mobility Partners (formerly Dulles Area Transportation Association). Ms. Lamb provided information on their four main programs, including: Employers Solutions, Veterans Connect and Neighbors Connect, Transit Treks, and Venture Out. She provided statistics on the impact the programs have had on their service area, which all lead to helping Northern Virginians get access to transportation and stay connected to services, opportunities, and the community.

Member Attendees

William Clements, Gaithersburg HELP
Roger Hoskin, Fairfax County Transportation Advisory Commission
Terri Lamb, DATA
Shannon Minnick, Independence Now
Zitao Weng, Korean Community Service Center of Great Washington
Keziah Wohlers, The ARC of Northern Virginia

Ex-Officio Attendees

Leo Pineda, VDOT, Co-Chair
Glenn Millis, WMATA
Christopher Grayton, Yellow Cab
Glenn Millis, WMATA
Yaris Ng Pang, District Department of Transportation

TPB Staff

Laura Bachle
Rachel Beyerle
Amanda Lau
Pierre Gaunaurd
Dan Sheehan
Janie Nham
Kanti Srikanth

Lyn Erickson
Sergio Ritacco
Taylor Robey
Tom Harrington