



# TRANSIT FORUM

September 29, 2023



# Today's Agenda

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- Transit Update
- Making Your Community Transit-Ready
- Trails, Pathways & Parks
- Downtowns & Commercial Corridors
- Small Group Discussion
- Resources & Next Steps



# TRANSIT



# What do we mean by “transit”?



Community Transit  
(AKA Dial-a-Ride or Demand Response)  
including Paratransit



Microtransit  
including Flex  
(currently operated by Via)



Fixed Route  
including trolleys



Bus Rapid Transit (BRT)



Intercity Bus  
including Greyhound, Indian Trails, etc.



Intercity Rail  
including Amtrak

← Lower Density Places, Shorter Trips

Higher Density Places, Longer Trips →

# Oakland Transit

10-year, 0.95 millage specifically for transit passed in November 2022






**Purpose:** Funding public transportation services in Oakland County including operating, maintaining, improving, and expanding transit services

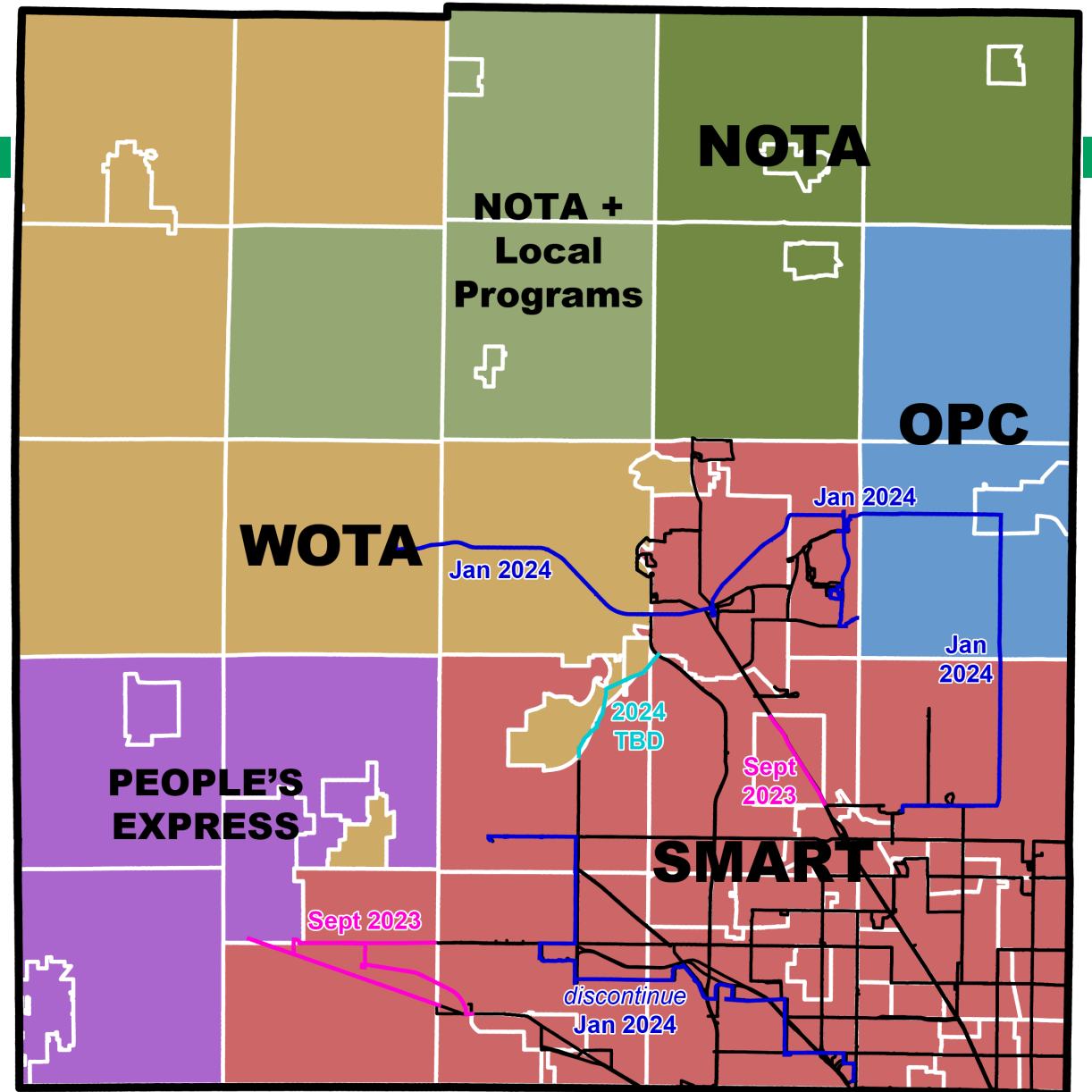


## Goals

- **Coordinate** services amongst the different transit providers.
- **Expand** transit to unserved and underserved areas.
- Develop a longer-term countywide **plan** that considers all transit options and where they should be implemented.
- Enable more **seamless** trip-making on transit.
- Make **transit stops** easier and safer to get to and more comfortable to wait at.
- Implement **higher frequency, higher capacity transit** including Bus Rapid Transit (BRT).
- Support the transition to **low/zero-emission** transit vehicles.
- Support Transit-Oriented Development (**TOD**).

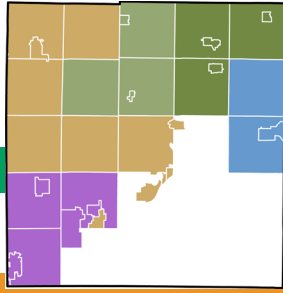
# Transit Providers

-  **SMART**  
*Suburban Mobility Authority for Regional Transportation*
-  **NOTA**  
*North Oakland Transit Authority*
-  **WOTA**  
*Western Oakland Transit Authority*
-  **OPC**  
*Rochester Older Persons' Commission*
-  **People's Express**



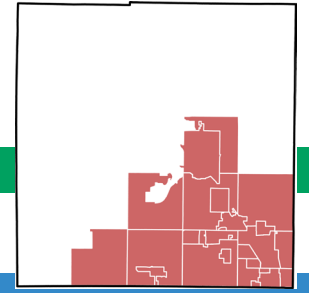
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# Planning



## Community Transit Development Plan

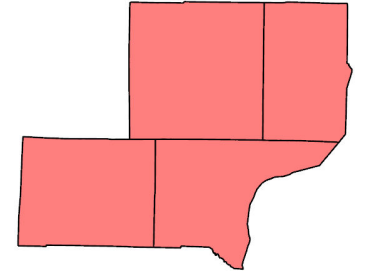
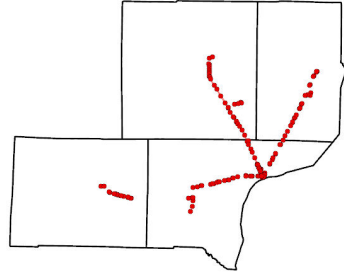
- Lead: Oakland County
- Focus: **Community Transit**
- Scope:
  - Stakeholder Engagement
  - Service Plan
  - Transit Asset Management Plan
  - Organizational Plan
  - Financial Plan
- Timeline: Winter-Fall 2024



## SMARTer Mobility Program

- Lead: SMART
- Focus: **Fixed Route and Microtransit**
- Scope:
  - Existing Conditions and Market Analysis
  - Stakeholder Engagement
  - Service Plan
  - App
- Timeline: Aug 2023-May 2024
- Ways to Engage:
  - Local Elected Official Briefings
  - Transit Provider Meetings (CPPs)
  - Pop-ups at community centers/events in Oct/Nov

# Planning



## Reconnecting Communities and Neighborhoods Grant

- Lead: RTA
- Focus: **Bus Rapid Transit**
- Scope:
  - Project Development for BRT on Woodward Avenue
  - Bus stop improvements on other regional corridors
- Timeline: Application due 9/28, awards TBA

## Regional Master Transit Plan Update

- Lead: RTA
- Focus: **Transit Regionwide**
- Scope:
  - Strategy and agenda for regional transit planning activities over the next 20 years
  - Regional transit corridor strategy
- Timeline: Aug-Dec 2023
- Ways to Engage: Take the [survey](#)



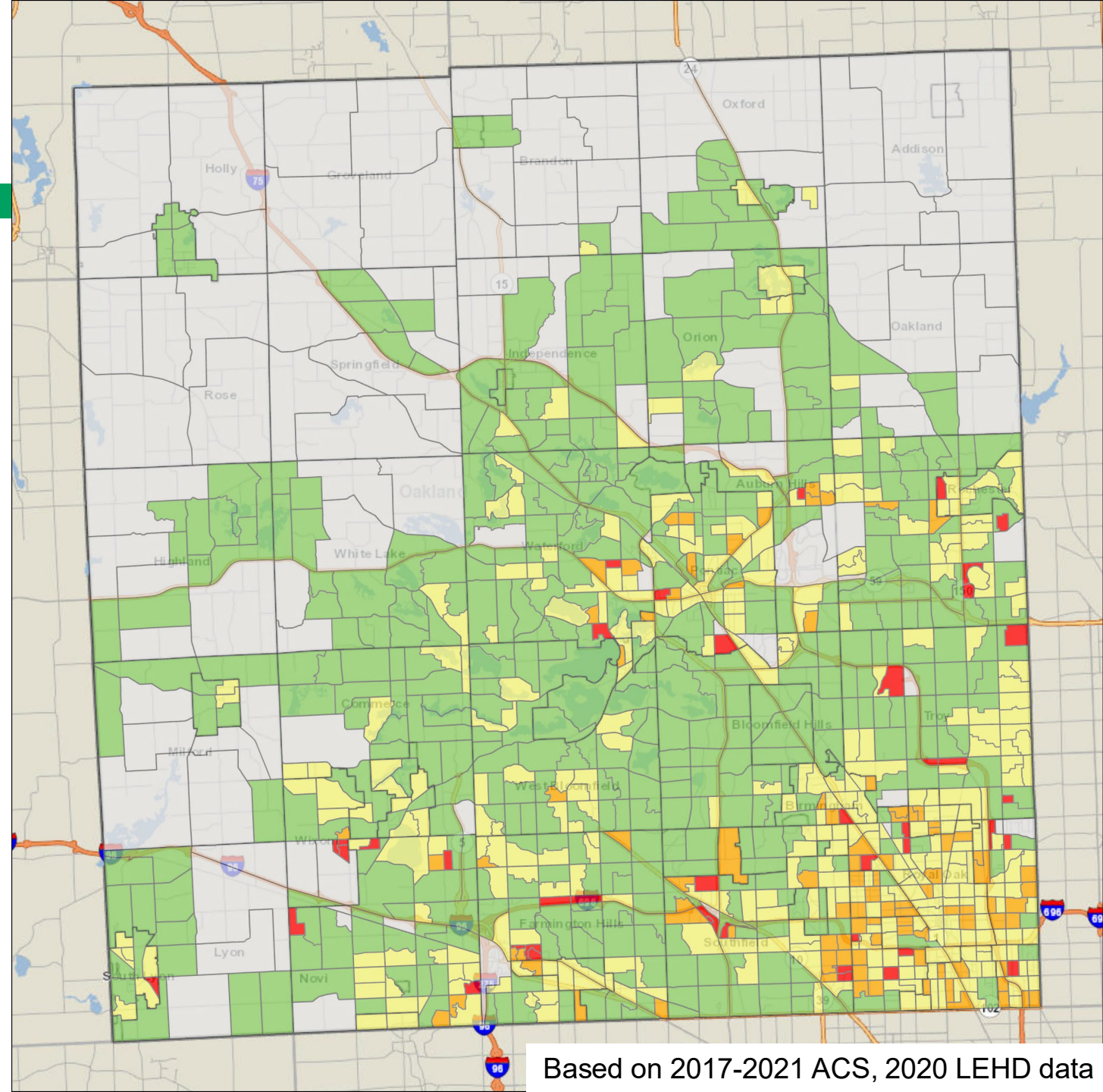
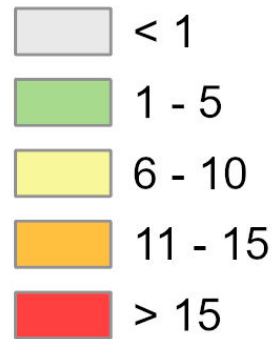
# Making Your Community Transit-Ready



# Transit Demand

- Population: ~1,286,000
- Jobs: ~722,000

Population + Jobs per Acre

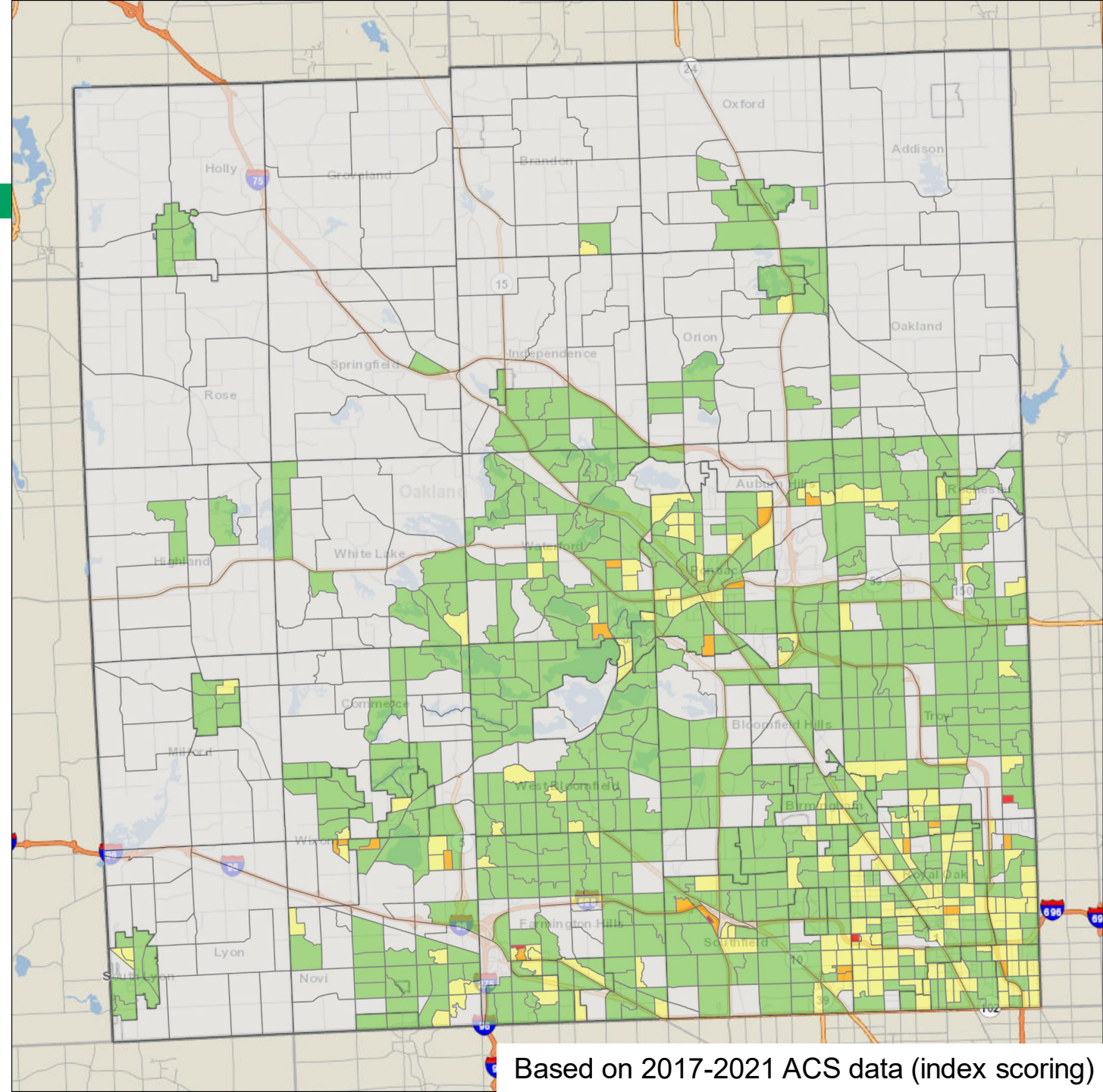
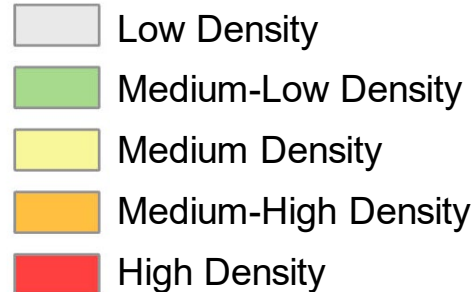


Based on 2017-2021 ACS, 2020 LEHD data

# Transit Need

- Households without a Vehicle: 16%
- Households with at least 1 Person with a Disability: 23%
- Households Below the Poverty Level: 8%
- Youth (age 15-24): 11%
- Seniors (age 65+): 19%

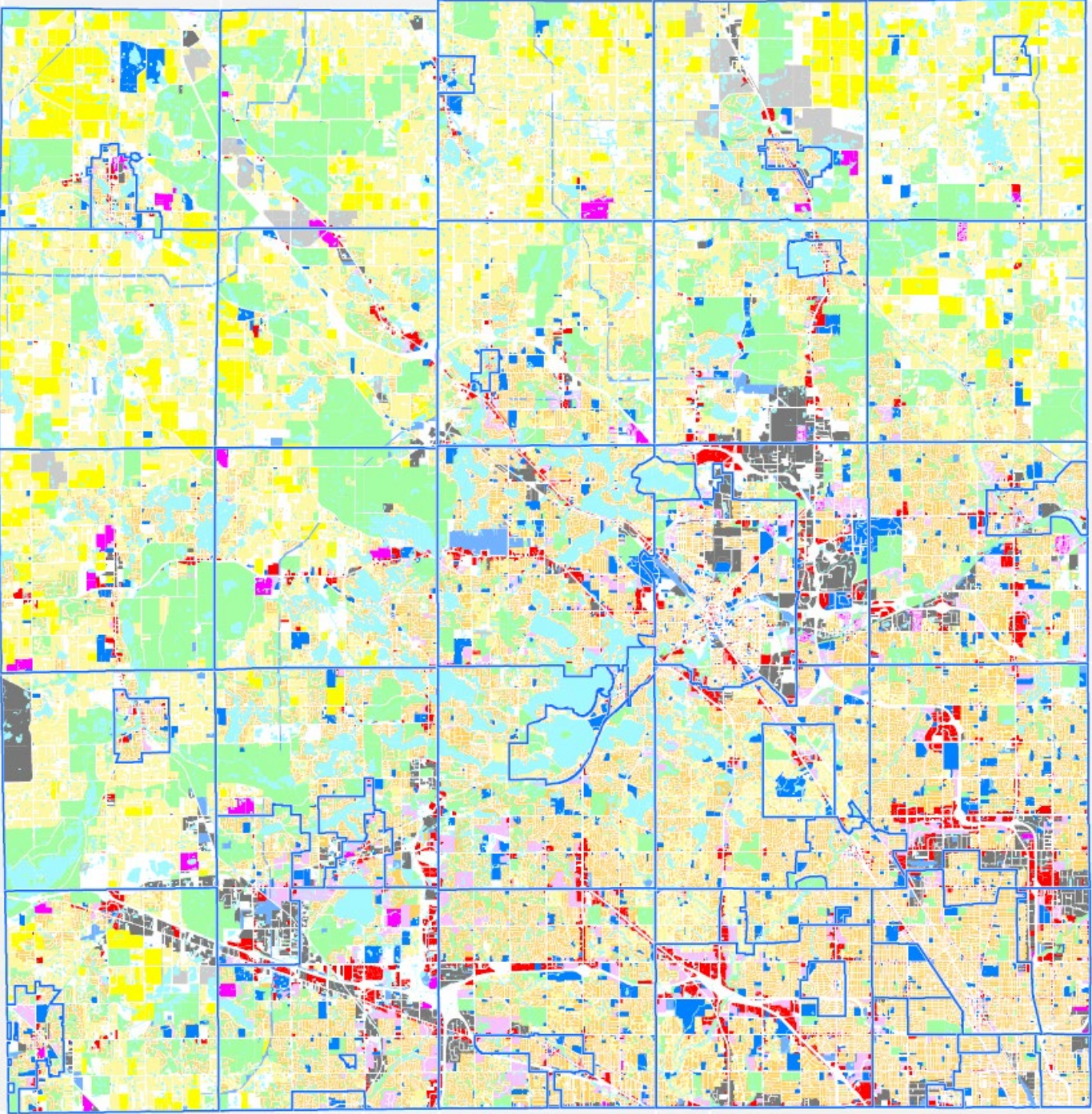
## Relative Density



# Existing Land Use














## Legend

- Agricultural
- Single Family, One acre or greater
- Single Family, Less than one acre
- Multiple Family
- Mobile Home Park
- Commercial/Office** **3.2%**
- Industrial
- Public/Institutional
- Recreation/Conservation
- Transportation/Utility/Communication
- Vacant
- Extractive
- Water

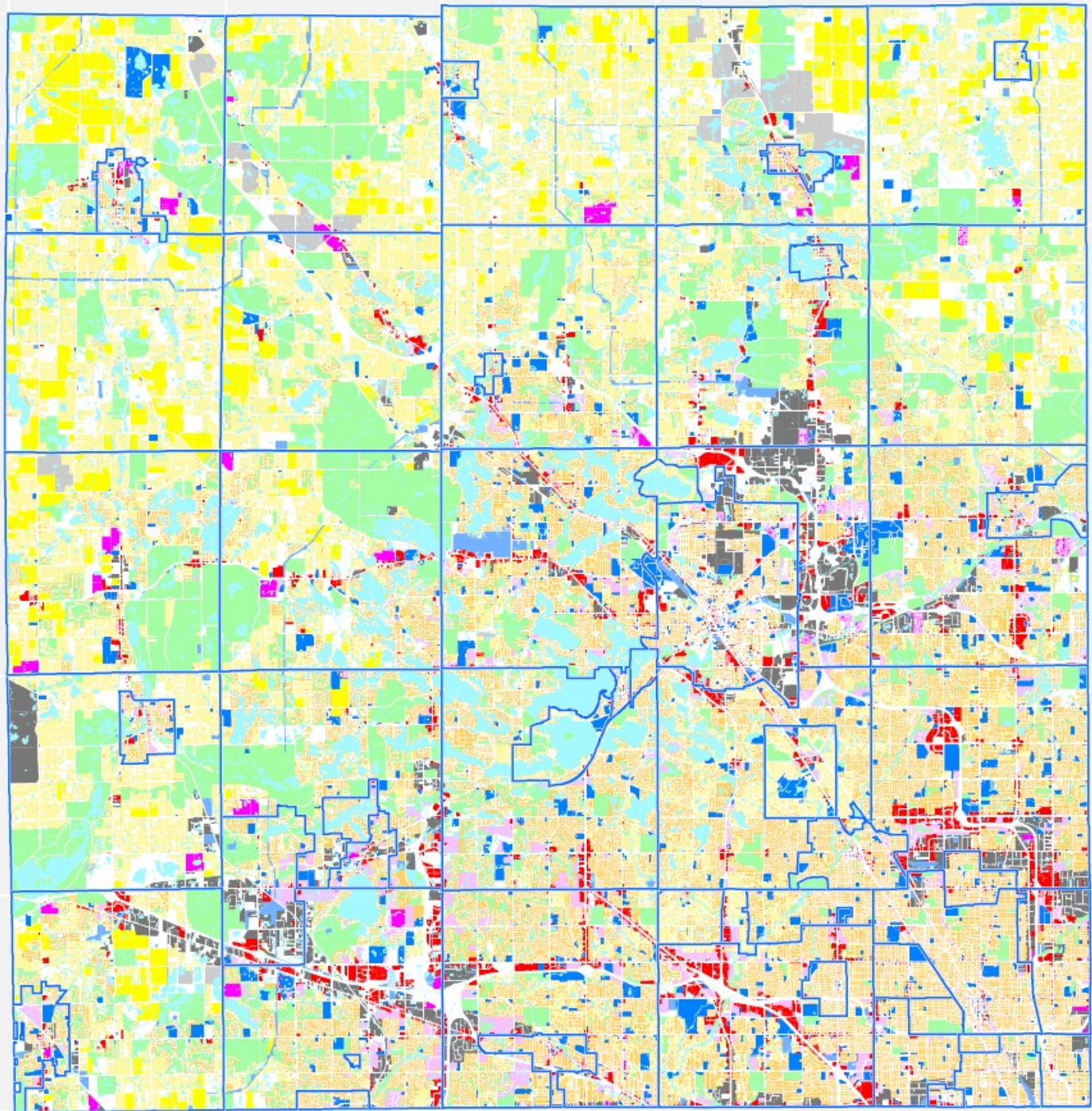


# Existing Land Use

## Legend

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-  Water

45%



# What do we mean by “transit”?



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Microtransit  
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Fixed Route  
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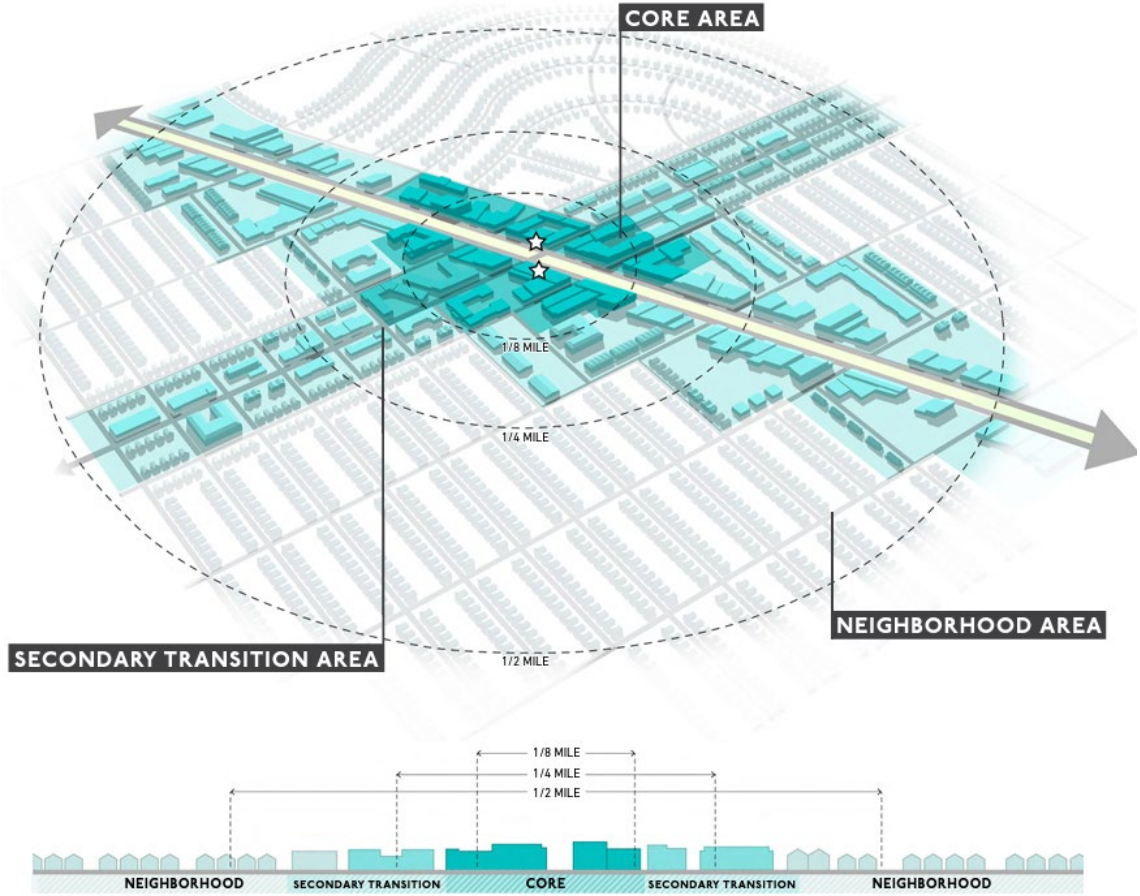
# PLANNING PRACTICES

# Planning Practices

## Complete Streets



## Transit-Oriented Development (TOD)



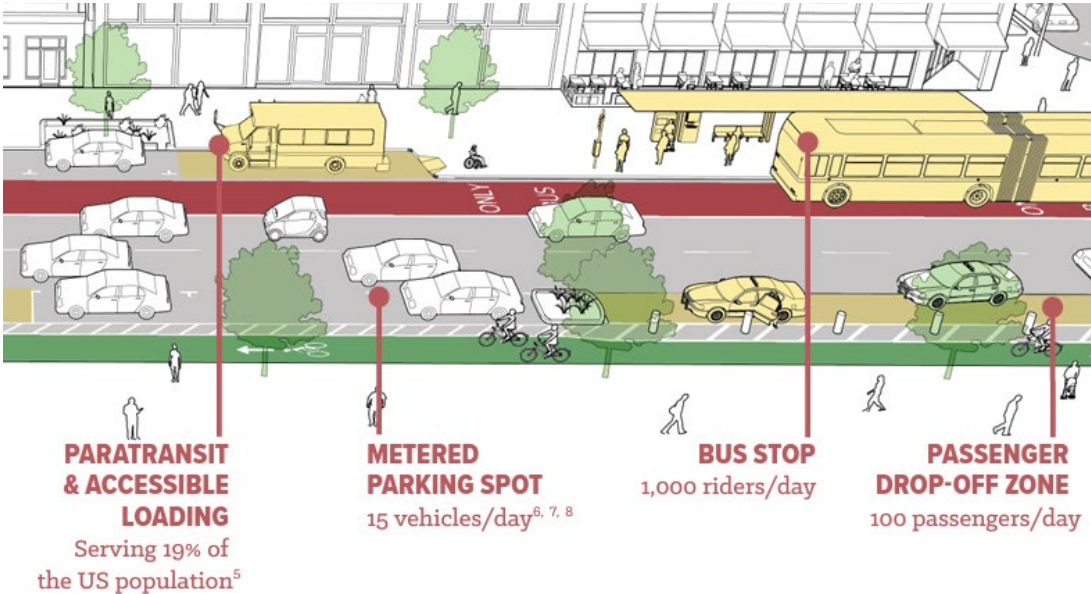


# Planning Practices

## Site Planning & Design

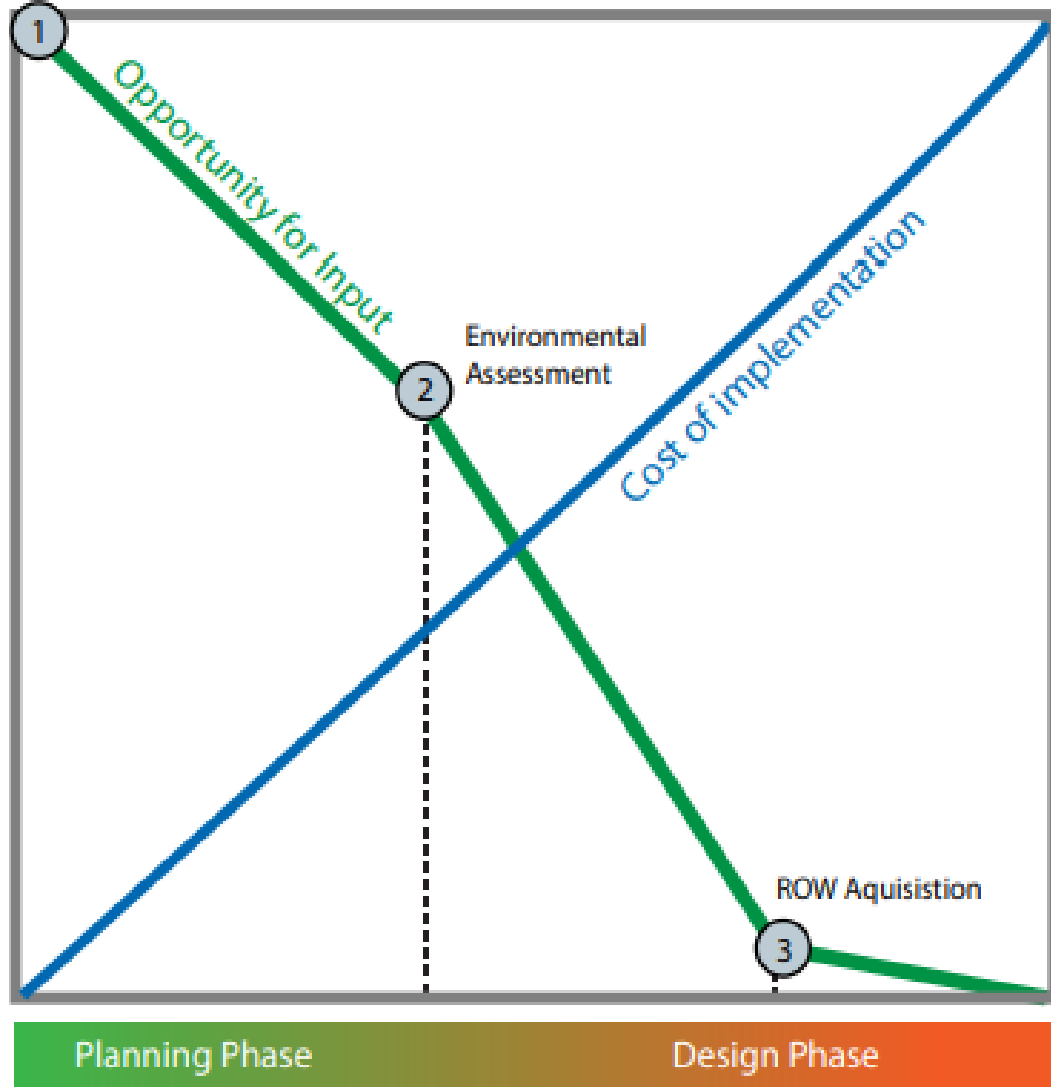


## Curb Management



# Stakeholder Input

Earlier is always better!



- ① **Greatest Opportunity for Input**
- ② **Some Opportunity for Input**
- ③ **Limited Opportunity for Input**

*From: Road Commission for Oakland County Complete Streets General Guidelines. 2012*



# INFRASTRUCTURE IDEAS

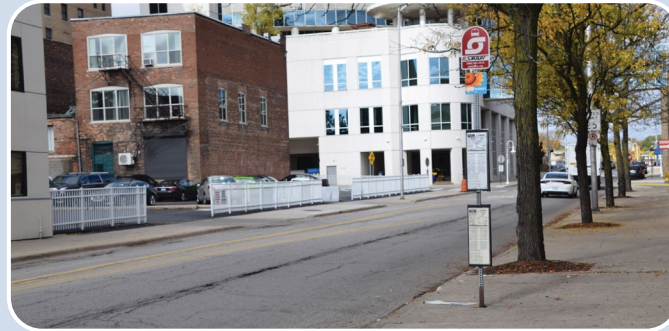
# Who's responsible for what?



## Walk/Bike Networks

Lead: CVTs and property owners

Support: County, Road Commission, SEMCOG, MDOT



## Transit Stop & Basic Amenity Placement

Lead: SMART

Support: CVTs, property owners, RCOC for County roads, MDOT for State roads



## Placemaking & Maintenance

Lead: SMART (public ROW), CVTs and property owners

Support: County

See "Funding Resources" slides for Financial Support

# Walkable/Bikeable Places = Transit Accessible Places

Lead: CVTs and Property Owners

## Site Access & Circulation



## Lighting



# Walkable/Bikeable Places = Transit Accessible Places

Lead: CVTs and Property Owners

## Sidewalks



## Crossings



Partner with: RCOC for County roads,  
MDOT for State roads

# Transit Stop Placement

## Lead: SMART

### Sign and Schedule on a Pole



## See “SMART’s Bus Stop Sign Location Criteria” document

### SMART’S BUS STOP SIGN LOCATION CRITERIA

SMART’s long term plan calls for placing bus stop signs at all designated bus stops. Therefore, criteria for establishing bus stop locations are the criteria employed in locating bus stops. The following discussion will indicate SMART’s bus stop and sign spacing and placement criteria:

### SMART BUS STOP SPACING CRITERIA

An analysis of the bus stop spacing criteria employed by several transit properties indicated a fairly substantial variation in spacing of bus stops and stop signs.

Spacing of signs varied from as frequent as every 440 feet (CTA) in densely populated areas to as far as 1,330 feet apart (New York MTA) in more sparsely populated areas. In addition, a report of the International Planning Commission on Traffic and Urban Planning suggests that stop spacing should range between 0.75 and 1.50 times the maximum distance a patron has to walk to reach the street whereon a route operates. In terms of a fairly common U.S. standard of 1/4 mile as the maximum distance a patron should have to walk to reach a bus route, this is equivalent to a stop spacing of 3/16th to 3/8 of a mile (990 to 1,980 feet).

With this information as background, SMART established two sets of bus stop spacing criteria - one for residential areas, and the other for the central business district and nearby areas.

### RESIDENTIAL AREA BUS STOP SPACING CRITERIA

#### AVERAGE BUS STOP SPACING GUIDE

#### POPULATION DENSITY PER SQUARE MILE

More Than 9,660 People Per Mile <sup>2</sup>	Between 9,660-2,880 People Per Mile <sup>2</sup>	Less Than 2,880 People Per Mile <sup>2</sup>
700-900 feet	800-100 feet	900-1500 feet

### CBD AND NEAR CBD BUS STOP SPACING CRITERIA

Bus stops should be at least every two blocks, and every block where passenger

### Concrete Pad



<https://bit.ly/3RAayY1>

# Transit Shelter Placement

## Lead: SMART

### See “SMART’s Bus Shelter Location Criteria” document

#### SMART’S BUS SHELTER LOCATION CRITERIA

As part of SMART’s planning efforts, criteria have been established to guide bus shelter location decisions. The most recent set of criteria was developed by SMART staff in fall of 2021. This [update](#) the previous criteria established in 1975. The following discussion summarizes SMART’s bus shelter location criteria and the rationale behind the criteria:

The strategy develops an Amenity Need Analysis (ANA) for candidate locations based on service passenger loadings, frequency of service, number of routes passing the stop, presence of specific facilities and utilization by disabled persons. The ANA then serves as the vehicle for determining priorities, i.e., the higher the ANA, the greater priority should a candidate site receive. Once the ANA values are computed and arranged in priority order, it will still be necessary, however, to weigh the remaining subjective considerations associated with each location [in order to](#) arrive at a final shelter construction plan.

Passenger Boarding - Another important consideration in the determination of the relative need for a bus shelter is the number of boarding passengers. To provide shelter to the most users, it is important that bus shelters be installed at high volume locations. Therefore, all other considerations being equal, bus stops with higher passenger loadings should receive bus shelters before those with lower passenger loadings.

A number of transit systems have adopted standards which call for shelters if the total number of boarding passengers exceeds a set amount in the course of a day. SMART is using the scale of 1 point for each average daily boarding.

Frequency of Service - Frequency of service is an important factor bearing on the need for a bus shelter. Typically, passengers at bus stops which receive frequent service experience shorter waiting times than passengers at stops with less frequent service. Thus, their relative need for a shelter is not as great as that for those passengers at stops with less frequent service. Therefore, all other considerations being equal, bus stops with less frequent service should receive higher priorities.

One of the primary purposes of bus shelters is to minimize the adverse effect of waiting times by





# Placemaking & Maintenance

Lead: CVTs and Property Owners

## Landscaping



## Street Furniture



# Placemaking & Maintenance

## Lead: CVTs and Property Owners

### Custom Shelters



### Public Art



# Maintenance

Lead: SMART (in public ROW), CVTs, and Property Owners



<https://www.smartbus.org/Services/Adopt-A-Stop>

[adoptastop@smartbus.org](mailto:adoptastop@smartbus.org)

313-223-2352

# Enhanced Transit Stops/Facilities

Bus Rapid Transit (BRT) Station



Transit Center



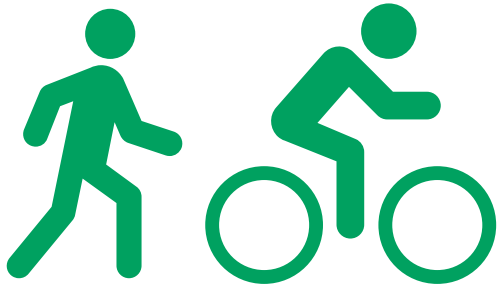
# Transit Stop-Adjacent Facilities

## Park & Ride

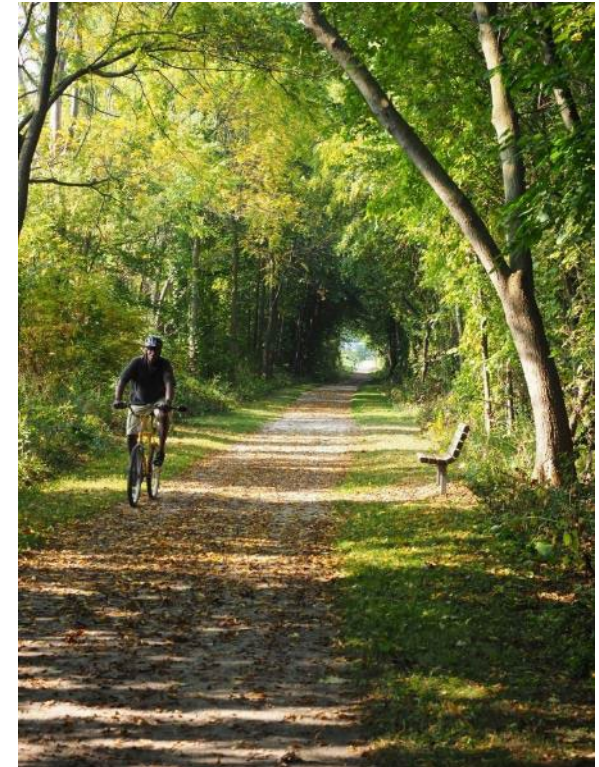


## Mobility Hub





# TRAILS, PATHWAYS & PARKS

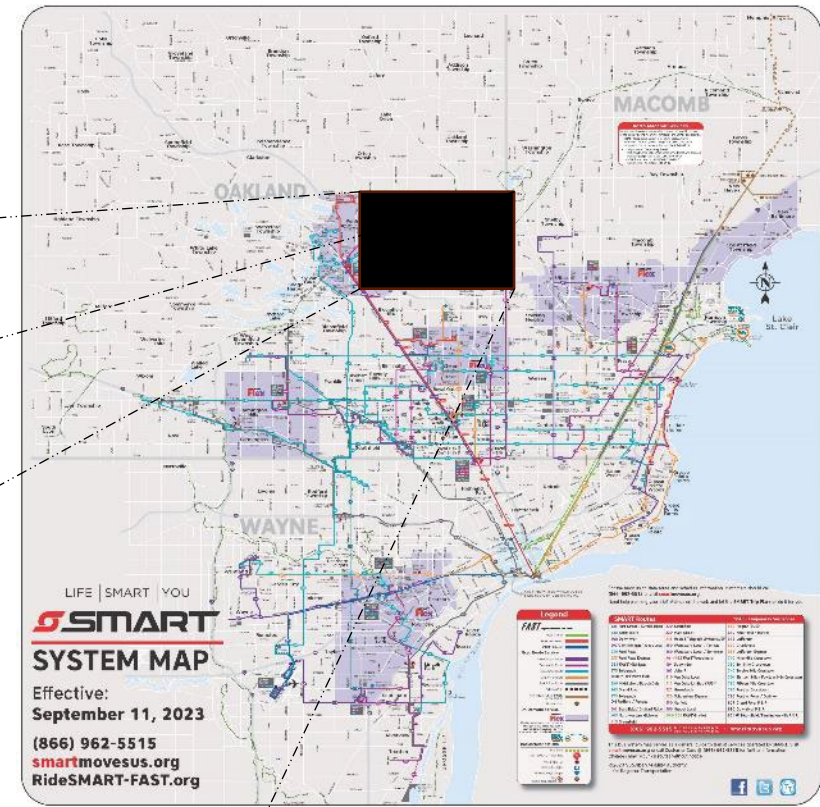
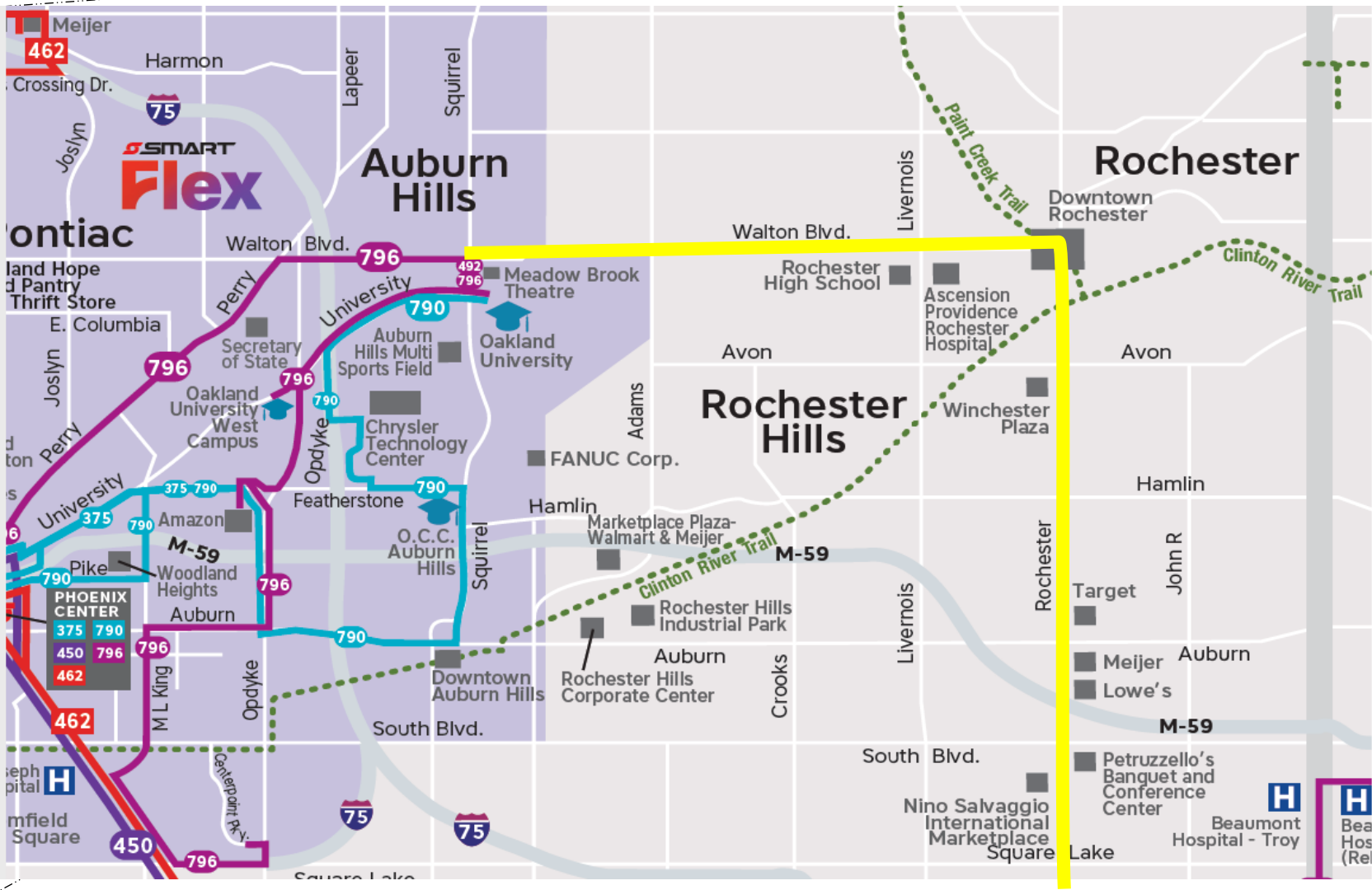


# REGIONAL TRAILS IN SOUTHEAST MICHIGAN



- Area: 910 square miles
- Population: 1.27 million
- More than 1,400 lakes
- 57% of Fortune 500 Companies do business in Oakland County
- Headwaters of five major rivers
- 27 Main Street Districts
- 60,000 acres of Public Parkland
- 2 National Water Trails
- 2 Cross-State Trails
- **Nearly 145 miles of regional trails**

# TRAILS & TRANSIT





# First/Last Mile Strategies

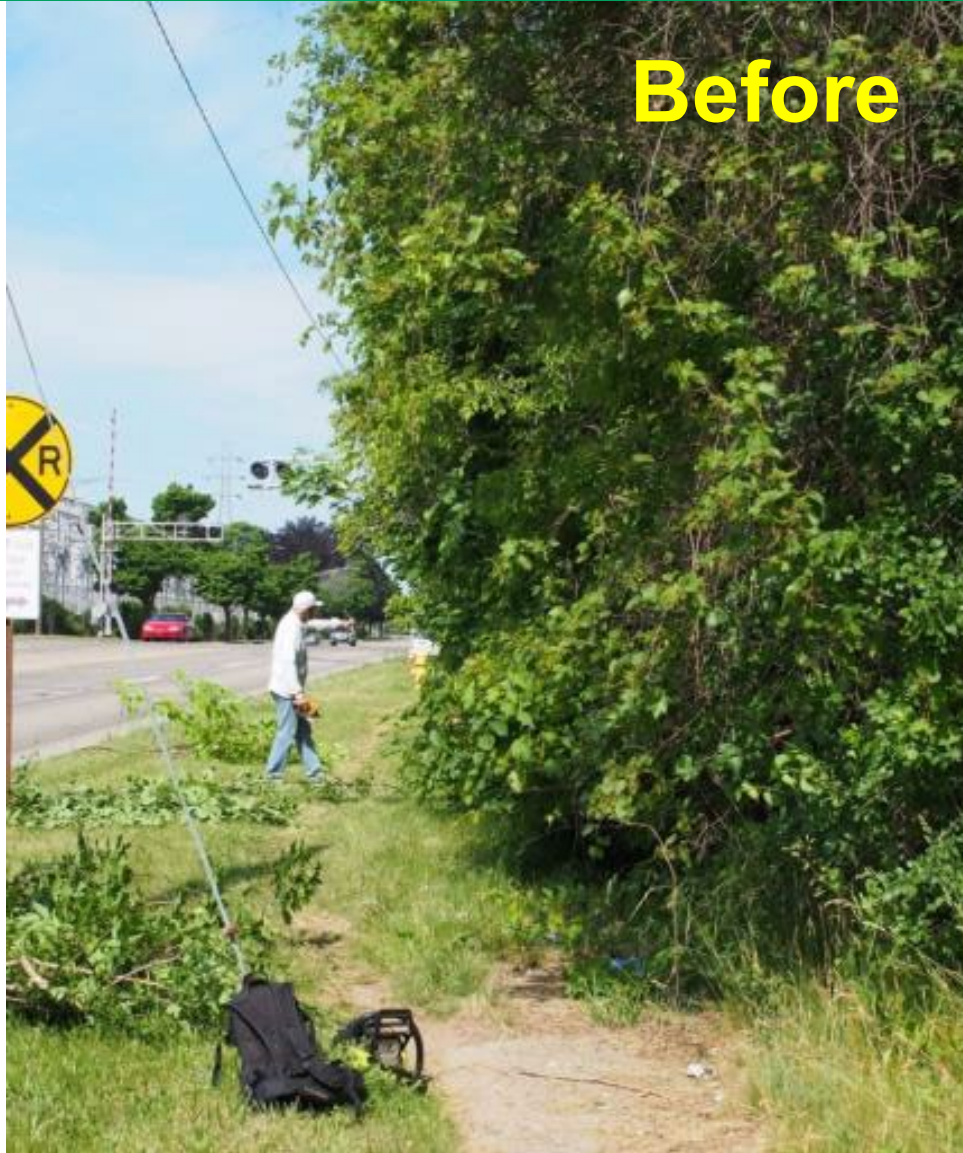
## Transforming Streets and Sidewalks for People

**Every transit trip begins with walking, rolling or biking.** Removing barriers along fixed bus routes makes safe multi-modal transit possible. Investments that support active transportation can include:

- Repairing broken sidewalks
- Identifying missing segments of sidewalks and fill them in
- Removing hazards from the sidewalk and rights-of-way



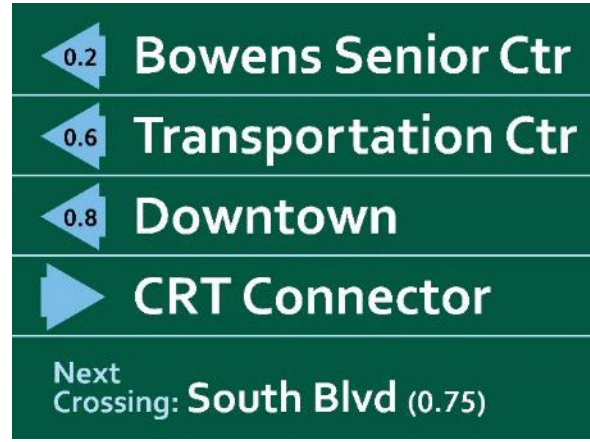
# Sidewalk Vegetation Removal & Edging



# Walking & Biking Assessment



# Signage & Wayfinding



# Bicycle Amenities



**Bike Parking**



**Bike Share**



**Bike Lockers**



**Tire Air Pump**



**Ebike Charging Stations**

# Transit + Parks + Trails

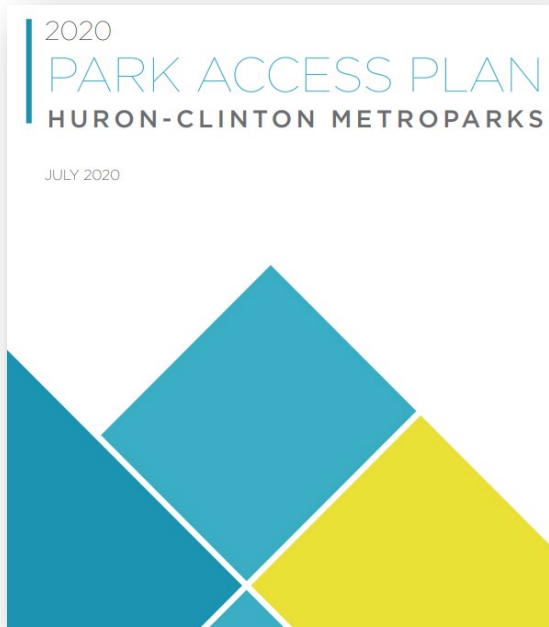
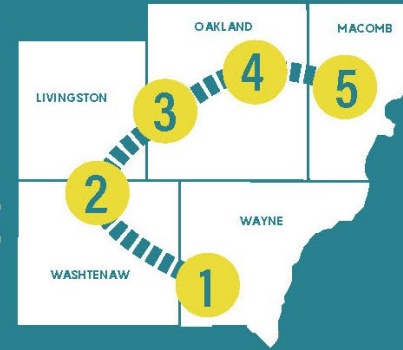
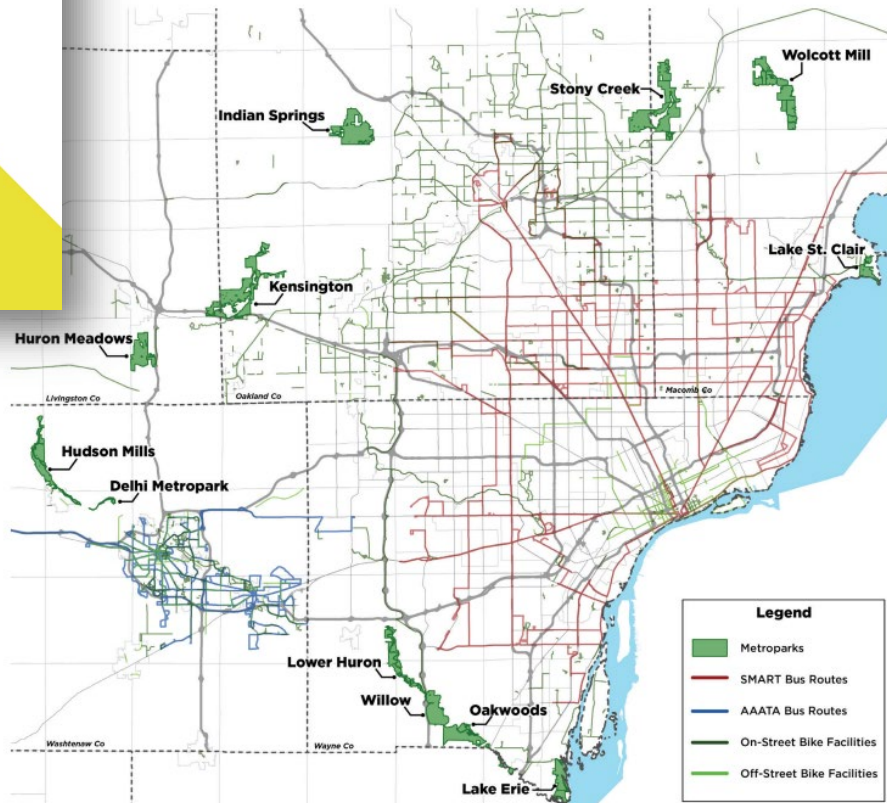


FIGURE 1-1: HCMA Parks and Existing Mobility Infrastructure



**THEY'RE YOUR METROPARKS. SHAPE THE FUTURE OF YOUR TRAILS.**

We're excited to announce an opportunity for community wide collaboration to shape the future of non-motorized trails connecting the Metroparks. Some preferred routes have been identified, but we still need your help. Share your ideas, suggestions, and preferences as we work together to identify the best solutions for our trail system.

**LET'S CONNECT TRAILS TOGETHER. TAKE THE SURVEY.**



**CONNECTING YOUR METROPARKS WITH TRAILS**  
Huron-Clinton Metroparks Regional Trail Connectivity Study

[WALKBIKE.INFO/METROPARKS](http://WALKBIKE.INFO/METROPARKS)



# DOWNTOWNS & COMMERCIAL CORRIDORS



# Main Street Oakland County

Downtown and Commercial District Management  
Based on the 4-Point Approach

## DESIGN – ORGANIZATION – PROMOTION - ECONOMIC VITALITY

### 13 SELECT

1. Berkley
2. Clawson
3. Farmington
4. Ferndale
5. Franklin\*
6. Highland
7. Holly
8. Lake Orion
9. Ortonville
10. Oxford
11. Pontiac\*
12. Rochester
13. Royal oak

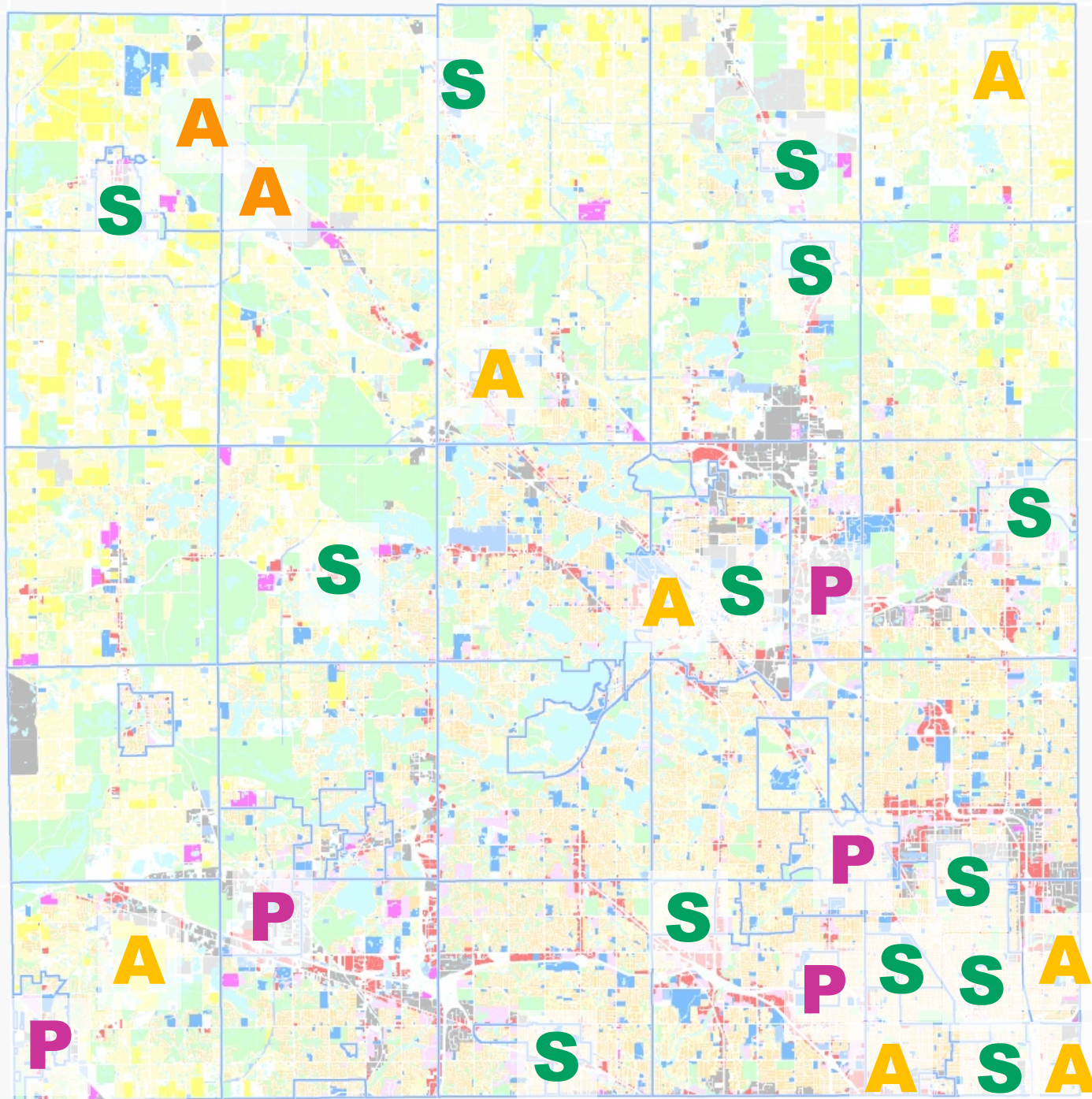
### 5 PARTNER

1. Auburn Hills
2. Birmingham
3. Lathrup Village
4. South Lyon
5. Wixom

### 9 ALLIED

1. Clarkston
2. Groveland
3. Hazel Park
4. Holly Twp
5. Huron Corridor\*
6. Leonard
7. Lyon
8. Oak Park
9. Madison Heights

Local programs are managed by a combination of DDAs, CIAs, PSDs, Non-Profits\* and Local Governments





# 59 Development Authorities

County and Locally Established Authorities that Utilize Tax Increment Financing (TIF)

20 - BRA - Brownfield Redevelopment Authorities

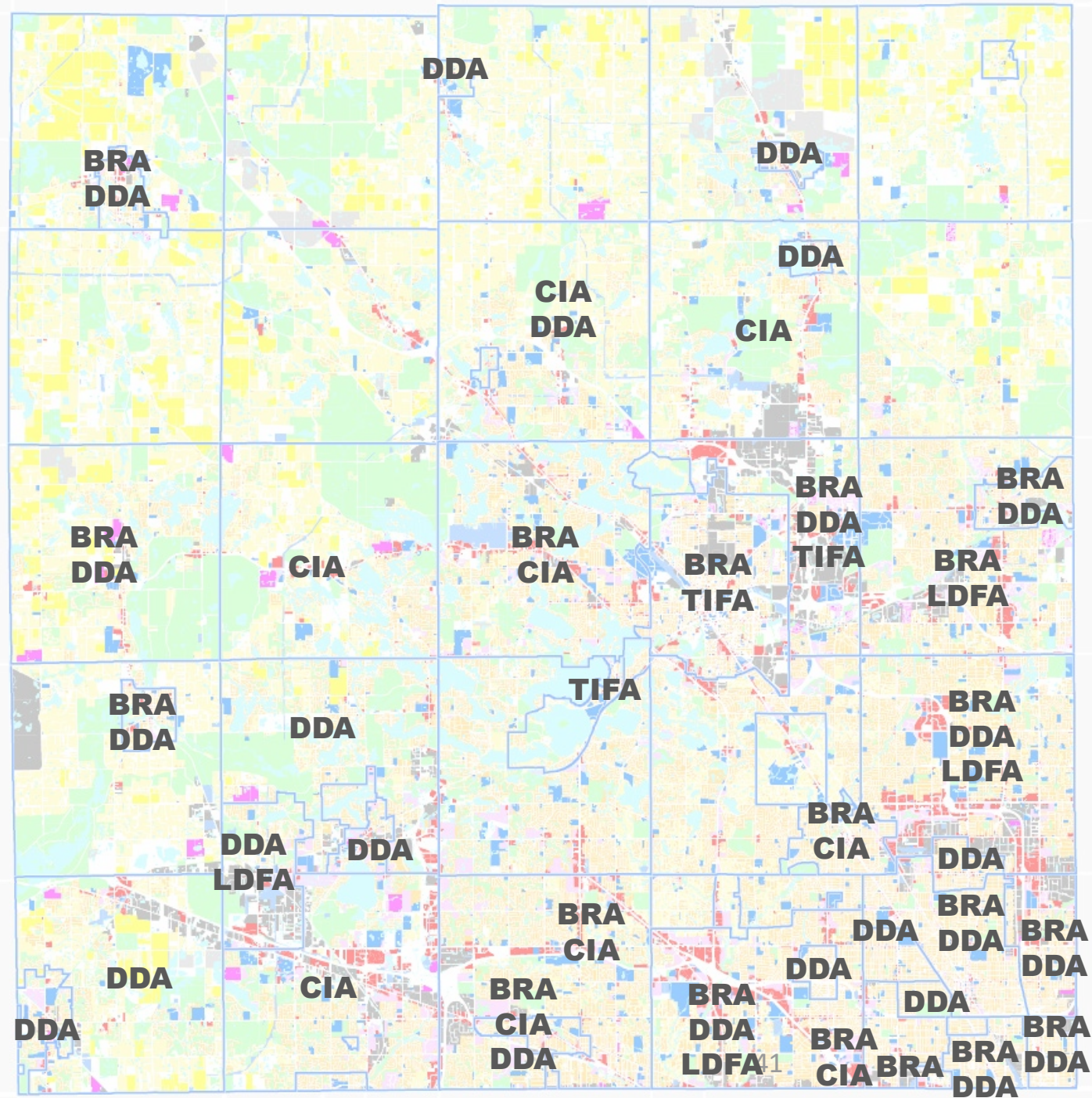
8 - CIA - Corridor Improvement Authorities

25 - DDA - Downtown Development Authorities

3 - LDFA - Local Development Finance Authorities

4 - TIFA - Tax Increment Finance Authorities

2022 Transit Millage Approximately  
\$1.9 Million Captured



# Transit Supportive Project Examples

## Complete Streets and Road Diets

- Farmington – Farmington Road
- Berkley – Coolidge Highway
- Franklin – Franklin Road
- Oak Park & Ferndale – 9 Mile
- Royal Oak – Washington & 4th



# Transit Supportive Project Examples

## Transit Oriented Development, Mixed Use and Multi-Family Housing

- Ferndale – 9 Mile Road
- Auburn Hills – Auburn Road
- Royal Oak – 11 Mile Road, Washington and Main Street
- Oak Park – 9 Mile Road
- Lake Orion – S Broadway St
- Birmingham – Woodward Ave



# Transit Supportive Project Examples

## Placemaking and Walkability

- Holly – Battle Alley
- Pontiac – public art visible to transit
- Auburn Hills – amphitheater off Auburn Road



# Transit Supportive Project Examples

## Placemaking and Walkability

- Lake Orion – gateway/wayfinding
- Farmington – Dinan Park
- Oxford/Lake Orion Trolley



# Transit Supportive Project Examples

## Placemaking and Walkability

- Oak Park – 9 Mile Road pedestrian improvements
- Highland – transportation heritage preservation
- Ferndale – Woodward Moves Project



**NINE MILE CORRIDOR  
Urban Trail  
FEASIBILITY STUDY**

Final Plan Report - July 2023



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# Small Group Discussion

# Topics to Discuss

- Connections to key destinations (parks, employers, medical centers, etc.)
- Incorporating transit into planning processes
- Implementing transit-supportive infrastructure
- First-/last-mile connections
- Multi-Jurisdictional and agency coordination
- Serving current riders and reaching potential future riders
- Future transit enhancements



# Find Your Small Group

## Rural

Larger lot residential with limited commercial, office, and industrial development

## Rural / Suburban Downtown

Downtown located in a primarily rural/suburban context

## Suburban

Medium density residential with more corridor/strip commercial development

## Urban

Higher density single-family and multi-family residential with an emerging commercial core/district

## Urban Downtown

Downtown located in a primarily urban context

A decorative header consisting of a blue bar on top, a green bar on the bottom left, and an orange bar on the bottom right. The text "Resources & Next Steps" is centered in white on the green bar.

## Resources & Next Steps

# Before you go, please:

- Turn in your placemat survey or fill it out online!
  - Comments/questions coming out of today's forum
  - Ideas for future forums
  - Point people we should keep in the loop

## Transit Forum Feedback



# Coordination Resources

- **Oakland County**
  - Transit: Eli Cooper [cooperel@oakgov.com](mailto:cooperel@oakgov.com) / Sarah Lagpacan [lagpacans@oakgov.com](mailto:lagpacans@oakgov.com)
  - Trails: Kristen Wiltfang [wiltfangk@oakgov.com](mailto:wiltfangk@oakgov.com)
  - Parks: Melissa Prowse [prowsem@oakgov.com](mailto:prowsem@oakgov.com)
  - Main Street Communities: John Bry [bryj@oakgov.com](mailto:bryj@oakgov.com) / Annaka Norris [norrisa@oakgov.com](mailto:norrisa@oakgov.com)
  - Veterans Transportation: Tyrone Jordan [jordant@oakgov.com](mailto:jordant@oakgov.com)
  - Planning Practices: Ryan Dividock [dividockr@oakgov.com](mailto:dividockr@oakgov.com) / Scott Kree [krees@oakgov.com](mailto:krees@oakgov.com)
- **Road Agencies**
  - Jurisdiction map: <https://maps.semcog.org/roadjurisdiction>
  - Multimodal tool: <https://www.semcog.org/mmtool>
  - County - Road Commission for Oakland County (RCOC): Carissa Markel [cmarkel@rcoc.org](mailto:cmarkel@rcoc.org)
  - State - Michigan Department of Transportation (MDOT): Matthew Galbraith [galbraithm2@michigan.gov](mailto:galbraithm2@michigan.gov) / Lori Swanson [lswanson@michigan.gov](mailto:lswanson@michigan.gov)

# Coordination Resources

- **SMART**

- Fixed Route: Harmony Lloyd [hllloyd@smartbus.org](mailto:hllloyd@smartbus.org) / Andy Thorner [aathorner@smartbus.org](mailto:aathorner@smartbus.org) / Sean Stayskal [sstayskal@smartbus.org](mailto:sstayskal@smartbus.org)
- ADA/Paratransit, Connector, Flex: Danny Whitehouse [dwhitehouse@smartbus.org](mailto:dwhitehouse@smartbus.org)
- Bus Stop and Shelter Placement Criteria: <https://bit.ly/3RAayY1>

- **Community Transit Providers**

- NOTA: Lynn Gromaski [lynn@ridenota.org](mailto:lynn@ridenota.org)
- WOTA: Kim Viener [kim.viener@ridewota.org](mailto:kim.viener@ridewota.org)
- OPC: Anne Murphy [amurphy@opcseniorcenter.org](mailto:amurphy@opcseniorcenter.org)
- People's Express: Doug Anderson [douganhs@sbcglobal.net](mailto:douganhs@sbcglobal.net) / Eveliina Taylor [eveliinatpex@gmail.com](mailto:eveliinatpex@gmail.com)

# Best Practices for Multimodal Transportation

- SGA 10 Elements of a Complete Streets Policy:  
<https://smartgrowthamerica.org/10-elements-of-complete-streets/>
- SGA Best Practices in Rural Mobility:  
<https://smartgrowthamerica.org/resources/an-active-roadmap-best-practices-in-rural-mobility/>
- RTA Mobility-Oriented Development Action Plan:  
[https://drive.google.com/file/d/18sLHtFbe\\_ZHbStFaNLIazncyCOp78eJz/view](https://drive.google.com/file/d/18sLHtFbe_ZHbStFaNLIazncyCOp78eJz/view)
- ITE Curbside Management Practitioners Guide:  
<https://www.ite.org/pub/C75A6B8B-E210-5EB3-F4A6-A2FDDA8AE4AA>

# Best Practices for Multimodal Transportation

- FHWA Bikeway Selection Guide:  
[https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)
- ODOT Multimodal Design Guide:  
<https://www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal>
- NACTO Design Guides: [https://nacto.org/publications/#tab\\_design-guides-design-guidance](https://nacto.org/publications/#tab_design-guides-design-guidance)
- Trail Town Guide: <https://www.trailtowns.org/guide/>
- FHWA Manual on Uniform Traffic Control Devices (MUTCD):  
<https://mutcd.fhwa.dot.gov/>

# Best Practices for Bus Stops

- Turning Transit Stops Into Community Spaces: <https://bit.ly/467qQw7>
- NACTO Move! That! Bus!: <https://nacto.org/wp-content/uploads/2022/08/MoveThatBus-FINAL.pdf>
- Metro Transit Regular-Route Bus Stop Design Guide: [https://www.metrotransit.org/Data/Sites/1/media/about/improvements/shelters/bus-stop-design-guidelines\\_final\\_07\\_23\\_21.pdf](https://www.metrotransit.org/Data/Sites/1/media/about/improvements/shelters/bus-stop-design-guidelines_final_07_23_21.pdf)
- TCRP Guidebook on Transit-Supportive Roadway Strategies: <https://www.trb.org/Main/Blurbs/173932.aspx#:~:text=TRB's%20Transit%20Cooperative%20Research%20Program,%2C%20including%20motorists%2C%20bicyclists%2C%20and>



# Funding Resources

- Tax Increment Financing (TIF): see Development Authorities slide
- Oakland County Road Commission Tri-Party Program:  
<https://www.rcocweb.org/DocumentCenter/View/6245/Tri-Party-Program>
- Southeast Michigan Council of Governments (SEMCOG)
  - Brian Pawlik [pawlik@semcog.org](mailto:pawlik@semcog.org)
  - Transportation Funding Overview: <https://www.semcog.org/funding>
  - Bicycle and Pedestrian Mobility Funding: <https://www.semcog.org/bicycle-and-pedestrian-mobility#776548-funding-sources>
- Michigan Economic Development Corporation (MEDC):  
<https://www.miplace.org/programs/>

# Funding Resources

- Advocacy Organizations
  - League of Michigan Bicyclists Bike Wave Program: <https://lmb.org/initiatives/bike-wave/>
  - AARP Community Challenge: <https://www.aarp.org/livable-communities/community-challenge/>
  - AmericaWalks Community Change Grant Program: <https://americawalks.org/programs/community-change-grants/>
  - PeopleForBikes Industry Community Grant Program: <https://www.peopleforbikes.org/grants>
- US Department of Transportation (USDOT)
  - Grant Navigator: <https://www.transportation.gov/grants/dot-navigator/find-federal-grant-opportunities>
  - Transit, Pedestrian, and Bicycle Funding Matrix: [https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/funding/funding\\_opportunities.pdf?u=092922](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf?u=092922)
  - Thriving Communities Program: <https://www.transportation.gov/grants/thriving-communities>

# Helpful Websites

- Regional Database of Transportation Options: <https://www.myride2.com/>
- Oakland Transit website: <https://www.oakgov.com/community/oakland-transit>
- Oakland County Planning Services website: <https://www.oakgov.com/community/community-development/planning-services>
- Oakland County Trails & Pathways website: <https://www.oakgov.com/community/community-development/trails-pathways>
- Main Street Oakland County website: <https://www.oakgov.com/community/community-development/main-street-oakland-county>
- PolicyMap: <https://www.policymap.com/newmaps#/>



**THANK YOU!**

