

Citizens Advisory Committee of the Regional Transit Authority

Mon, June 8, 2026 5:00 PM (EDT)

Virtual Session

You may join the Citizens Advisory Committee meeting from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/86548091630>

You may also join by phone: (646) 931-3860

Meeting ID: 865 4809 1630

MEETING AGENDA

CAC Members:

Lauren Baker ☒
Michael Bedard ☒
Tony Cafaro ☐
Rukiya Colvin ☐
Eric Dryer ☐
Jason Gierman ☐
Robert Gordon ☐
Gerald Hasspacher ☐
Andrea Henry ☐
Matt Homrich-Knieling ☐
Tim Hull ☒
Sarosh Irani ☐
Christian Jacobsen ☐
Jamie Junior ☐
Jarod Malestein ☐
Mitchell Mantey ☐

Erin McCurry ☐
Reginald McLemore ☐
Aleksandra Miziolek ☐
Megan Owens ☐
Daniel Parnell McCarter ☐
Robert Pawlowski ☒
Melinda Powers ☐
Deniqua Robinson ☒
Susan Rowe ☐
Corey Rowe ☐
Greg Rybarczyk ☐
Taria Sims ☒
LeRoy Taylor ☐
John Waterman ☒
Stephen Weatherholt ☐
Thomas Yazbeck ☐

RTA Participants:

Ben Stupka, RTA Executive Dir ☐
Erica Robertson, RTA Board Liaison ☐
Ned Staebler, RTA Board Liaison ☐
Corri Wofford, RTA External Affairs
Director ☒
Julia Roberts, RTA Planning &
Innovation Director ☐
Kameron Bloye ☐
Isaac Constans, RTA Communications
☒
Becky Lesicki ☐
Drue Bender ☐
Robert Cramer, DDOT General Mgr ☐
Kristin Caffrey ☒

Interested Parties:

Brother Cunningham ☐
Madison Prinzing ☐
Katelynn Britton ☐
Keon Williams ☐
Renard Monczunski
Lucas Lasecki

Meeting Objectives:	Agenda Item	Leading
1	Call to Order – 3 min Robert Intro Michael Bedard	Robert
2	Quorum (6/30) – 2 min Not Met	Robert
3	Approval of the Agenda – 2 min <i>Adjusted to show Access to Transit</i> <i>Michael Intro</i> <i>Tim Second</i> <i>Unananimous</i>	Robert
4	Approval of April 13 Meeting Minutes – 2 min <i>Michael – Intro</i> <i>Lauren - Second</i>	Robert
5	Public Comment – <i>As needed</i> - 10 min	All
6	RTA Update – 10 Min <i>Access to Transit – Kristin Caffray</i> <i>The RTA is working on access to transit program to create new and better ways to move and connect people.</i> <i>Note working to facilitate annual updates and adjusts to continuous address and continue implementing in the region.</i> <i>Original ideas derived from transit organizations throughout the country. Regional coordination is the area where the RTA works across the 4 county area to expand transit while being somewhat more adjacent.</i> <i>This takes on different forms depending on the specific area. The RTA is working on determining what form this takes for each area at this time.</i>	RTA Team

Michael asked about 2027 plans which would have future integrations. The planning process uses qualitative/quantitative data to id 100 stops then 20 then picked 5. That doesn't mean they'll stick to that list but this allows them to have a starting point to identify opportunities in conjunction with other partners throughout the region. IE if SMART is working in specific area avoid overlapping cost and use.

Robert asked for clarification – interested to see if there would be more spots in Wayne County. There's currently 2 in Wayne but with the new millage campaign anything East Side or Downriver? Of top of head unsure on the full list but will check to see if that full list can be made available.

John – late night flashing lights and difficulty of pedestrian signalling for transit users where they may be playing dodge em' against cars late at night. Preference to have it as normal as this helps keep traffic slower. Speeds increase exponentially.

KC – Talking about the flashing light and whether you get the light or the clear to walk signal. There's then the rapid flashing beacon where if you press it serves as an alert but doesn't stop traffic. Is the desire more to stop traffic?

John – if a light needs to be there during the day it rather needs to be in place at night as well.

Robert – To illustrate it's a large number of the lights on that corridor – John will give some precision to the map to help give example of where this occurs.

KC – It does differentiate based on the road type and who specifically owns and manages the road.

John – This can be about setting priority – its really about ensuring there's accessibility for transit users and will send additional detail.

Robert – One more thought and it echoes John's thoughts around Fort Street and the number of main streets and then it becomes the same. In Macomb there are similar but there are some areas that are operational. Some accessibility in other spaces as well. This may be an area to be looked at w/r/t crosswalk areas.

KC – We can definitely make recommendations and suggestions but we do have to mindful of the road authorities that cross over.

John - Fort/Oak street, Gratiot/15 is an example as well. Some areas have lost these over time as road expansions/renovations have occurred.

Access to Transit (ATP) Program

Funding Source: USDOT Congestion Mitigation and Air Quality (CMAQ) + MDOT Service Initiatives.

- RTA's Access to Transit Program is a new regional initiative that focuses on improving the infrastructure **around** key bus stops to make transit easier and safer to access, filling gaps between riders and facilities.
- The program uses federal funds secured at the regional level to deploy capital projects. Funding supports planning, design, and construction of enhancements at stops that align with the [Regional Transit Master Plan](#).
- MDOT Service Initiatives grant funds support planning, including environmental review and design.
- Congestion Mitigation and Air Quality (CMAQ) federal funding, awarded through SEMCOG, supports construction. The RTA is formalizing ATP to fund enhancements each year at locations in the region.



Origin of ATP

- **Peer Success with ATP:** utilized ideas from the CTA ATP (2016) while learning from peer analysis the benefits and barriers to call-for-projects vs direct spending.
- **Regional Coordination:** RTA is able to work directly with communities and transit providers across the four-county region on projects beyond the traditional scope of transit.



More Regional Initiatives

- Oakland County [Access to Transit Program](#)
- SEMCOG [Access to Core Services](#)
- SEMCOG [Safe Streets Now](#), Access to Transit – Bus Stop Enhancements
- [SMART SPACES](#) – SMART Bus Stop Improvement Project
- SMART Pontiac Mobility Hub Site Selection and Conceptual Design



Finalized Select Locations

- Macomb County - Warren: Hoover + 12 Mile
- Oakland County - Southfield: 9 Mile + Providence
- Washtenaw County - Pittsfield Township: Washtenaw + Carpenter
- Wayne County - Dearborn: Michigan + Schaefer
- City of Detroit - Old Redford Meijer: Grand River + McNichols

Example Enhancements

- Pedestrian Signals
- Shelters with real-time arrival information
- Improved Pedestrian Scale Lighting
- Wayfinding
- Midblock Crossings
- Bus Bulbs
- ADA Truncated Domes and sidewalk enhancements



	John/Taria to head to Lincoln Park City Hall meeting. The majority is a renewal. The only tax payers are those in opt out communities. This highlights the need to talk thru Wayne County as without this millage this becomes an all or none. Robert – there was a lawsuit dismissed as the county factored process and procedures so this will be on the ballot in August. One item that is top of mind is that nothing at the county level is to help raise awareness. TRU will be holding a series of canvasses to communicate. Robert has been going door to door to communicate with the public as well. John – We can’t advocate for how someone should decide but we can highlight how important transit is in general and that supporting transit is a benefit throughout the region. John – There’s a lot more work done by SMART in this plan in laying out a plan. This is very well planned out for other areas. These aren’t particularly being shown and they need to be highlighted. Michael – I’ll definitely vouch that Wayne County’s plan for more rural areas look more thought thru. I’d love to have that kind of concerted approach in my area. We’re 5 years in and really no signs of a plan. Also a little disturbing that when I submit complaints they’re not kept. Checked via FOIA. John – Also a telling issue is with bus service and seeing an empty bus. We know that there are times the buses are standing room only. Tim – Any additional connection to Washtenaw? Robert – unsure how to answer at this time and there’s not been that discussion. Right now the biggest concern has been to get the millage past passage. John – first part is filling gaps. Then finding ways to coordinate between systems like The Ride and SMART.	
8	Transit Board Updates – 10 min Robert - SMART – April 20 changes. Route 350 launch and was one of the first who rode it thru Walled Lake and seeing these new routes. Excited to the service coming fwd. Some new extensions on the 430/494/610/780 to improve cross county connectivity. Some detours Evergreen N of Michigan and eventually new routing towards Fairlane. A lot of FAST and DDOT were rerouted due to detours in place. Starting up Pontiac Mobility Hub connecting and Oakland County svc center. Wayfinding pilot and new signage initiatives on Woodward/Gratiot corridors.	Robert/Michael/John

	DDOT – Free Rides for K-12 in April and moving fwd. Shaffer and Grand River opened and ability to purchase bus passes and operates just getting started. 53 new buses coming on board which brings over 50% of the fleet over to new vehicles compared to old. Greenfield/8 Mile/Evergreen going thru some service enhancements. New shelters and amenities at stops to start. New agreements with labor organizations coming online as well. Ann Arbor – Blake Transit center on 4th avenue has seen some construction and there are some alternate stops on 5th. D2A2 also has been shifted to alternate location in DT AA in order to facilitate construction. Working on route 4 and 62 route enhancements. DPM – Officially resumed serves after being closed in March due to high winds. WOTA – Continues to set records for ridership all time and having additional opportunities. NOTA – Looking at community transit plan enhancements moving into 2026 back half and into 2027. SW Oakland county – Have noticed when I've had issues that these seem to be unaddressed. Asked and didn't get an answer, so I FOIA requested. Service interruptions appear to not be tracked or acknowledged in the area. Additionally local government officials when asked have had low to no interaction with OC Transit. For Wayne County – ensure you have a transit authority to answer for service. The multi entity necessity in this area continues to make a case that we are a pariah area for transit with only a few extra hours to show for being opted into a millage. PEAC working to set and hold training to ensure that there is acknowledgement and knowledge of available services throughout the area. There are over 500 students that are involved in Tim - AATA – Some major detours that are personally. Routes 23/22 with Nixon road shut down and this prevents service from reaching the area and there's no real service. This pushed the closest service form a short walk to a 15 minute+ walk and all tracking via app is now broken as well. This is up to 6 months and continues to be labeled as “temporary” John – This really highlights a need for where there needs to be transit and pedestrian options for a detour in similar fashion to	
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	how car traffic is treated. Tim – Sometimes this is SEMCOG, sometimes local cities, sometimes other. Wanted to also bring up the Gordie Howe bridge but wanted to see if DDOT plans to run buses in conjunction with the pedestrian crossing. Robert – This morning checked this out and the planned route is 30/Livernois which has been on detour. It will serve most of this. Other routes may have future opportunity. The best part is they've put infrastructure in place to have some space that can be used towards dedicated transit use. Does 30/Live serve DT Detroit but it does go to the Hargrove Center. Tim – it would be nice to have a route between downtown. And the overall grid to get from A to B to C this would be very difficult. Used the Tunnel Bus this last week. Would love to see the combination of the buses of D2A2/Flix/Train coordinated into a singular transit center. Robert – It's the start and hopefully there's additional route planning that can occur with more connectivity to areas throughout the county. John – This ties absolutely to the purpose for the RTA CAC.	
9	New Business - 5 mins <i>Robert – Mobility Wallet gives shout out to Farai and KC this is one of my favorite apps used as a transit rider and appreciates the interview and process with the app.</i> <i>Lastly regards to Isaac Constans who is leaving the RTA and heading to New Orleans – thank you for everything!</i> .	Open to CAC Members
10	Next Meeting: August 10, 2026 Based on Above – 2 Mins Robert to head up – John will be OOO.	John
11	Meeting Adjournment – 2 Mins <i>Robrert Intro</i> <i>Taria Second</i>	All

Reference Materials	Link(s)	Notes
Oakland County Community Transit Plan	https://www.oakgov.com/home/showpublisheddocument/30275/639065056892200000	

	<i>Decisions/Action Items</i>	<i>Assigned</i>	<i>Due Date</i>
1			
2			
3			
4			
5			

MB	Michael Bedard (Me)	 
RM	RTA Michigan (Host)	 
K(	Katelynn (PEAC)	 
KC	Kristin Caffray	 
RP	Robert Pawlowski (he/him/they)	 
TH	Tim Hull	 
CW	Corri Wofford	 
DR	Deniqua Robinson	 
DB	Drue Bender (RTA)	 
FN	Fireflies.ai Notetaker Robert	 
LB	Lauren baker - Disability Network Eastern Michigan	 

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