Executive Summary

The Royal Oak City Commission has been studying mobility in Royal Oak - primarily parking, biking and walkability - for several years, but has rarely discussed public transportation, or transit, as a viable mobility option for the people who live and work in Royal Oak. One indication that Royal Oak residents might be open to a plan to improve transit occurred on November 6, 2016 when voters in the Metro Detroit region voted on a 1.2 mil ballot initiative, put forward by the Regional Transit Authority (RTA), to pay for improved transit to connect Oakland, Wayne and Macomb Counties. The initiative failed region-wide but 31,402 Royal Oak residents, more than half the population, voted in favor of the millage - 59 percent yes, 40 percent no.

In January 2017, the Royal Oak City Commission identified developing a transit plan as a goal for the 2017-18 fiscal year. Throughout the summer of 2017 Royal Oak city staff and city commissioners met informally with Suburban Motility Authority for Regional Transportation (SMART) to discuss options. In November 2017, the city commission appointed the seven-member Royal Oak Local Transit Task Force to take a focused and deeper look at Royal Oak’s transit options, and to:

- Review current transit programs in Royal Oak
- Prepare a local public transit strategy that allows people of all ages and abilities to have transportation independence and to get in and around Royal Oak without a car, and;
- Investigate funding options

Early on, the local transit task force decided to continue working with SMART to take advantage of the city’s relationship with SMART through the Community Partnership Program (CPP) and to build on the transit service Royal Oak already has. CPP is a partnership SMART has with municipalities to support local transit service by leveraging federal funding and returning those funds back to local communities to build their own transit program.

The local transit task force recommendation to the Royal Oak City Commission:

1. Adopt the ROGO Plan, approved by the local transit task force on June 19, 2018 that includes:
   - Two new fixed routes (orange and blue lines)
   - One extended and improved SMART 430 route (Main Street)
   - Double the funding for senior curb-to-curb / community transit service
   - Provide 600 additional hours of service for community priorities
   - Proposed funding plan

2. Place 1.25 mill request on the November 2018 ballot to support the creation and operation of ROGO
   - The millage would be for five years.
   - Fares would be set to generate 5 percent of the annual operating costs with discounts for people under 18, over 60, people with permanent disabilities and students.
   - Fares should be comparable to SMART rates to easily interface with SMART buses and to provide a seamless experience for the rider.
3. Further, the local transit task force recommends that the city develop materials to educate and inform the public about the ROGO plan and millage; and,

4. The City of Royal Oak contract with SMART to operate ROGO; and,

5. The Royal Oak City Commission appoint a permanent Royal Oak Transit Oversight Committee made up of citizens of the City of Royal Oak to implement and monitor ROGO. Oversight committee members will work with SMART to oversee the initial set-up of the ROGO system, which includes finalizing routes, selecting buses, bus stops and shelter locations, improvements to senior curb-to-curb service, technology, services times, etc. Committee members will interface with city staff and SMART, conduct an annual review of the millage rate, conduct periodic public and community meetings, and continually monitor ridership, service times, routes, etc.; and will work with appropriate government agencies to ensure safe travel for pedestrians and bike riders.

With the proposed ROGO system, residents of all ages and abilities will be able to get in and around Royal Oak without having to rely on a single family car, expensive ridesharing or family and friends. With this system, Royal Oak will be offering a level of transportation independence, intra-community transit and regional connectedness that is unique among communities in Metro Detroit.

The Task Force Work Timeline

The task force met twice in 2017, eight times in 2018, and held one open house on May 12, 2018. The task force worked closely with SMART, Royal Oak’s transit partner and regional transit provider. The task force prepared and circulated a community survey, developed several transit scenarios that were analyzed by SMART as to their effectiveness and cost, selected a preferred scenario (ROGO) and adopted a detailed funding/cost plan prepared by SMART.

Community Survey

The task force prepared a community survey to gain insight on transit attitudes in Royal Oak. The survey was made available to residents in a variety of ways. 1,218 residents participated in the 18-question survey over a period of 10 days in March 2018. The complete survey is [APPENDIX A] but, in general:

- 60 percent of respondents were happy the Task Force is doing this work
- 67 percent said they would use public transit if it:
  - covered the entire city
  - ran frequently
✓ connected them to local and regional destinations

- 76 percent of High School parents and 65 percent of Middle School parents said they would send their children to school on public transit if it was safe and convenient
- 59 percent said improving senior transportation is important
- Over 60 percent they would use public transit to avoid driving drunk
- 60 percent thought having transit would allow them to ‘get rid of all or one of my cars’

Additionally, respondents indicated that the top local destinations they would use transit to access are downtown Royal Oak, special events like Art, Beats and Eats, the Detroit Zoo and the Farmer’s Market.

The survey result does not mean Royal Oak voters will support a millage to pay for local transit, but it does indicate they would use public transit if the system had the attributes they indicated they wanted.

**Transit 101**

More than 7,000 multi-modal transit systems operate in cities and towns, urban and rural, across the United States. More than 1,000 are fixed route bus systems. Task force members ‘went to school’ to learn best practices from these systems and research organizations and concluded that *frequency* - how often the bus comes - is the #1 attribute that drives ridership, especially choice riders. Fifteen- to thirty-minute frequencies are the best for the kinds of short trips people would take in Royal Oak. Additional attributes include:

- **Span** - days and times transit operates.
- **Coverage** - how much ground a transit system covers
- **Linearity** - transit works best on straight streets because they are easy to understand and use
- **Walkability** - sidewalks allow people to walk to a transit stop. People will walk ¼ mile to reach transit.

**Task Force Priorities**

The local transit task force adopted the following four priorities, not ranked in any order:

- **Improve senior transit** to meet demand and needs (include night and weekend service)
  - The city’s curb-to-curb service for seniors and people with disabilities is necessary but currently is not robust enough to meet the needs of Royal Oak’s eligible population.
  - More than 10,000 people over 60 live in Royal Oak. Only 480 used the current service in 2017.

- **Help get students** to school (mostly Royal Oak Middle School and Royal Oak High School)
  - Parents of high school and middle school students said they would put their children on transit if it was safe and convenient.

- **Increase mobility** in and around Royal Oak so people can get where they need and want to go without having to rely on a single family car or family and friends
- Offer a level of transportation independence that’s not common in Metro Detroit

- Connect to the SMART bus system to access local and regional destinations (FAST bus, train, etc.) The FAST bus on Woodward Avenue is the best transit service Metro Detroit has had in years.

Existing SMART Service in Royal Oak

The Suburban Mobility Authority for Regional Transportation (SMART) is Metro Detroit’s regional bus system, operating in Oakland, Wayne and Macomb Counties. SMART operates 47 bus routes. The service is designed to travel long distance across communities, generally to get people to work. SMART operates with a 1 mil property tax leveraged from opt-in communities.

SMART provides different types of transit service - Fixed Route, Connector and ADA Paratransit and Community Transit (Senior Transportation).

Fixed Route

Fixed route bus service that picks up and drops off people at designated bus stops and times, operates in and around Royal Oak on two east/west routes (14 Mile and 11 Mile) and three north/south routes (Greenfield, Main Street and Woodward). Several routes intersect or stop at the Royal Oak Transit Center and at Meijer on Coolidge Rd. Many SMART buses do not operate on nights or weekends; on populated or well-traveled routes like Crooks Road, and can lack the frequency that would make them useful for residents to get around Royal Oak every day, or for visitors and employees to get in Royal Oak.

SMART’s Woodward FAST bus (Routes 461/462) is the exception.

Woodward FAST (Frequent Affordable Safe Transit) bus service - Routes 461/462 - began in January 2018. The Woodward FAST bus offers limited stop, high frequency (15 - 30 minute) service on weekdays, weeknights and...
weekends on two routes: between Detroit (Cobo Center) and Pontiac, and Detroit (Cobo Center) and Somerset Mall in Troy. Fares are $2.00 each way and 50 cents for seniors. Royal Oak residents are using the FAST bus to get to ballgames, neighboring communities, entertainment and the airport. Royal Oak is fortunate to have FAST bus stops at 13 Mile, 12 Mile, 11 Mile and at the Detroit Zoo (southbound) and Lifetime Fitness (northbound). FAST bus ridership has experienced significant growth since service began.

SMART also introduced service to the airport in January 2018. Royal Oak residents can connect to this service via the Woodward FAST bus with a transfer to Michigan Ave. FAST bus (Route 125) in Downtown Detroit. The service from downtown Detroit to the McNamara Terminal runs every half hour (at least) on weekdays, and closer to an hour on Saturdays and Sundays.

Curb-to-Curb Service

Community Transit, ADA and Paratransit or Senior Transportation, is curb-to-curb service for people older than 60 or permanently disabled. This service is operated by the city of Royal Oak in partnership with SMART through the Community Partnership Program (CPP). This service operates Monday through Friday, 9:15 a.m. to 3:30 p.m. The service is advanced reservation only (one to three days or more) and is limited to four appointments per week per person. Trips taken are 50/50 medical and social (grocery, hair appointments).

Royal Oak leases wheelchair equipped vehicles from SMART. The program costs approximately $250,000 per year using a combination of SMART municipal credits, a contribution from Beaumont Health, rider fee donations and the city’s general funds. More than 12,000 one way trips were taken by 480 people in 2017. The program is operating at capacity.

The ROGO Plan

The local transit task force worked with SMART transit planners to prepare a fixed route transit plan called ROGO. The task force considered several approaches and reviewed at least six scenarios that were analyzed by SMART planners as to their effectiveness and cost.

ROGO is a high frequency fixed-route public transit system that will:

- Operate on weekdays, nights and weekends
- Build on the transit system we currently have
- Leverage Royal Oak’s partnership with SMART
- Cover the entire city
• Provide 15 - 30 minute frequency on all routes during peak times
• Connect to the Woodward FAST bus and the SMART regional transit system
• Connect to the Royal Oak Amtrak station
• Help students get to school
• Allow Royal Oak to access state and federal funds

**ROGO Routes and Service**

Two new fixed routes
• Orange - Crooks/Coolidge Loop
• Blue - 13 Mile/Rochester/Campbell/11 Mile Loop (deviates to connect to schools and the senior center)

One expanded, extended SMART route (Main St.)
• Green - Route 430 from Somerset to Detroit Zoo/LA Fitness/ Woodward Ave.
  ✓ Expanded - Somerset to Woodward @ Zoo/LA Fitness - weekdays, nights, weekends
    ▪ Current - weekdays (morning, afternoon) - goes to 11 Mile

**Doubles** funding for curb-to-curb transportation for seniors and people with disabilities
✓ Increase daily service hours and create 7 days-a-week service
✓ Connect to destinations seniors want to go

**600 additional hours** of service for events or other community priorities

**ROGO Components**

Many components and attributes of ROGO include, but not limited to:

• 14 Vehicles (purchased by SMART)
  o 13-passenger bus (23’ long) or
  o 20-30 passenger bus (27-32’ long)
• Standard shelters (25 stops)
• Pads with amenities - no shelter (25 stops)
• Walkways at other stops (75 stops)
• Basic bus stop signs (168 stops)
• Fareboxes (14)
• Bus tracking system and app
• Onboard cameras

Public transit is dynamic. ROGO can be built upon, changed, improved and added to as demographics, land use and the needs of the Royal Oak community change over time. The task force recommends that autonomous vehicles and micro-transit options be added to the ROGO as they come to market and when it is determined by the City Commission that their addition will enhance mobility in Royal Oak.

**Service times**

June 19, 2018
The local transit task force set service parameters - weekdays, nights and weekends. The ROGO plan, including the funding/cost plan, supports those parameters; the exact hours of operation, however, will be determined after a detailed study and input from the community at public meetings. In general, the plan includes 18 service hours Monday thru Friday and 13-16 service hours on Saturday and Sunday. ROGO will be designed by Royal Oak citizens to reflect how we live, work and play.

Connections to local and regional destinations

ROGO will connect residents and employees to many local and regional destinations including, but not limited to:

- Downtown Royal Oak
- Detroit Zoo
- Royal Oak Senior Centers
- Downtown Detroit
- Somerset Mall
- Sporting Events
- Detroit Institute of Arts
- COBO Hall
- Wayne State University
- Royal Oak Schools
- Shopping
- Farmer’s Market
- Ferndale
- Birmingham
- Clawson
- Amtrak Station
- Concerts/Performing Arts
- Oakland Community College

June 19, 2018
ROGO and Enhanced SMART Routes
Benefits of ROGO in Royal Oak

There are more than 7,000 multi-modal transit systems operating in cities and towns, urban and rural, across the United States. More than 1,000 are fixed route bus systems. Many organizations including the American Public Transit Association and the American Heart Association measure and document the benefits of public transportation to communities, families, individuals and businesses.

Good Health - People who take public transit are 44 percent less likely to be overweight, 27 percent less likely to have high blood pressure, and 34 percent less likely to have diabetes when compared to people who drive. Source: The American Heart Association

Property Values - Home values performed 42 percent better on average if they are located near regional transit with high frequency service. Source: American Public Transit Association

The Economy
For every $1 invested in regional transit, the region sees at least $4 in economic benefit. Source: American Public Transit Association

Community
Public transportation creates community cohesion and promotes positive interactions between neighbors

Transportation Independence
Transit improves mobility for the 25 percent of the population who are unable to drive, allowing them more independence and less reliance on others for their everyday transportation needs. Source: American Public Transit Association

Money in Your Pocket

$8  Zoo Parking
$10  Parking Tickets

**UBER**

Royal Oak, MI

The Rock on 3rd, E 3rd St, Roy...

Your Options:

uberX

$6.9
ROGO Funding

The task force worked closely with SMART to estimate capital costs, annual operating costs and revenue projections. The task force and SMART believe the estimates are conservative and realistic. Estimates are based on actual cost information gathered from SMART Connector (small bus) and SMART fixed route service. [APPENDIX B]

Capital Budget Summary

<table>
<thead>
<tr>
<th>Item</th>
<th>Total</th>
<th>Unit Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard shelters (25)</td>
<td>$400,000</td>
<td>$16,000</td>
</tr>
<tr>
<td>Concrete walkways only (75)</td>
<td>$75,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>Concrete pad - with amenities (no shelter) (25)</td>
<td>$150,000</td>
<td>$6,000</td>
</tr>
<tr>
<td>Signage (standard) (168)</td>
<td>$84,000</td>
<td>$500</td>
</tr>
<tr>
<td><strong>TOTAL - Stops and shelters</strong></td>
<td><strong>$709,000</strong></td>
<td></td>
</tr>
<tr>
<td>Onboard cameras (14)</td>
<td>$112,000</td>
<td>$8,000</td>
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<tr>
<td>Bus tracking electronics and app</td>
<td>$100,000</td>
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</tr>
<tr>
<td>Fareboxes (14)</td>
<td>$210,000</td>
<td>$15,000</td>
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<tr>
<td><strong>TOTAL - onboard equipment/backend</strong></td>
<td><strong>$422,000</strong></td>
<td></td>
</tr>
<tr>
<td>Misc</td>
<td>$119,000</td>
<td></td>
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<tr>
<td><strong>TOTAL - Capital Costs</strong></td>
<td><strong>$1,250,000</strong></td>
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</table>

**VEHICLE COSTS (14)**

<table>
<thead>
<tr>
<th></th>
<th>23 ft.</th>
<th>27-32 ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,120,000</td>
<td>$1,820,000</td>
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</tbody>
</table>

*SMART will purchase vehicles using 100 percent state/federal funding at no cost to Royal Oak. SMART will retain title to vehicles, similar to Community Partnership Program

What a ROGO bus could look like
### Operating Budget Summary

**SERVICE OPERATED BY SMART**

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROGO Blue and Orange routes (regular and special service)</td>
<td>$3,172,335</td>
</tr>
<tr>
<td>SMART 430 Main St-Big Beaver service improvements</td>
<td>$918,925</td>
</tr>
<tr>
<td>*ROGO service expansion (7 percent)</td>
<td>$222,063</td>
</tr>
</tbody>
</table>

**PAID TO SMART FOR SERVICE OPERATED**

<table>
<thead>
<tr>
<th></th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$4,313,323</td>
</tr>
</tbody>
</table>

**COSTS TO ROYAL OAK**

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Oak Senior Transportation improvements</td>
<td>$250,000</td>
</tr>
<tr>
<td>Royal Oak Transit Manager position (salary &amp; benefits)</td>
<td>$115,875</td>
</tr>
<tr>
<td>ROGO Marketing</td>
<td>$80,000</td>
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</table>

**ADDITIONAL COST TO ROYAL OAK**

<table>
<thead>
<tr>
<th></th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$445,875</td>
</tr>
</tbody>
</table>

**TOTAL TRANSIT OPERATING EXPENSES**

|                  | $4,759,198 |

**SMART CONTRIBUTION**

|                  | ($306,308) |

**OPERATING COST TO ROYAL OAK - 2019 (FULL YEAR)**

|                  | $4,452,890 |

**OPERATING COST TO ROYAL OAK - 2019 (6 MONTHS)**

|                  | $2,226,445 |

*7 percent service expansion could include expanding bus routes or adding service hours
**SMART will contribute 1/3 of the costs for improvements on 430 Route (Main St.)

### Revenue

**Revenue to cover capital costs** comes from a combination of SMART’s use of state/federal funds (100 percent) to acquire all buses, and the Royal Oak transit millage to cover other capital expenditures outlined above.

**Revenue to cover annual operating costs** comes from a combination of the Royal Oak transit millage, Michigan Local Bus Operating (LBO) assistance, farebox, and SMART’s contribution to the 430 Main St route.

### Millage Assumptions

The ROGO plan can be achieved with a new Royal Oak Transit 1.25 millage levy. The cost for the average $200,000 home with a taxable value of $100,000 would be $125 annually or about $10 per month. The following assumptions are used to support ROGO’s capital outlay and ongoing operations:

- Millage rate set at 1.25 mills for 5 years
- 2018 millage vote with winter 2018 tax levy
- July 2019 service launch (earliest possible) and six months of service in 2019
Revenue Sources

As illustrated below, Royal Oak is able to leverage state and federal dollars to support ROGO ongoing operations. This is in addition to SMART contributing 1/3 the cost of the improved 430 route (Main St.) estimated at about $300,000 annually, and the state and federal dollars to acquire new vehicles for ROGO at no cost to Royal Oak.

<table>
<thead>
<tr>
<th></th>
<th>Annual Operating Cost*</th>
<th>MI Act 51 LBO (30 percent)</th>
<th>Fare Revenue (5 percent excluding senior service)</th>
<th>Millage Revenue - For Operations (65 percent)</th>
<th>Millage Revenue - For Capital</th>
<th>Total Millage Revenue Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 (full year)</td>
<td>$4,452,890</td>
<td>--</td>
<td>$105,072</td>
<td>$1,453,439</td>
<td>9</td>
<td>$2,906,879</td>
</tr>
<tr>
<td>2019 (6 months)</td>
<td>$2,226,445</td>
<td>$667,934</td>
<td></td>
<td>$3,053,406</td>
<td></td>
<td>$3,053,406</td>
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<tr>
<td>2020 (full year)</td>
<td>$4,564,212</td>
<td>$1,369,264</td>
<td>$215,711</td>
<td>$3,219,238</td>
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<td>$3,219,238</td>
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<td></td>
<td>$4,678,317</td>
<td>$1,403,495</td>
<td>$221,416</td>
<td>$3,053,406</td>
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<td>$3,053,406</td>
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<tr>
<td>2022</td>
<td>$4,795,275</td>
<td>$1,438,583</td>
<td>$227,264</td>
<td>$3,129,429</td>
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<td>$3,129,429</td>
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<tr>
<td>2023</td>
<td>$4,915,157</td>
<td>$1,474,547</td>
<td>$233,258</td>
<td>$3,207,352</td>
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<td>$3,207,352</td>
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<tr>
<td><strong>5-yr total</strong></td>
<td><strong>$21,179,406</strong></td>
<td><strong>$6,353,822</strong></td>
<td><strong>$1,002,720</strong></td>
<td><strong>$13,822,864</strong></td>
<td>9</td>
<td><strong>$15,276,303</strong></td>
</tr>
</tbody>
</table>

Annual operating cost increases by 2.5 percent per year to allow for possible cost inflation, and does NOT include the SMART annual contribution for the 430 (Main St.) improvements

For a more detailed ROGO financial analysis see APPENDIX B

Millage Revenue

<table>
<thead>
<tr>
<th></th>
<th>Total Millage Revenue Required</th>
<th>Revenue Collected at 1.25 mills - less adjustments*</th>
<th>Estimated Contingency Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 (6 months)</td>
<td>$2,906,879</td>
<td>$3,003,222</td>
<td>$96,343</td>
</tr>
<tr>
<td>2020 (full year)</td>
<td>$2,979,238</td>
<td>$3,078,302</td>
<td>$99,065</td>
</tr>
<tr>
<td></td>
<td>$3,053,406</td>
<td>$3,155,260</td>
<td>$101,854</td>
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<td>2022</td>
<td>$3,129,429</td>
<td>$3,234,141</td>
<td>$104,712</td>
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<td>2023</td>
<td>$3,207,352</td>
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<tr>
<td><strong>5-year total</strong></td>
<td><strong>$15,276,303</strong></td>
<td><strong>$15,785,920</strong></td>
<td><strong>$509,617</strong></td>
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</table>

*less adjustments – Assumes 5 percent of millage revenue goes uncollected due to assessment appeals and delinquent personal property tax payments

Who Will Operate ROGO?

The city of Royal Oak has an existing Community Partnership Program (CPP) agreement with SMART to operate Royal Oak’s curb-to-curb senior transportation service using buses the city leases from SMART. As the task force has learned, operating a fixed route transit service like
ROGO is complex. To ensure ROGO delivers high-quality transit with top-notch service, the local transit task force recommends that Royal Oak enter into a new agreement with SMART to operate ROGO transit service.

A partnership with SMART to operate ROGO provides the following benefits:

- All drivers will have background checks and be drug tested
- SMART will provide supervision of all drivers
- Seamless service between ROGO and other SMART service
- SMART has transit management expertise
- Royal Oak would benefit from SMART’s economies of scale

**Conclusion**

The local transit task force didn’t know when it began its work 7 months ago if there was a viable transit program that would work for Royal Oak. The task force knew a majority of people who voted in the November 6, 2016 election voted ‘yes’ for 1.2 mils to support the regional transit plan but didn’t know if those results were applicable to a ROGO-type transit system. The community survey confirmed that people were willing to use a local transit system if it had certain attributes and was connected to local and regional destinations.

The local transit task force is honored to have been asked to do this important work and is proud of its work product. The task force believes that with the proposed ROGO system, residents of all ages and abilities will have a high degree of transportation independence - a benefit to Royal Oak residents, employers and employees - that will be unique to communities in the Metro Detroit region.

**What stakeholder groups said**

The Task Force took testimony from several stakeholder groups.

- **Detroit Zoo - Paul Good, Community/Government Relations**
  - They expect 1.5 million visitors in 2018
  - Parking is difficult. On good days visitors can wait an hour to get into the parking lot. Traffic can back up on all roads
  - They rented shuttles, parking one at OCC and one at Royal Oak. They had to decide each day if they’d need to use them.
  - They will be constructing a new pedestrian entrance on Woodward
  - They are working with MDOT to improve pedestrian access across Woodward. There is no timeline for that work to be completed but a transit system in Royal Oak might speed up process
  - SMART is installing new bus shelters on Woodward - in front of the Zoo southbound and in front of Lifetime Fitness going north.

- **Beaumont Health - Maureen Elliot, Regional Community Affairs Manager**
  - The hospital has 1,100 beds and 10,000 employees, many of whom use public transit to get to work, 24/7
  - Beaumont provides funding to the city for disabled and senior transportation.
• They have two parking decks and surface parking

• Royal Oak Public Schools, Ms. Mary Beth Fitzpatrick, Superintendent of Royal Oak Schools  
  • She is interested in a program to help students get to school  
  • She was encouraged that we were talking about a public transit families could use.  
  • Student safety is of the utmost concern.  
  • Learning about traveling and public transportation is a learning opportunity for students and parents. She asked that middle schoolers and others be are part of a stakeholders group  
  • Transit would limit traffic around the school  
  • She has received a fair amount of interest in transportation for the students from parents

• Boys and Girls Club, Ms. Sally Owen, Director of Development, Boys and Girls Club  
  • A buses picks up and drop off students at the middle and high schools  
  • There aren’t enough seats. There is a waiting list.  
  • A staff member is always on the bus in addition to the driver